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SEA COMMUNICATIONS.

BY KENNETH BRIDGES (under 18 years).

This essay was entered in the recent competition and was "Highly Commended."

FOREWORD.

As we turn the pages of history, and trace the rise and fall of mighty nations, we realize that, for the most part, all the great nations of the earth have been great sea powers, too. Trade and commerce have brought them their wealth, their greatness and their power, for trade communications with foreign lands is the very life-blood of a prosperous country. By its shipping alone can a nation keep pace with the rapidly moving world of peoples beyond the seas, and exchange export for import in the world's markets, and so, for a great nation—and every nation that would be great must have maritime interests—sea communications are of supreme importance.

HISTORICAL IMPORTANCE OF SEA COMMUNICATIONS—VENICE.

Five hundred years ago the City State of Venice was the richest and the most important in Europe. This singular town was built upon a group of islets in the Adriatic Sea. Such a situation could not ordinarily have been chosen as the site of a great city, but its very in-accessibility had recommended it to its first settlers, who, in the fifth century, had fled from their homes to escape the ravages of the Huns.

The Venetians were essentially a maritime people, for, living on the sea, they made it their profession, and soon they found the foremost merchants of the world, and their fishing village transformed into the richest, most populous and the most beautiful city in Italy.

Commerce had done much for Venice, her argosies traded with Constantinople, Alexandria, Antwerp and London, filling her treasuries with the fruits of their voyages. About this time daring navigators were ready and willing for exploration, for the great object of all explorers was a short trade route to the Moluccas, the spice islands of the East, then famous for their spices, drugs, and beautiful fabrics.

DESTRUCTION OF VENICE'S COMMERCIAL GREATNESS.

In 1492 Columbus, a Genoese seaman, conceived the plan of reaching the Indies by sailing West; he collected a tiny fleet, and after a hazardous voyage discovered America.

Six years later Vasco de Gama, a Spaniard, spurring on by Columbus' discovery, after sailing around the Cape of Good Hope and northward beyond Zanzibar, reached Calicut, in Hindustan, by sea.
It was an epoch in history, and, as we shall see, had a disastrous effect on Venice, for the spice trade of the East, instead of coming overland by Arabia, and then by Venetian galleys to Europe, now came by way of the Cape. Venice's merchant fleet was now useless, the centre of gravity of commerce had shifted from the Mediterranean to the Atlantic; Venice, as a maritime power, was doomed, and henceforward sinks lower and lower in the scale of power, while Spain and Portugal rise in proportion.

ENGLAND DRIVES SPANISH SHIP-PING FROM THE SEAS, RESULTING IN HER PRESENT-DAY WEALTH AND POWER.

About this time, England, under Queen Elizabeth, was at war with Spain, who relied for her resources on her supremacy at sea, so those old sea-dog's of ours, Fighting Francis Drake, Raleigh, and the others, having whipped the Armada, plundered and harassed the Spanish shipping. So thoroughly did they

Every boy and girl knows that England is an island power, and that the sea which surrounds her has been a great source of blessing to her.

"Thy story, thy glory,
Thy fame of thee,
It rose not, it grows not,
It comes not save by sea."

Shakespeare tells us that the encircling sea serves us—

"In the office of a wall,
Or as a moat defensive to a house,
Against the envy of less happier lands."

THE IMPORTANCE OF SEA COMMUNICATIONS TO GREAT BRITAIN.

This "defensive moat" has always proved a barrier against foreign attack; for more than eight hundred years no foreign army has invaded England, and her people have never been forced to lay down their tools and snatch up their weapons to drive away the invader. No other land in Europe can make this proud boast.

We owe this security to the fact that we are a united nation, and to the security of a mighty navy.

Not only has our navy kept us free from invasion, but by winning for us the mastery of the sea, it has enabled us to build up a great foreign trade, by which we have grown rich and great, and to found colonies and hold possessions in every continent on the face of the globe.

At the present time it does even more than this—it secures for us the means whereby we live and move and have our being. So many of England's people are now engaged in mines and quarries and factories, on railways, and in offices, that she does not grow enough food for her needs. There is never enough food in England to last her people for more than a couple of months or so. She draws her food supplies from all parts of the world, and were a foreign foe to destroy her navy, and destroy or cut off her food ships (which Germany nearly succeeded in doing by the use of submarine craft), the great bulk of her people would soon perish of starvation. So you see that "Britain must rule the waves" if she is to exist at all and remain the greatest trading and colonial nation of the world, as she is to-day. A free and unhampered ocean highway is vital to Britain's interests. Every sensible man understands this, and all agree that our navy must be very powerful and very efficient. It must be able to command the seas, for, as Raleigh told us long ago, "Whosoever commands the sea commands the trade, who- ever commands the trade commands the riches of the world, and, consequently, the world itself."

THE NAVY'S IMPROVEMENT.

Never had the British Navy been so powerful and so well equipped, both in ships and guns and men as it was in July, 1914. The "wooden walls" in which Blake and Nelson fought, had long since disappeared, and our new battleships now fight behind bulwarks of steel. Steam has taken the place of sail; the old muzzle-loading guns have been superseded by huge 15-in., and even 18-in., weapons, the largest of which can hurl more than a ton of metal for fifteen; or twenty miles with deadly aim. Our modern warships are filled with costly machinery, quite unknown and even undreamed of in the days when Britain fought and won the greatest sea-fights of her history, but though the ships have changed out of all recognition, the officers, blue jackets, and marines who man them, possess the old fighting spirit and all the courage and daring of their forerunners.

THE SPIRIT OF OUR NAVY.

"Ye mariners of England,
That guard our native seas,
Whose flag has bravèd a thousand years,
The battle and the breeze!
Your glorious standard launch again
To match another foe,
And sweep through the deep
While the stormy winds do blow,
While the battle rages loud and long,
And the stormy winds do blow."

IMPORTANCE OF SEA COMMUNICATIONS TO AUSTRALIA.

Now our Australia, too, is an island continent of vast coastline, so that what holds good for the old country, holds good for us, too. Therefore, everyone realizing the importance of sea communications ought to have a great interest in our Navy, young though it is, since it is our first line of defence from the envious and covetous greed of our less prosperous neighbours.

The defence of our country and the protection of our sea communications is a question of vital importance. This last great war has opened our eyes to the development, actual and probable, in naval war.
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THE DEFENSIVE FACTOR.
Just before the war, grave rumours were abroad that the capital ship was doomed as a fighting unit, on account of the submarine and the mine, but the war has proved to us the fallacy of this rumour; it was proved at Falkland Islands; it was proved at Heligoland; it was proved at the Dogger Bank, and, above all, at Jutland, that the capital ship is the decisive factor in a naval action.

POSSIBLE MENACES TO OUR MARITIME SUPREMACY (COUNTRIES).
Another point for consideration is the possibilities for aircraft and submarine in war. The crossings of the Atlantic by the late Sir John Alcock and Brown, and naval dirigible R34, not to mention the magnificent exploit of our own Australian airmen, Sir Ross Smith, attest the possibilities of the former, whilst we have only to recall our appalling shipping losses during the U-boat blockade to prove the effectiveness of the latter.

THE LAST WORD IN THE DEFENCE OF OUR SEA COMMUNICATIONS.
The fast battle cruiser, heavily gunned, having played such an important role at Falkland Islands, the Admiralty were not slow to realize its value, and so the new, fast, heavily armoured R type battle-cruiser and battleship were laid down according to Lord Fisher's plans, carrying eight 15" guns and steaming 28 knots.

THE SECRET OF A PROPER DEFENCE FOR OUR SEA COMMUNICATIONS.
Let "Bigger and Faster" be our slogan in warship construction and for every keel-plate laid down by a foreign power, let us lay down two; herein lies the true secret of an effective protection for our sea communications, namely, a "two-power navy."

