Burns, Philp & Co. Ltd.

Consult our Tourist Department for Passages to—

ENGLAND also
AMERICA Round the World Tours
AFRICA Round Pacific Tours
INDIA Round Eastern Tours
CHINA Round Australia Tours
JAPAN and Island Tours.

Passengers booked by all lines, in any class and by any route.

For itineraries and Pamphlets write or call our

Tourist Department
11 BRIDGE STREET, SYDNEY.

Cowles & Dunn
GUNMAKERS and IMPORTERS of FIREARMS
72 KING STREET, SYDNEY.

Cowles & Dunn

Established 1864.

UP-TO-DATE AND RELIABLE BIFLES,
REVOLVERS, GUNS AND AUTOMATIC PISTOLS.

The Navy League Journal

NEW SOUTH WALES BRANCH.

Vol. 11. Sydney, September, 1921. No. 5.

FROM WOOD AND CANVAS TO STEEL AND STEAM.

(Being the History of Lund's Blue Anchor Link to the Period of its Absorption by the P. & O. Steam Navigation Co., Ltd.)

By Capt. J. H. Wason, R.N.A.S.

Part I.

In 1868, at the time the Suez Canal was in course of construction, and when shipowners were beginning to feel that steam was going to assert itself, one, Wilhelm Lund, of Aldgate, London, had such faith in canvas that he had a composite ship built by W. Walker, of Bermondsey, on the Thames, and put her in the China trade. She was a small vessel, even at that time, of 643 tons, and was placed under the command of Capt. J. E. Ilbery, a gentleman who will be met with again as the story of the Lund Line unfolds. This vessel was named Mikado, and was followed the next year by the Ambassador, of 692 tons, by the same builders. A third vessel, the Scratit, of 905 tons, was built on the Clyde in 1876 by J. E. Scott, of Greenock, and was an iron ship. By this time the day of the China tea clippers had passed, and William Lund (who had dropped the Norwegian way of spelling his christian name) gave his attention to the Australian trade; these ships coming to Sydney to the agency of Messrs. Alfred Lamb & Co. It soon became apparent that if the Lund Line was to be a success it must get into steam, so in 1880 Wigham, Richardson & Co., of Newcastle-on-Tyne, built the first steamer for Mr. Lund, an iron vessel of 1818 tons, and 286 feet long, which, on being launched, received the name of Delcomyn. The command was given to Capt. Ilbery, who had passed from the Mikado in 1879 to the new ship Scratit, and when it was decided to go into steam, he went as chief officer of the steamer Ocean King to qualify for the command when the Delcomyn was ready. When this steamer gave place to larger vessels, she passed into the hands of Bucknell & Nephews, of London. The next steamer was built in 1882 at Newcastle-on-Tyne, by Campbell, Mackintosh & Howstead, an iron vessel of 2,194 tons and 285 feet, only slightly larger than the first. Captain Ilbery, who was now the "commander" of the service, took command of the new vessel. This also in due course was passed out, and went under the Spanish flag by the name of Rita. In 1886 the third steamer, coming from the yard of J. L. Thompson & Sons, of Sunderland, was launched. She was an advance on the others, being 2,834 tons and 325 feet long. Steel plates were used in her construction, it being recognised that it was much superior to iron, which is now seldom used in shipbuilding. Automatically, if it may be so expressed, Captain Ilbery moved to the...
## Mercantile Mutual Insurance Company Limited

**AN AUSTRALIAN INSURANCE COMPANY.**

**Directors:**
- A. K. JAWLS, CHAIRMAN.
- P. C. UAW.
- J. M. ATKINSON.
- J. M. HAVLKS.

**FIRE, MARINE, ACCIDENT AND SICKNESS, WORKMEN'S COMPENSATION, BOILER EXPLOSION, MOTOR CAR, PUBLIC RISK AND PLATE GLASS INSURANCE.**


**HEAD OFFICE: 16 MARTIN PLACE, SYDNEY.**

KELSO KING, MANAGER.

---

### Interstate Steamship Sailings

**Modern Passenger Steamers:**
- KATOOMBA
- CANBERRA
- LEVUKA
- ZEALANDIA
- KAROOLA
- WYREEMA
- BOMBALA
- DIMBOOLA
- COOMA
- WODONGA
- WYANDRA
- ARAWATTA
- ARAMAC

**Regular Passenger and Freight Services to all Australian Ports.**

**BUILT FOR SPEED AND COMFORT.**

Three Passenger Sailings to Melbourne each week. One to Adelaide and Western Australia each week. Two to Brisbane and other Queensland ports each week, besides the cargo steamer service.