MORE POSSIBLE MENACES TO OUR MARITIME SUPREMACY (COUNTRIES).
Even now, the United States have passed a naval programme for 1920-21 which, if completed, will make their navy even more powerful than our own. They are even now building enormous swift and powerful 34,000 ton battle-cruisers, based on what the war has taught them. It would take too long to give details of these wonderful ships; suffice to say that our "Lion" compares with them just as our "Australia" compares with the "Lion."

Japan, too, has a new naval programme for £25,000,000.

Now, though these vast preparations of other countries may be purely defensive, they are a terrible menace to our national greatness unless they be heeded and steps taken to meet them.

WHAT SHOULD BE A PATRIOT'S WISH?

AN ADMIRAL'S WARNING.
Every Briton should realize this: the maintenance, strengthening and enlargement of our navy should always be the first wish of every true patriot. When Lord Jellicoe was in Australia last year, in a speech, he said words to this effect: "This war has been an eye-opener to us all, and now that it is over it is both the ripe moment and our duty to prepare for the next."

The navy is a fine and chivalrous service, and when we think of Kipling's lines we are reminded of its far-reaching power:

"Never was isle so little
Never was sea so lone,
But over the scud and the palm trees
An English flag has flown."

OUR MERCHANT SERVICE.
One word more must be said in praise of our merchant seamen, who, by their valour and daring, kept our sea communications open and made victory possible. We owe a lot to those heroes of the "Red Ensign" whose glorious work is so rarely considered.

AFTERWORD.
THE NAVY LEAGUE.
Everybody, young and old, should be a member of our Navy League, a league that strives to bring to the hearts of us all a true sense of the importance of our navy and our navy's work, especially here in Australia, where "the call of the sea does not sound in our ears" as strongly as in the old country, that all Australians should be brought to realize the vital importance of our navy for our commerce and our welfare, and that they should also place the interests of the nation above all others by remembering the words—

"Keep Watch."
THE NAVY LEAGUE JOURNAL.

TWO SHIP-CANALS AND THEIR INFLUENCES.

By Gen. S. Laing, Master Mariner.

Whether one looks at a mercator chart of the world or at a spherical model of our earth, it is easy to understand why such canals as the Suez and Panama were cut. We all have an inherent taste for short routes; in fact, the instinct that makes a person walk over the base of a triangular lot instead of covering the distance on the two sides of the property is only a simple illustration of the law that runs carries into all his projects. In tunnelling mountains, gouging subways under rivers, or long, and the strategical island called Malta stands guard at the half-way mark, proclaiming British rule on the navigable highway. After Arabia and Egypt were divided by the Suez ditch, the Red Sea became a useful waterway, instead of remaining a blind alley, where open dhows were the largest ships, and where sharks had never whetted their appetites on bits of oily waste and ash-shoot products from a steamboat. Just as old Gibraltar, the most valuable peninsula in Europe, stands with its dhows were the largest ships, and where sharks had never whetted their appetites on bits of oily waste and ash-shoot products from a steamboat. Just as old Gibraltar, the most valuable peninsula in Europe, stands with its

famous flanks at the mouth of the Mediterranean waters, so does sun-blistered Perim, an island gem, proclaim British hunting at the mouth of the Red Sea. Then round the corner we have Aden. Was the protection of water routes ever neglected by John Bull? If geography was taught in the schools from a sea-logic angle, the youngsters would listen more attentively to the wonderful marine stories within our far-flung Empire.

If the Suez Canal had not figured in marine affairs, such peculiarly situated countries as Egypt, Arabia, Persia, Baluchistan and India would have been without the slowly spreading influences of Christianity for perhaps many a long century. With the exception of the Turks and Turkey, the people within the scope under review have all acknowledged some redeeming features about British trade and diplomatic procedure, to say nothing of the addition of the moral and religious examples of our unselfish missionaries.

Where did the trade routes lie before the Suez was cut? Around the two Capes. Yes, there were only two really historic capes in the world—the Cape of Good Hope and Old Cape Horn. These big toes to South Africa and South America respectively held the keys to all east and west voyages of great distance.

The writer has called the Suez Canal route a carpet slipper one, and it well deserves the name, for he has sampled both voyages many times. As New York immigrants and passengers are concerned, the Mediterranean voyage to India and Australia is superb. There are still many thousands of people in these countries, however, who have to go to the trip round one of the Capes. In sailing ships it was always a hard proposition for such travellers, and whilst palatial steamers have come into our midst and removed many of the tedious trials of ship life, the Cape passage to the East is thousands of miles longer, and enters one of the stormiest areas on the map—namely, the roaring forties—or, as sailors call it, "running the eastern down."

Let us view the conditions that the Panama Canal has brought about. Many people are alive to-day who remember when a Nova Scotian or New Yorker had to face a four months' trip round Cape Horn in a windjammer if they wished to go to Vancouver or California coast. I mention this to remind the readers that before the days of transcontinental railroads, all wide travelling had to be done on board ship, even though the trip was in reality a terra firma proposition. To travellers in those days, the terrors of the sea were at least known, but no man knew what he was up against in pushing across the unexplored continent.

The time came when people and merchandise could be transported by railroad from the Atlantic to the Pacific. Bear in reverent mind, however, that the bleached skeletons of hundreds of pioneers have strewn the transcontinental rails in Australia and South Africa, as well as North America, before com fortable travelling could be established. Ships always figured first in the travelling game, then railroads and canals. This statement has no reference whatever to the barge canals of ancient Britain and Europe, which were in vogue long before railroads or ocean travel were dreamed of. Such waterways were purely local and primitive, but they were a proof that even in those days man had found out how easy it is to move a floating body.

What has the Panama Canal done?

It has brought the eastern ports of America much nearer Chili, Peru, Equador and the Pacific Coast in general. It has shortened the route from Sydney, Newcastle, Melbourne, Brisbane, and New Zealand ports to the great commercial centres on the Atlantic seaboard of America, such as New York, Rio de Janeiro and New Orleans.

The sea journey from Europe to San Francisco and British Columbia ports has been considerably reduced since the opening of the Panama Canal. In the old days it was necessary for ships to round Cape Horn or traverse the devious ways of the Magellan Straits, thus adding thousands of miles to the length of the voyage.

Canals are amongst the greatest assets of a nation.

Field Marshal Earl Haig is reported as having publicly stated that about 180,000 British ex-sailors and soldiers have been unable to obtain employment in the land they fought for and saved from Panissianism.

Illustrations in this issue by courtesy Sydney Mail and Sydney Morning Herald.

THE RANGEFINDER.—Continued from 12.

furnished by the rangefinder. By measuring the distance from a buoy or an adjacent ship it greatly simplifies the operation of anchoring in a roadstead or mooring in a crowded harbour. These are but a few of the benefits it confers, but many additional circumstances in which the rangefinder may be used with advantage will suggest themselves to the practical navigator. Beacons are proverbially conservative, and do not as a rule take kindly to "new-fangled gadgets." The fact that hundreds of shipmasters and navigating officers now make the rangefinder as an essential item of bridge equipment is conclusive testimony to its properties.
THE BRITISH NAVY: GREAT EVENTS IN ITS HISTORY.

By MOLLY WARBURTON (under 14 years)

The English seaman is a bold, but calm and self-possessed hardy man.

This character is shown strongly in Drake; especially in the episode just before the arrival of the "Invincible Armada":—

"He was playing at Plymouth a rubber of bowls,
When the great Armada came.
He said, 'They must wait their turn, good souls.'
And he stooped and finished the game."

There is a great difference between the sea-fighting of to-day and the sea-fighting of long ago. At the present day ships may commence an action when 10 or 12 miles apart, but then they were fighting hand to hand. The British ships at the time of the Armada provide great contrast to the ships of to-day. They were small, and clumsily put together, being high at the stem and stern, and low in the middle. In 1912 a model of the ship "Revenge," which showed great prowess in the Spanish Armada, was exhibited at Earl's Court, and one could not help wondering how a vessel of that kind could do any good in a naval battle, when we think of our splendid warships of to-day. Indeed, the ancient ships would be of little use in a twentieth century sea fight. But in those days the conditions were entirely different. Although guns were used, they were nothing to the powerful ones we possess now. Great havoc to the Armada was caused by fire-ships. These were set alight with explosives, and set adrift amongst the Spanish Fleet. They may be called the forerunners of torpedoes and submarines.

DRAKE'S TRIP ROUND THE WORLD.

Some time before this period an historic voyage was made by Francis Drake, on November 15, 1577. This was a supposed raid on the treasure of the South Seas, but proved to be his memorable trip round the world. At the start none of the crew knew the true object of the voyage. They thought their destination was to be Alexandria, but when the Cape Verde Islands had been reached, the secret could be kept no longer, so it was "Westward Ho! with a rumble,
And hurrail for the Spanish Main, oh."

Drake led his little party bravely across the Atlantic. Five months afterwards they landed on the shores of Patagonia. In the autumn they passed through the Straits of Magellan, and attacked the Spaniards on the coast of Chili and Peru. They plundered many Spanish ships, and finally, after many adventures and exploits, they sailed from the West Coast of America, and reached home after having rounded the Cape of Good Hope. Then, after three years' absence,

"England expects every man to do his duty."

This was Nelson's simple but stirring message to the Navy, on the eve of the famous Battle of Trafalgar. It inspired those men of long ago, and still does in the present generation. Unconsciously it is in every man's heart just before a light, and it spurs him on to do his duty.

"Every nation has a spirit of its own—a spirit which is the mainspring of mechanical action. It is more than a mechanical spring, for it not only supplies a motive force, but determines the moral character of the action which results," says Sir Henry Newbolt, in his book, "Submarine and Anti-submarine." This is true. The Navy, although only one part of the gigantic struggle of Right against Might, England's future depended upon it.

The Navy, from the time of King Alfred, had always been one of the mainsprings of the nation, but not till after the Armada did it become the most powerful in the world. Since then England's victories at sea have been very numerous, and she has proved herself to have the finest navy in the world.

"At this grave moment in our national history, I send to you the assurance of my confidence that the officers and men of the Fleet will revive and renew the old glories of the Royal Navy, and prove once again the sure shield of Britain and her Empire in the hour of trial," was the King's historic message to the Navy, August, 1914.

It cannot be read without enthusiasm and pride, the bold deeds of our ancient heroes—Drake, Grenville, Blake, Nelson, and many others.

The first fleet was formed in 896, under Alfred, to resist the Danes and other marauding tribes. These were long, galley-like vessels, worked by oars, the oarsmen being under the deck.

The Navy, after this, improved steadily, but did not attain the position of finest in the world till the Middle Ages.
they sailed into Plymouth Harbour, where they were welcomed with great rejoicings, for all had given them up for lost. A banquet was held on board Drake's ship, "Drake." Thus the first Englishman sailed round the world.

**THE BATTLES WHICH TOOK PLACE DURING THE TIME OF THE COMMONWEALTH.**

The first great naval event we may note is the war which took place against the Dutch in 1652. This was caused by an Act which had been passed by Parliament, which stated that no goods could be brought into England except by English ships. This was a great hindrance to Dutch trade, so a war took place between the English and the Dutch. The fighting was all on the sea. The English commanders were Blake and Monk, and the Dutch, Van Tromp and De Ruyter.

The first battle was won by the English, and the second by the Dutch. After the Dutch victory, Van Tromp hoisted a broom to the top of the mast, to signify that he would sweep the English power from the seas; but his threat was not carried out, for soon afterwards a battle took place, in which the Dutch were defeated, and Van Tromp killed.

**BATTLES Fought AGAINST FRANCE.**

England at this time had to fight against both France and Spain. The first battle was fought off Ushant in 1794, where Lord Howe conquered the French Navy. The French suffered another defeat in 1797, off Cape Vincent, by Sir John Jervis, and it was in this battle that Horatio Nelson first distinguished himself. In the same year Admiral Duncan defeated the Dutch, who had also declared war against the English.

**THE BATTLE OF TRAFALGAR.**

Napoleon was proclaimed Emperor of France in 1804, and there and then he determined to invade Britain; but he never reached our isle, for on October 21, 1805, Nelson met the united fleets of France and Spain off Cape Trafalgar, and a long fight commenced, in which the brave Admiral was killed, and the English won the day.

This wonderful battle was the greatest sea fight the world has ever witnessed and ever likely to.

"Admirals all, for England's sake, Honour be yours and fame; And honour as long as the waves shall break To Nelson's peerless name."

**THE RANGEFINDER AND ITS USES.**

It is quite a fallacy to assume that all the appliances which science placed at the disposal of the Navy during the war have lost their value with the return of peace. On the contrary, many of these devices have since been applied to the service of peaceful navigation, in which capacity they are doing much to minimise the ordinary perils of the sea. A typical case is impressed by the rangefinder, an instrument first invented for the benefit of naval gunnery. Its function was to determine the distance of the target and thus enable a warship to open fire with immediate effect instead of wasting time and ammunition on ranging shots. But it speedily became evident that for such an instrument there was a much wider sphere of utility, and several high-class shipping companies see that the navigational rangefinder forms part of the equipment of their ships. All who are conversant with the rudiments of navigation will appreciate the immense value of an instrument that enables the ship's officer to ascertain the distance of an object—even a point of light at night—by one simple observation. That is what the navigational rangefinder does. Its use does away with the necessity for making elaborate calculations, for the distance can be read direct from the scale, and the degree of accuracy is much greater than is possible with the old method of determining the position of a vessel with reference to objects afloat or on land by means of either bearings or sextant angles. The rangefinder is essentially a powerful telescope, magnifying from 14 to 18 diameters, according to the pattern in use, and it therefore facilitates the identification of a distant object, besides giving its distance. Without such an instrument the distance of a moving light at night time cannot be estimated, as the visibility is governed by the atmospheric conditions prevailing, and it is difficult to get by ordinary practice—apart from using the rangefinder—the distance of a fixed light. The more obvious advantages of a rangefinder may be summarised as follows: It will show whether a ship is approaching a given object, receding from it, or maintaining the same distance. Should this object be a headland or a light which has been rounded at an appointed distance, the fact of the range being under continuous observation makes it easy to keep requisite distance thus effecting a saving in steaming distance. In case of fog, a momentary lift in the gloom may reveal some light or mark, the distance of which can be measured in a few seconds. A distant light can at once be distinguished from a bright star on the horizon. When sighting uncharted floating objects, such as wrecksage, icebergs, etc., it may be important to know the distance instantly, and this knowledge is.
Read a map correctly, and draw an intelligible rough sketch map. Point out the compass direction without the aid of a compass. State the scale of the map. Use an axe for felling or trimming light timber, or, as an alternative, produce an article of carpentry or joinery, or metal work made by himself satisfactorily. Must be able to judge distance, area, size, numbers, height or weights, within 25% error. He must also train a tenderfoot in the various tests required for that examination.

Finally, to gain the King’s Scout badge he must have passed first class test and Pathfinder’s badge, also three of the following tests:—Cyclists, Ambulance, Fireman, Marksman, Rescuer, Signaller.

Of course there are many other proficiency badges which a Scout can earn, and these are signified by various designs (about the size of half-a-crown), and are sewn on a Scout’s sleeve. Here are some of them:—Airman, Basket-maker, Bee-farmer, Blacksmith, Boatman, Bugler, Carpenter, Clerk, Dairyman, Electrician, Engineer, Friend to Animals, Gardener, Handyman, Horseman, Interpreter, Laundryman, Leather Worker, Mason, Master at Arms, Miner, Metal Worker, Missioner, Musician, Naturalist, Photographer, Pilot, Pioneer, Piper, Plumber, Printer, Surveyor, Tailor, Telegraphist, Textile Worker, Woodman, Entertainer, Steward, Sea Fisherman, Prospector, Poultry Farmer, Artist.