**FOR FULL PARTICULARS APPLY TO**

<table>
<thead>
<tr>
<th>Adelaide Steamship Co. Ltd.</th>
<th>22 Bridge Street, Sydney</th>
<th>9520</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. U. S. N. Co.</td>
<td>7 Bridge Street, Sydney</td>
<td>10820</td>
</tr>
<tr>
<td>Australian Steamship Ltd.</td>
<td>350 George Street, Sydney</td>
<td>6221</td>
</tr>
<tr>
<td>McBurneth, McEachern Line</td>
<td>81 Pitt Street, Sydney</td>
<td>7884</td>
</tr>
<tr>
<td>Haddert, Parker, Ltd.</td>
<td>10 Bridge Street, Sydney</td>
<td>9520</td>
</tr>
<tr>
<td>Melbourne Steamship Co. Ltd.</td>
<td>Cr. Clarence and Barrack Streets</td>
<td>6213</td>
</tr>
</tbody>
</table>

**VISIT TO H.M.A.S. "BRISBANE."**

Head and Cape Everard. The Orient liner *Lusitania,* whilst on the way to Melbourne, on the 27th. picked up a boat in charge of the second officer, who had been sent to intercept a passing vessel and get assistance. She took the passengers off and landed them at Melbourne. On receipt of the news in Sydney, the *Aldinga* was sent to see what could be done; she brought the crew and some of the cargo up, but the steamer was a total loss. Captain Prehn, who was in command, had his certificate suspended for six months for having set the wrong course. The *Murrumbidgee,* which followed, from the same yard, in October of the same year, was also a sister ship, which, after ten years of service, was sold to a Portuguese firm, and was renamed *Peninsular,* and is still under the "Empreza Nacional de Navegacao" flag.

The *Wilcannia,* in 1888, was built by Wigram, Richardson & Co., of Newcastle-on-Tyne, a steel vessel of 2,887 tons, the same size as the three which preceded her. She only remained in this service for ten years, being, in 1898, sold to Dutch owners, when her name was changed to *Anchises,* and she must not be confounded with a steamer of the same name built later for the Holt (Blue Funnel) Line.

Mr. Lund went to Middlesborough-on-Tees for the next vessel, which was built by R. Dixon & Co., and launched early in 1889, and named *Echuca.* She also was the same size as the vessels on the line at the time, her ton-
The Aberdeen Line

Regular Service
between Australia
and London via
South Africa.
Highest Class
Steamers on the Route.
Fitted with Wireless
"EURIPIDES" 15,000 Tons
"HERMISTOCLES" 11,500 Tons
"DEMOSTHENES" 11,250 Tons
"SOPHOCLES" 12,500 Tons
"DIOGENES" 12,500 Tons

Passengers
First and Third Class
Carried.

Submarine "SOPHOCLES" 12,250 Tons
"EURIPIDES" 11,818 Tons "PERSIC" 12,000 Tons
"ARION" 15,000 Tons "RUCIC" 12,500 Tons "MEDIC" 12,500 Tons

THE NAVY LEAGUE JOURNAL

White Star Line
Only One Class
CABIN
Accommodation.

Australia to
Southampton,
London and
Liverpool via
South Africa.

Regular Sailing
of the Line

"CERAMIC" 18,500 Tons "RUNCIC" 13,000 Tons Also Cargo
(Also Steamer at
"MEDIC" 12,000 Tons SUEVIC" 12,500 Tons Frequent Intervals.

For Full particulars as to Freight and Passage Money apply to
DALGETY & COMPANY, LIMITED
At all Australian Ports.

The usefulness of the "Perseus" appears to have extended to fifteen years, for she was passed on to the Quebec S.S. Division Canada Steamship Lines Limited, whose house-flag was hoisted in 1904 under the name of "Perseus". For the boat, which appeared early in 1899 under the name of "Culgoa", Messrs. J. L. Thompson & Sons were responsible. She was an advance on the other recent additions, being 3,444 tons. The "Culgoa" is credited with having made the passage out via the Cape, it must be borne in mind, in 40 days, which is said to be the record of the period. If it is true that she did it in the time, the record remains with her, but as the port she made is not stated, "Adelaide" is the only one she could have reached in the time given.

By the foregoing particulars respecting the steamers which had been placed in the Australian trade by those controlling the London Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the "Wonder Book of Ships" fails to give in the list of house flags and funnels), it will be noticed that in the ten years covered, a great advance had been made in the class of vessels. During the decade of 1886 with the "Deleware", a steamer of 1,818 tons, in ten years the ninth steamer, the "Culgoa", was added, the tonnage of which was nearly double, or 3,444 tons. This line was still controlled personally by Mr. William Lund, with the help of his sons, but "the man behind the gun" in Sydney was, if it may be so expressed, Messrs. Gilbert, Watt & Co., who nursed the "Lund" Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The system of forming the "Lund" Line was first tried in 1881, in the hope of keeping the others company as the "Lund" Line, and they could always command a cargo.