A Troop consists of two or more patrols, and the latter consists of seven Scouts, a second leader (usually termed “seconds”) and a patrol leader. The “second” is generally selected by the patrol leader (usually abbreviated and termed “P.L.”) with the advice of the chief (or scoutmaster). In all cases, “P.L.’s” are selected, naturally the association will suffer. Over all these boys is placed a troop leader. This boy is usually selected from the “P.L.’s,” and again character and personality take precedence in this selection. He takes charge of the Troop whenever the chief is absent, and the rank is the highest non-commissioned rank in the association. These ranks are distinguishable by the following white stripes worn on left shirt pocket—second, 1 stripe; Patrol Leader, 2; Troop Leader, 3.

(To be continued)

THE MOTHERLAND.

“—Kingdoms wax and wane,
They spring to power and pass again.
And ripen to decay;
But Britain sound in hand and heart
Is worthy still to play her part
To-day as yesterday.

Not till her age-long task is o’er
To Thee, O God, may she restore
The sceptre and the crown.
Nor then shall die; but live anew
In those fair daughter lands which drew
Their life from hers, and shall renew
In them her old renown.”
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A WARNING TO THE EMPIRE

"It is well, said Admiral Earl Beatty, to utter a word of warning, lest, in the reaction after the strain of the Great War, we believe that such dangers as were successfully surmounted are not likely to recur in the near future, or that, if they recur, they will be surmounted in the old fashion. The position of the British Empire to-day is incomparably more powerful than it was before the war. We cannot afford to let our tusks grow blunt. We must be prepared not only to defend ourselves from external aggression, but also to assist our friends who are in less fortunate circumstances."

"For ourselves, the Royal Navy suffices, and history justifies its upkeep on a scale commensurate with the position of the Empire in the councils of the nations. To those who advocate a further reduction beyond the present bare minimum, I would repeat the fable of the fox who saw a boar sharpening his tusks after winning a battle. The tale shows that the nation who is conscious of its duty to the sailor or soldier did so because these men made it possible for him to do it."

From time to time we have had a surplus of verbal and written "bunkum" about what this or that politician did for the sailors and soldiers. The fact is that the fighting men owe nothing to the professional politicians. Politicians are phantasms to themselves as opportunity offers, and to their country and its savours as pressure of public opinion dictates or makes expedient.

The politician who did anything but his bare duty to the sailor or soldier did so because these men made it possible for him to do it. No, the men who voluntarily crossed the seas for the sake of a cause, owe nothing to politicians. All honour to the men who weathered the ghastly storm of mutilation and frightful death for the sake of a cause, owe nothing to politicians.

All who do anything but their bare duty to the sailor or soldier did so because these men made it possible for him to do it. No, the men who voluntarily crossed the seas for the sake of a cause, owe nothing to politicians.

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THE NAVY LEAGUE.

THE NAVY LEAGUE.

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Motor Luncheon Case, measuring 18 x 12 x 6¼ 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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New South Wales Branch
The continued popularity and increasing demand for Fine Whole Pearl Necklaces is an undoubted indication that these are the most fashionable ornaments in vogue. Equally suitable for both day and evening wear, their soft and lustrous sheen has an unrivalled charm. Hardy Bros. specialise in Pearls and hold the largest and choicest stock in Australia. The prices of Pearl Necklaces range from £20 for small dainty strings, suitable for young girls, to large finely-matched Necklaces at £300. Inspection is invited.

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The Navy League Journal

NEW SOUTH WALES BRANCH.


THE WATCH ON GREAT WATERS.

"Thrilling" is not precisely the adjective one would apply to historical works in general, and least of all to those of official origin; but I can promise a succession of real thrills to every reader of Volume I, "Naval Operations, to the Battle of the Falklands," writes Hector C. Lywater in The Navy. "The theme is grand enough to inspire any pen, and Sir Julian Corbett has made the most of it. This complete narrative, though it carries us only to the fifth month of the War, places some outstanding events of that period in quite a new light, and incidently shows how completely the public failed to appreciate not only the magnitude of the Navy's task, but the 'whys' and 'wherefores' of certain operations. Secrecy was the very basis of our strategy, so much so that there were times when certain movements of ships could not be communicated even to our own commanders until they were well advanced. An instance of this occurred in connection with the transport to England of the first Canadian contingent. The Admiralty had made elaborate arrangements to safeguard the transports from attack, even going to the length of detaching the fine battle-cruiser Princess Royal from the Grand Fleet. Unfortunately the Canadian papers had not yet learned the value of secrecy, and were publishing all the information they could gather respecting the convoy and its escort. For this reason the Admiralty decided to maintain silence until the last possible moment on the subject of the Princess Royal's orders, and not even Admiral Wemyss, who was in charge of the convoy, was informed of her coming. This is only one example taken from many contained in the book, all of which go to emphasise the vital importance of reticence in modern naval operations. Another well-kept secret was the despatch of the Inflexible and Invincible to the Falklands to deal with Von Spee. It is true that thousands of people, including all the dockyard workers at Devonport, knew or guessed what was in the wind, but the best proof that tongues did not wag was the amazement exhibited in Berlin when the news of the Falklands battle became known.

"Sir Julian Corbett's presentation of the facts nullifies much of the criticism to which the Admiralty were exposed during the War, often because they could not reply without giving priceless information to the enemy. Everyone remembers the grumbling that went on because a few German raiders succeeded for a time in preying upon commerce. There would have been less impatience had the people at home first studied a large-scale map of the globe and then looked up our available cruisers in one of the naval text-books. Even so they could not entirely have grasped the difficulties and complexities of the Navy's task in keep-
ing the seas open to friendly traffic. At the outbreak of war our modern cruisers were scarcely more numerous than those of the enemy, and the best of them had to be kept for the Grand Fleet. As a consequence the bulk of our ocean patrol work had to be done by cruisers past their prime, deficient in fighting qualities, and above all in speed. The official historian shows how both the Karlsruhe and the Dresden would have been caught in the first fortnight had we possessed a few fast cruisers on the American station. In the Pacific we were equally handicapped, and it was in that vast area that Von Spee elected to play his game of hide-and-seek for weeks at a time. Nor was it possible to employ all the cruisers on the American station. Ill the play his game of hide-and-seek for weeks at a time. Nor was it possible to employ all.

The difficulty was met by appealing to Admiral Beatty's that the affair did not end in disappointment, if not in a serious reverse. When the Arethusa and Fearless, with their respective destroyer flotillas, kept into the Light, they ran into a powerful concentration of enemy cruisers. A very confused engagement followed in which, but for the poor German gunnery and the audacious handling of our vessels, we should probably have suffered heavy loss. The Arethusa, partly disabled and with her speed much reduced, found herself in grave danger; and wirelessed for help. Admiral Beatty received the call, and at once resolved to take his battle-cruisers into the fight, deliberately accepting the staggering risks this move entailed. He arrived in the very nick of time, and the first salvos of the Lion and her consorts decided the day in our favour.

The sinking of the Audacious, the escape of the Goeben, the loss of the three Cressy, the gallant but abortive attempt to save Antwerp, the disaster of Coronel, and the "return match" at the Falklands—all these and a hundred other events and incidents of the 1914-1918 war campaign are explained with admirable clearness. Perhaps the most moving pages in the book are those which recall the tragedy of Coronel and the gallant end of the splendid seaman, Admiral Sir Christopher Cradock, and his gallant comrades in the Good Hope and Monmouth. Of Cradock's last conversation the historian writes: "It is not without emotion that one contemplates the feelings of such an officer when suddenly he found himself face to face with the hopeless situation into which, against all his protests and better judgment, he clearly believed himself to have been forced. A cloud that can never be lifted has fallen on one of the most tragic moments in our Naval history. All we can ever know is the silver lining. For whatever he thought and felt, Admiral Cradock did not flinch." His obsolete ships were utterly outclassed by the powerful German squadron. The action was fought at dusk in a gathering storm, and Cradock's ships silhouetted against the western horizon, presented magnificent targets, whilst the enemy was scarcely visible in the gloom. The engagement soon became general. 'Every minute the tactical disadvan-
Lord Anson followed in the very steps of Drake, and took his ship the "Centurion," round the world, overcoming difficulties and facing perils only less than those that Drake surmounted, and in the old style captured a great Spanish galloon loaded with treasure in the China Seas. The story of Anson's voyage is one that boys love, for it is a tale packed with adventures as thrilling as those of any story book.

It was in 1740 that war broke out with Spain. It was the old story. The Spaniards wanted, as always, to stop British trade with their colonies, and British ships would go. The Treaty of Utrecht had brought to an end in 1713 the great war with Louis XIV., in which Marlborough, leading English, Dutch, and German troops, had won his famous victories. The treaty gave to England the right to send one ship each year to visit the Spanish colonies. But English merchants and sailors were not satisfied with the single ship. They sent one ship, it is true, keeping within the letter of the treaty, but, as soon as her cargo had been cleared, she was reloaded from others that lay waiting for her at sea. The Spanish colonists, just as in the time of Hawkins, were glad of the chance to buy and sell, and asked no awkward questions when the ship came back again with a fresh cargo in a strangely short time. But the Spanish Government not unnaturally objected, and their cruisers took to searching English ships that hung about the coast with suspicious cargoes on board. The cargoes were seized, and the seamen were often cruelly ill-treated. Tales of their sufferings reached England, and the people grew angry, and demanded war with Spain. The temper of the country was such that Sir Robert Walpole, the Prime Minister, dared not admit the Spanish right of search, and he had to begin a war for which he was not ready, in a cause in which he did not believe. A squadron was fitted out, and set sail in September, 1740, for the Pacific, to harass the Spanish colonies, and prey upon the Spanish trade. It was commanded by Captain George Anson, who flew the broad pennant of a commodore in the "Centurion," in a small ship-of-the-line of 60 guns and 400 men. He had with him the "Gloucester" and the "Severn," each of 50 guns the "Pearl" of 40 guns, the "Wager" of 28, and the "Little Trial" of 8. They followed for the most part in Drake's track. Instead, however, of passing like Drake through the Straits of Magellan, they came south of Tierra del Fuego, and took the usual route through the Straits of Le Maire and round Cape Horn, which Drake had been the first to see. They passed the Straits in fair weather, "ignorant that the time drew near when the squadron would be separated never to unite again, and that this day of our passage was the last cheerful day that the greatest part of us would ever live to enjoy. From the storm which came on before we had well got clear of Straits Le Maire, we had a continual succession of such tempestuous weather as surprised the oldest and most experienced mariners on board, and obliged them to confess that what they had hitherto called storms were incomprehensible gales compared with the violence of these winds, which raised such short, and at the same time such mountainous waves as greatly surpassed in danger all seas known in any other part of the globe. And it was not without reason that this unusual appearance filled us with continual terror, for had any one of these waves broke fairly over us, it must in all probability have sent us to the bottom."

The squadron was scattered. The "Severn" and the "Pearl" were lost at sea with all hands. The "Wager" was also wrecked, and, though some of her crew finally reached England after thrilling adventures, they, too, were lost to Anson. On the 9th June, 1741, the "Centurion" reached the island of Juan Fernandez, which was to be the rendezvous of the squadron. There she was rejoined by the "Gloucester" and the "Trial," and the sailors found curious traces of Alexander Selkirk, who had lived there alone "about 32 years before our arrival at the island," and whose story had inspired Defoe to write "Robinson Crusoe." "His manner of life," wrote the historian of the voyage, "during his solitude was in most particulars very remarkable, but there is one circumstance he relates which was so strangely verified by our own observation that I cannot help reciting it. He tells us, among other things, as he often caught more goats than he wanted, he sometimes marked their ears and let them go. Now it happened that the first goat that was killed by our people at their landing had his ears slit; whence we concluded that he had doubtless been formerly under the power of Selkirk. This was indeed an animal of a most venerable aspect, dignified with an exceeding majestic beard, and with many

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other symptoms of antiquity." One of those symptoms no doubt was an exceeding toughness, but the fresh meat would be none the less welcome to those who shared it, after having tasted nothing but salt meat for months. Many of the men had died of scurvy in the three ships, and on the "Centurion" only 155 remained alive out of the 400 who had sailed from Portsmouth. The crew of the "Gloucester" and "Trial" had suffered no less heavily. By the beginning of September, when they sailed up the coast in their great adventure, there were but 135 men and boys to sail and fight the three ships, a number greatly insufficient for manning the "Centurion" alone, and barely capable of navigating all the three with the utmost exertion of their strength and vigour.

In April, 1743, they put to sea again with 227 men and boys on board, to cruise off the Philippine Islands, across the path that the galleon would take. At the end of June, the lookouts saw the enemy, and the "Centurion" managed to escape. The galleon was a much larger ship than the "Centurion," with 550 men on board, and she waited confidently for the attack. The English ship was better handled and her guns were better fought. The engagement had the ending which English sailors never doubted, though the odds were so heavily against her. The Spaniard, after a gallant fight, surrendered, and with her great treasure worth nearly £400,000 in money of that day, and nearly twice as much in modern money, fell as a prize to the "Centurion," to its heroic, much-enduring crew.

In November, 1742, and "thus after a fatiguing cruise of two years' continuance, we once more arrived in an amicable port in a civilised country, where the conveniences of life were in great plenty; where the naval stores, which we now extremely wanted, could be in some degree procured; where we expected the inexpressible satisfaction of receiving letters from our relations and friends; and where our countrymen who were lately arrived from England would be capable of answering the numerous inquiries we were prepared to make both about public and private occurrences, which, whether of importance or not, would be listened to by us with the utmost attention, after the long suspension of our correspondence with our country to which the nature of our undertaking had hitherto subjected us to."

They found the Spaniards as usual unprepared, and took prizes and plundered towns in the old way of Drake. Like Drake, too, Anson showed a humanity and kindness to his prisoners that surprised them and won their gratitude. It was so unlike the Spanish way. Before long the battered and leaky "Trial" had to be abandoned, and some months later the "Centurion" and the "Gloucester" set out across the Pacific, to lie in wait upon the other side of the great galleon that sailed every year from Acapulco to Manila, loaded with treasure to pay for the rich produce that she was to bring back with her. In the middle of the ocean the "Gloucester" lost her masts and sprang a leak. Desperate efforts were made by the small and weary remnant of her crew to save her, but in vain. With seven feet of water in her hold she was abandoned and destroyed, and the "Centurion" sailed on alone. The China coast was reached in
It is interesting to compare the above with a map of recent date.
THE NAVY LEAGUE JOURNAL

in 1515, and was the first to have port holes. They were invented by a native of Frenst by name Deschayes.

He created an admiralty and navy board, also dividing the personnel of the navy into seamen, captains, vice admirals and admirals.

He established docks at Portsmouth, Woolwich and Deptford.

At his death a legacy of fifty ships, manned by eight thousand hands, was left to his successor.

It was some time before a permanent settlement, but in 1607 an expedition led by John Smith succeeded.

The Spanish Armada was sent against England in 1588. Although the English fleet was so small, we won a victorious and famous battle.

The Navy in the Time of Charles I.

Charles I., in reconstructing his fleet, introduced a swifter and more effective kind of vessels. They were much easier to manage than the earlier vessels.

Phineas was his architect.

He built the “Prince Royal” in the year 1610, which was a two-decker carrying sixty-four guns.

In 1630 the “Sovereign of the Seas” was built. She was a three-decker, and had an armament of one hundred guns. Her burthen was variously estimated, her length two hundred and thirty-two feet. When civil
war broke out, Prince Rupert used twenty-five vessels from the Royal Navy.

The Navy in the Time of Cromwell.

When Cromwell came to the throne he found the navy greatly reduced.

Cromwell raised the navy to a grander level than it had ever been before. He was the first to submit to Parliament naval estimates.

For his admirals he had Blake, Penn and Lawson. These men took from the Dutch their usurped sovereignty of the seas. He had fifty large vessels, and the fleet which in 1663 crushed Van Tromp completely, numbered one hundred and five men of war, and sixteen thousand two hundred and sixty-nine men, carrying three thousand eight hundred and eighteen guns.

The Navy in the Time of James II.

James II. and the Duke of York did both a deal for the navy, and improved it very much.

The Navy in the Reign of George I.

War broke out, England against France. Our naval victories were chiefly owing to the skill of our admirals and better seamanship. Our ships were better than the French, both in our sailing qualities and in the weight of our ordnance.

During the war against France the English tried hard to organise the fleet in such a way that she would win the supremacy of the sea against all powers.

In the year 1798 Britain won the Battle of the Nile. This battle was fought off Alexandria.

In 1805 Nelson fought and won the Battle of Trafalgar against the French.
A Scout cannot join the Association after reaching the age of 18 but should a lad at that age feel interest and wish to join, he can apply for the position of Assistant Scoutmaster, and after study can be promoted to the rank of Scoutmaster, should the vacancy occur in the troop to which he is attached. Of course a Scoutmaster cannot be expected to possess the ability to examine boys in all the tests which have been enumerated in the foregoing chapters of this article, and he is expected to get outside assistance in this matter. For instance, practically all the ambulance and first aid knowledge is imparted gratuitously by different members of the St. John's Ambulance Society. Other supporters help in various ways and a well-organised troop would have a list of badge examiners holding authority from headquarters.

Various public bodies have frequently sent letters of congratulation on the efforts of our boys who have been assisting them at various times. A Scout never takes a “tip” for what he does, he is supposed to do one kind turn each day to somebody, and is generally only too eager to give another chap a “lift” when the opportunity occurs.

Many and varied are the eulogistic remarks made by many of the leading men of the world at the present time regarding the Boy Scout movement.

If one has read the foregoing chapters of these articles, I am sure that they will realise that the value underlying the principles of this Association. Our sole aim is character building (as I stated in my first instalment in the June issue), and no better aim could surely be found for the progression and evolution of the Australian youth.

Scouting occupies a boy’s mind and so tends to draw him away from idleness and careless living. He is not a “prude” because he is a Scout, and unfortunately all dressed in Scout uniform are not always strict adherents to their Scout oath and law, but “we are all prone to slip now and then,” and in carrying out the policy of the Boy Scouts’ Association, we are only doing our best to try and implant in the coming race a better code of living, and one which will, as well as being advantageous to the Scout, help his neighbour at the same time.

“A Scout’s duty is to be useful and to help others,” so reads the Boy Scout Law, and this alone ought to bring an association which has such an aim part of its basis, much support, as if practised at all, the advantages of this brief sentence could do unlimited good. If we are able to strongly instil this idea in the boy now, when he grows up—used to living, according to this law—he will be a vastly different personality from the man of to-day.

There is far too little human kindness shown at the present day, and we don’t have to look far to find someone to do our good turn to every day.

Let me enumerate the Boy Scout Law, from the first as I have done with this 3rd law. (1) A Scout’s honour is to be trusted. When a boy takes an oath that he will abide by these few words, in some cases he does not realise the importance of the sentence, but in the majority of cases I think he will. The Scoutmaster, when administering the oath, asks him does he thoroughly understand the meaning of this sentence, and as he has been taught what the words mean, and has to answer in the “affirmative,” so that he should know and understand the full meaning of the sentence, or otherwise he is not prepared to take the oath. In Boy Scout tests and how to pass them” (a manual which all Scouts are familiar with), regarding this law it says: “If a Scout says, ‘On my honour it is so,’ that means that it IS so, just as if he had taken a most solemn oath.”

Similarly if a Scout Officer says to a Scout, “I trust you on your honour to do this,” the Scout is bound to carry out the order to the very best of his ability, and to let nothing interfere with his duty so.

If a Scout were to break his honour by telling a lie, he may be directed to hand over his Scout Badge, and never to wear it again. He may also be directed to cease to be a Scout.

To be Continued.
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, Royal Naval House, Sydney, before the 7th of the month of issue.

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

WHAT OF THE FUTURE?
The present unguarded condition of Australia's long coast line was exposed in a trenchant manner in one of the leading dailies quite recently. That it was necessary to call public attention to a fact of common knowledge silhouettes the apathy of the nation at large in an unutterable light.

Is there anything extraordinary in this pronounced apathy toward defensive problems? We think not. Some of the very men whom we elect to positions of trust and responsibility do not even frown at the thought of being pushed over, hostile cruisers would clean up our sea borne forces, or at least overwhelm any force that we, at any rate, could send against it. More than this, we believe it will be in the interests of the nation at large to assure the world that we are prepared to resist any attempt at aggression.

NAVY LEAGUE CADETS.
To awaken and foster a sea consciousness in the boyhood of our land is a duty we cannot afford to shrink from. The Committee of the New South Wales Branch of the Navy League recognised their duty and so it came about that permission was given to raise a unit of voluntary cadets.

The unit is Number 1, and is based at Snail's Bay, Balmain. On Saturday the 11th instant we inspected it and were much impressed by the spontaneous enthusiasm and the smartness of officers and boys alike.

Fifty-four boys recognise Mr. W. L. Hammer as Officer-in-Charge and he is ably seconded in his work by a forceful staff.

Amongst other things of a useful nature the boys are receiving instruction in calesthenics, squad drill, mariner's compass, care of ship, knotting and splicing, signalling, swimming, and the casting and reading of the hand lead. In addition, it is proposed to give an illustrated lecture once a week to the unit.

This admirable movement deserves every consideration and encouragement, especially from the Commonwealth Authorities and the Shippers' and Steamship Owners' Associations, for it is the beginning of a force that will ultimately benefit the country at large and the mercantile marine in particular.

All the boys have expressed a keen desire for the sea and it is hoped that when they leave school—perhaps at present average age 13 years—they will be assigned to find work on our merchant ships or be drafted to the naval training vessel and so find their way to H.M. Australian ships.
THE NAVY LEAGUE

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O4—State Express Cigarettes, “Astorias” (illustrated) 25’s, 50’s, 100’s Price, 3/6 7/- 13/6

O5—Rob Roy Virginian Cigarettes, plain and gold tips. Box of 50, 6/-; box of 100, 12/-

O6—“Setos Amber” Cigarettes, perfumed, suitable for ladies, boxes 25, 50, 100. Prices, 7/6, 15/-, 27/6

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JAR. KELL.
Deputy Governor, 1930

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“We fought at Armageddon for the freedom of the world;
I fought, and you fought, and here our bones lie mixed.
By the Master hands which held us, eastward and westward hurled,
We were shattered, we fell down, for the place and time were fixed.”

Houseman.

The Nations have emerged from the strife panting—some flushed with a sense of a glorious victory; others with a sense of ignoble defeat.

The Peace we fought for still eludes us, for the war has only fixed the differences of a moment.

War has not shown us the way to solve the problem confronting us in all its magnitude, for the prevention of future wars proves a far greater task than winning a war. In the maintaining of peaceful relations between smaller countries, war is ever in the foreground.

The diplomatic relations between one Power and another have become so delicately balanced, that the slightest provocation may instantly plunge an otherwise peaceful people into all the ghastly horrors of a war even greater than before.

The establishing of successful international intercourse, commercially and socially, will occupy the powers indefinitely, for peace has so many attendant conditions, and each country makes the conditions to fit in with its existence nationally, that an entirely international outlook is hardly possible in our present stage of evolution.

Much thought during the war, and since, has been given to a League of Nations, and much has been written on the subject, without regard to national consciousness.

Can we kill entirely that consciousness of mastery in a victorious nation, a nation in a state of growth? No! For it is in that sense of national fitness that one nation claims the right to overstep the boundaries of another. We may hold back a nation’s progress by trade barriers and other restrictions, but we can never kill ambition, and so long as human nature remains as it is, national ambition will be a stumbling block in the way of a perfect understanding and equitable division of government.

Before the war Germany, with Austria, more or less by the subjection of smaller States, formed what might be regarded as a small league of nations; but with one outlook, German! Ambition, fostered by the teaching of German philosophers, compelled these nations to stretch their legs, which became a sufficient excuse to violate treaties and overstep all boundaries, political and otherwise.
As such, that league no longer exists. It has been reduced to its original constituent small states. To bring these states into complete harmony with the rest of the world, without the danger of Germany once more gaining her former power, will be a very difficult task.

Trade with Germany is necessary; for she is a power we can ill afford to ignore. She must be allowed to earn her indemnities before she can pay them.

We have dealt with her as an actual enemy; we have now to consider her as a potential enemy, in her efforts to gain control of her lost possessions. We have no guarantee of her trustworthiness, and until such times as we can feel secure, we must police the seas, and stand firmly by the gates of our own possessions. We have come out of the war victorious, but weakened, and whilst nations are preying disarrangement, and at the same time secretly strengthening their battlements, we must see that we are prepared, if the occasion again arises, to fight for the freedom of mankind.

Britain has played the role of the champion of the weak, and under the Union Jack all subject peoples have enjoyed liberty consistent with their development.

It remains for the other established Powers to show their hands, and co-operate with Britain in anything that will restore international sanity.

A lasting Peace can only be built upon a solid rock of equity, tolerance, and open economic doors, and subject peoples must be brought into closer contact with their natural protectors, and with a perfect agreement as to mandatory powers.

Nations must police their waste spaces to the utmost limits of their habitable boundaries, and cox Nature into greater productivity, therby multiplying interests, and relieving congestion in cities. This shows a practical way to direct national interests successfully, without looking enviously on other countries, and by cooperation and interchange of production, will ultimately lessen the chances of war in the future.

Absolute peace is an ideal, and will remain such until we remove all grounds for mistrust. To maintain peace, we must be prepared for war, until the great nations of the earth see with a wider vision the cause of humanity as a whole, and not as a nation.
Let us consider the glorious example of Great Britain. She has derived more solid advantages from her Fleet than any other nation in the world. It is an unbroken fact that the communication which exists between all parts of the British Empire is the vital reason of her unapproachable supremacy. Think of what Admiral Collingwood said: "Why do English innate political conceptions of popular representative government, of the balance of law and liberty prevail in North America from the Arctic circle to the Gulf of Mexico, from the Atlantic to the Pacific? Because the command of the sea at a decisive era belonged to Great Britain," and this is applicable to the whole British Empire. The beneficial government which Englishmen enjoy, together with modern advancement in all the arts and sciences of peace, has only been possible through the supremacy of the British Navy.

Our Fleet is the only instrument which can hold the Empire's tie of communication together, without which every combination is bound to maritime communications as no other Empire in the world, and only so long as our elegant Fleet sails the blue sea supreme will these lines of communication lie open. No recondite reason but the very nature of the world prevents any nation from acquiring overseas possessions and keeping them as colonies if she be not a sea power.

That Australia to-day is a united Commonwealth, that South Africa and Canada are self-governing countries, that India is one of the most prosperous and important parts of the Empire, and that Egypt has efficient administration: all these are due to the sea power of Britain and their efficient communication with the Mother Country. Without this communication the government of Egypt and India would be futile.

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Admirals all, for England's sake, Honour be yours and fame! And honour, as long as waves shall break, To Nelson's peerless name!
Have you ever realized what a Boy Scout is? Then, if not, read the Boy Scouts' page in this Journal each issue.

(2) "A Scout is Loyal." He must stick to the King or his officers, his employers, or employers, his parents, and his country, through thick and thin against anyone who is their enemy, or who even talks badly of them.

(4) "A Scout is a friend to all." A Scout must never be a "snob." He accepts the other man as he finds him, and whether he is poor or wealthy should not matter to him. If he meets another Scout, he must speak to him, even though they be strangers. He should ask him if he is doing alright and should he require assistance, he should render it to the best of his ability.

(5) "A Scout is courteous." He must be polite to all, but especially to women and children, old people, invalids, and cripples, etc. He must never accept reward for being helpful or courteous.

(6) "A Scout is a friend to animals." This is one of the best of the Scout laws to my mind. So many people daily ill-treat animals that it behoves the coming generation to try and better their conditions of living. Animals are God's creatures and should never be hurt or killed unnecessarily. A Scout should save them from pain as much as possible. How many men possessing brutal minds ill-treat their horses whilst they are labouring for them under adverse and trying conditions (which with a little thought these undeveloped minds could easily discern).

Discipline is excellently worked into our aims by the introduction of the 7th Scout law, which reads: "A Scout obeys the orders of his parents, patrol leader or scoutmaster without question."

(9) Law reads: "A Scout is thrifty." That means that he saves every penny that he can so that he will have enough money to keep himself when out of work, and thus refrain from being a burden to others; or that he may have money to give to others when they are in need of it.

The last law is well worthy of repetition as it means a lot to the boy who can stand by its import: "A Scout is pure in thought, word and deed." That is, he looks down upon a silly youth who talks dirt, and he does not let himself give way to temptation, either to talk it, or to think or to do anything dirty. He should be clean minded and manly.

The above laws embody all that could be expected from any youthful member of the Australian—or any other for that part—nation.

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188-194a GEORGE STREET, SYDNEY.
Sea power, said Admiral Earl Beatty, in delivering an address at Edinburgh University, meant something more than the possession of fighting fleets, though it could not exist without them. The fleets were, and always had been, closely related to the commercial prosperity of the country. The prosperity, and indeed, the existence of the country, depended upon the mercantile marine, and protection against the attack of the enemy on our mercantile marine was a primary business of our fleet. A great asset we possessed was a population endowed with sea sense and sea courage. Essential to an Empire in the development of its maritime policy, this priceless heritage born out of our insular state had been handed down and cultivated through the ages, and had proved of incalculable worth from the days of Spain's greatness, until the present day, when in the late war our merchant ships refused to remain in harbour, notwithstanding the dangers introduced by an enemy who ignored, or despised, the customs of the sea in war. The manner in which sea power played its part in the war was largely the outcome of the nature of war itself. Sea power was the principal means by which external pressure could be exercised and per contra by which such pressure could be resisted and the channel of supplies kept open.

The realisation of Britain's dependence upon the sea was no modern discovery. Even when that dependence was far less than it was today, and when the keeping open of its doors was less difficult than now, the need was patent to our merchants and statesmen. If we lost our ocean trade, if our sons abandoned the calling of the sea, then, notwithstanding we should pour our money upon our fighting fleet, we should not remain what our ancestors made us—a great sea Power. Sea power had played its part in preserving the independence of small nations. Without sea power we should be even more helpless than they.
nor could we have exercised the power for good which we believed we had exercised. Sea power was the defence of every portion in the Empire against such a fate. It had defended our liberties and preserved us from submitting to the successive aspirants to the hegemony of Europe.

The distinguished Admiral referred to the effects of sea power in one or other of its modes of action, military, economic, or both, in influencing the destiny of the world. What were the lessons to be deduced? he asked. What was the correct judgment which would be applied to present-day conditions? Sea power was capable of exercising great pressure upon an enemy. The law of nations stood in the way of abuse of its power.

This country was, and ever had been, one whose interests were bound up in trade. Trade called for peace, so sea power which could not fully develop without trade was, taken alone, of a non-aggressive character. It was by trade and by science that the common interest for the profitable pursuit of trade was best served. Peace and security were essential. By sea power was security gained. Without peace there was no security. Without security there was no trade. Without trade there was no sea power. Sea power was then essentially a power for peace. Unaggressive itself, it was a shield against aggression. If wisely employed it would not excite the odium of others, nor the suspicious jealousy that was the lot of those who pinned their faith in armies. Hence, there was no greater fallacy than to speak of "navalism" as the sea counterpart of "militarism," or to refer to the armies. Hence, there was no greater fallacy than to speak of "navalism" as the sea counterpart of "militarism," or to refer to the British navy as a baneful influence. History showed no instance of sea supremacy, once yielded, being regained. To-day we had to apply the lessons of the past centuries. Only by studying the lessons of the past, and applying them to present-day conditions, could we fulfill the destiny of the Empire.

NAVY LEAGUE SEA CADET NOTES.

The flag promised to the Corps by Mrs. Mayne has been delivered to the League by the makers. Immediately after the boys get into uniform, arrangements will be made to present it to them.

Influential and prominent members of the Executive Committee of the N.S.W. branch of the Navy League are now taking steps to raise funds for the purpose of equipping the cadets.

In the interests of the League, and of Australia, it is devoutly to be hoped that the appeal will not fall on deaf ears.

In Mr. Hammer and his colleagues the cadet movement has the advantage of indefatigable and qualified instructors. They are cheerfully giving the whole of their spare time to the task they have voluntarily set themselves.

As soon as equipment is available, 300 smart boys will be ready to get into it.

To all persons interested in the welfare of our growing boys, in our Navy, our mercantile marine, and in the present or future integrity of Australia, we would say: Help us to get our sea cadet movement on its legs, and it will never stop marching until it has attracted to its banner all the high-spirited youngsters of the Commonwealth.

Present the League with the necessary equipment, and the League, in return, will present Australia with disciplined and potential seamen, and, withal, worthy citizens of the future.

The organisers of the movement do not wish to make idle boasts; they want the opportunity to prove to you that their scheme is sound in principle, and that it holds unlimited possibilities in the realm of patriotic endeavour.

Ex-sailors and soldiers, and qualified professional men are giving freely of their services, to aid the development of the Navy League Sea Cadets. What do YOU propose to give?

Examine yourself, and then examine your finances. By helping us you are helping your children's children. THINK!

Certificates of enrolment in the Cadet Corps, signed by the President of the N.S.W. Branch of the League (Sir William Cullen) and the Hon. Secretary (Mr. A. G. Wilson), have already been issued to over 60 boys.

The boys have now attended a number of parades at the Balmain base, and the interest and smartness displayed has been very gratifying.
THE SCHOONER

just mark that schooner westward far at sea—
'Tis but an hour ago
When she was lying hoggish at the quay,
And men ran to and fro.
And tugged, and stamped, and shoved, and pushed, and swore,
And ever and anon with crapulous glee,
Grinned homage to viragoes on the shore.

So to the jetty gradual she was hauled:
Then one the tiller took.
And chewed, and spat upon his hand, and bawled;
And one the canvas shock
Forth like a mouldy bat; and one, with nods
And smiles, lay on the bow-sprit end, and called
And cursed the Harbour-master by his gods.

Sleeps; and methinks she changes as she sleep?
And dies, and is a spirit pure.
Lo! on her deck an angel pilot keeps
His lonely watch secure;
And at the entrance of Heaven's dockyard waits,
Till from Night's leash the fine-breath'd morning leaps,
And that strong hand within unbars the gates.

T. E. BROWN.
The way lies in encouraging and maintaining units of Navy League Sea Cadets. This paucity must be turned into plenty. Unfortunately Australian born sailormen are second to none as real seamen, but—

To Britons and their descendants through the blood of ancestral sea warriors and sea rovers. The boys would be available for duty in harbour and coastal patrols, thus releasing highly trained volunteers in a time of national urgency. No true Australian will cavil at that.

By building up Sea Cadet Corps consisting of Australian boys imbued with the living spirit of sail. It will make he-men of you, for to be "lords of the bunt and gasket" in a Cape Horn "snorter" you must have the training one得到的。 All these "things" will be manifest. He will note that the further we drift from expediences of city life. To him will shine the glory of everlasting faith. The knowledge of these things. The splendour of midnight skies will make him realise that "the illimitable wilderness of worlds makes soaring his own imagination draws him nearer to the things that matter, eclipsing from his mental outlook the mean vapourings and experiences of city life. To him will shine the glory of everlasting faith. The knowledge that "nothing exists without a cause" will be made manifest.

In the unshadowed clarity of his vision he will perceive why men mistrust one another. He will note that the further we drift from the simplicity of nature the more selfish and the less tolerant we become. All these things his ego will absorb and more. And so to the boys who look beyond the sunrise I would say, go for a deep sea voyage and preferably during his teens see beyond the sunrise and, as felt the poet, he will feel "the wander-thirst that will not let him be." It will be a sunny day for the freedom and the greatness of our Empire if his living spirit lies down in the amaranth blood of his descendants and refuses to hear and feel the call of the sea.

The boy in whose veins pulses the rich red blood of men who helped to plant our race round the compass at some period during his teens see beyond the sunrise and, as felt the poet, he will feel "the wander-thirst that will not let him be." It will be a sunny day for the freedom and the greatness of our Empire if his living spirit lies down in the amaranth blood of his descendants and refuses to hear and feel the call of the sea.

To the intelligent boy the moody deep is a never failing font of pure inspiration—in calm its immunity, in storm its rugged and awful grandeur.

On board a "wind-jammer" the strong-souled lad whose mind is keyed to receive great ideas will assimilate the true significance of these things. The splendour of midnight skies will make him realise that "the illimitable wilderness of worlds makes soaring his own imagination draws him nearer to the things that matter, eclipsing from his mental outlook the mean vapourings and experiences of city life. To him will shine the glory of everlasting faith. The knowledge that "nothing exists without a cause" will be made manifest.

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By building up Sea Cadet Corps consisting of Australian boys imbued with the living spirit of pure Australianism and the desire to make a career at sea, we shall preserve and stimulate that almost indefinable "sea-sense" which has been bequeathed to Britons and their descendants through the blood of ancestral sea warriors and sea rovers.

We know from experience in sail that Australian born sailor men are scarce as "The Mariner, whose beard with age is host." This paucity must be turned into plenty. The way lies in encouraging and maintaining units of Navy League Sea Cadets.
From Canada comes the announcement that the Dominion Squadron of warships (presented by the British Government) is to be transferred to a base on the Pacific Coast, where it will act in unison with the United States command.

Members of the Executive Committee are reminded that the meetings at Royal Naval House are held at 3 p.m. and 3.30 p.m. respectively on the second Monday of each month.

**DISPOSITION OF VESSELS OF THE ROYAL AUSTRALIAN NAVY.**

**At Sydney, 30th December, 1920:**
- Battle Cruiser Australia; Light Cruisers Melbourne, Sydney, and Brisbane.
- Destroyers Anzac, Tasmania, Solwara, Success and Tatton.
- Submarines J3 and J7.
- Sloops Marguerite; Auxiliary Kurumba.
- Light Cruiser River Rouse and the destroyers of the "River" Class in reserve and paid off.

**At Geelong, 30th December, 1920:**
- Parent ship Platypus together with submarines J1, J2, J4, J6, and the destroyer Swordsman.

**At Williamstown, 30th December, 1920:**
- Sloop Geranium.

**At Newcastle, N.S.W., 30th December, 1920:**
- Auxiliary Bibblea.

**Bound for Sydney, 30th December, 1920:**
- Sloop Fantome.

**RENEW TO-DAY.**

Fellows and Members whose Annual Subscription is overdue are respectfully requested to forward a cheque or postal note to the Hon. Treasurers.

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