The following particulars respecting the steamers which had been placed in the Australian trade by those controlling the London Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the "Wonder Book of Ships" fails to give in the list of house flags and funnels), it will be observed that in the ten years covered, a great advance had been made in the class of vessels. During the decade of 1886 with the "Deleware", a steamer of 1,818 tons, in ten years the ninth steamer, the "Culgoa", was added, the tonnage of which was nearly double, or 3,444 tons. This line was still controlled personally by Mr. William Lund, with the help of his sons, but "the man behind the gun" in Sydney was, if it may be so expressed, Messrs. Gilbert, Watt & Co., who nursed the "Lund" Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The system of forming the "Lund" Line was first tried in 1881, in the hope of keeping the others company as the "Lund" Line, and they could always command a cargo.

The former particulars respecting the steamers which had been placed in the Australian trade by those controlling the London Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the "Wonder Book of Ships" fails to give in the list of house flags and funnels), it will be observed that in the ten years covered, a great advance had been made in the class of vessels. During the decade of 1886 with the "Deleware", a steamer of 1,818 tons, in ten years the ninth steamer, the "Culgoa", was added, the tonnage of which was nearly double, or 3,444 tons. This line was still controlled personally by Mr. William Lund, with the help of his sons, but "the man behind the gun" in Sydney was, if it may be so expressed, Messrs. Gilbert, Watt & Co., who nursed the "Lund" Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The system of forming the "Lund" Line was first tried in 1881, in the hope of keeping the others company as the "Lund" Line, and they could always command a cargo.

The following particulars respecting the steamers which had been placed in the Australian trade by those controlling the London Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the "Wonder Book of Ships" fails to give in the list of house flags and funnels), it will be noticed that in the ten years covered, a great advance had been made in the class of vessels. During the decade of 1886 with the "Deleware", a steamer of 1,818 tons, in ten years the ninth steamer, the "Culgoa", was added, the tonnage of which was nearly double, or 3,444 tons. This line was still controlled personally by Mr. William Lund, with the help of his sons, but "the man behind the gun" in Sydney was, if it may be so expressed, Messrs. Gilbert, Watt & Co., who nursed the "Lund" Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The system of forming the "Lund" Line was first tried in 1881, in the hope of keeping the others company as the "Lund" Line, and they could always command a cargo.

The following particulars respecting the steamers which had been placed in the Australian trade by those controlling the London Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the "Wonder Book of Ships" fails to give in the list of house flags and funnels), it will be noticed that in the ten years covered, a great advance had been made in the class of vessels. During the decade of 1886 with the "Deleware", a steamer of 1,818 tons, in ten years the ninth steamer, the "Culgoa", was added, the tonnage of which was nearly double, or 3,444 tons. This line was still controlled personally by Mr. William Lund, with the help of his sons, but "the man behind the gun" in Sydney was, if it may be so expressed, Messrs. Gilbert, Watt & Co., who nursed the "Lund" Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The system of forming the "Lund" Line was first tried in 1881, in the hope of keeping the others company as the "Lund" Line, and they could always command a cargo.

The following particulars respecting the steamers which had been placed in the Australian trade by those controlling the London Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the "Wonder Book of Ships" fails to give in the list of house flags and funnels), it will be noticed that in the ten years covered, a great advance had been made in the class of vessels. During the decade of 1886 with the "Deleware", a steamer of 1,818 tons, in ten years the ninth steamer, the "Culgoa", was added, the tonnage of which was nearly double, or 3,444 tons. This line was still controlled personally by Mr. William Lund, with the help of his sons, but "the man behind the gun" in Sydney was, if it may be so expressed, Messrs. Gilbert, Watt & Co., who nursed the "Lund" Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The system of forming the "Lund" Line was first tried in 1881, in the hope of keeping the others company as the "Lund" Line, and they could always command a cargo.

The following particulars respecting the steamers which had been placed in the Australian trade by those controlling the London Line (also known as the Blue Anchor Line, the emblem denoting which is painted on a white band on the funnel, and is also the house flag, but which the "Wonder Book of Ships" fails to give in the list of house flags and funnels), it will be noticed that in the ten years covered, a great advance had been made in the class of vessels. During the decade of 1886 with the "Deleware", a steamer of 1,818 tons, in ten years the ninth steamer, the "Culgoa", was added, the tonnage of which was nearly double, or 3,444 tons. This line was still controlled personally by Mr. William Lund, with the help of his sons, but "the man behind the gun" in Sydney was, if it may be so expressed, Messrs. Gilbert, Watt & Co., who nursed the "Lund" Line of steamers from its infancy, and are largely responsible for the success of this most useful combination of passenger and cargo steamers.

The system of forming the "Lund" Line was first tried in 1881, in the hope of keeping the others company as the "Lund" Line, and they could always command a cargo.
After this the Narryng was sold, and went to the Mexico Steamship Company, with headquarters at Hong Kong, where she was registered under the name of Mexico City.

The Sunderland Shipbuilding Company received another order in 1898, and the vessel supplied was the Akeld, of 5,898 tons.

Until very recently the naming of ships did not seem to have any principle, but in looking down the list of the fifteen names of the Lund steamers they appear to be derived from Australia by process of elimination, and with a few exceptions. It is not quite clear where Narryng comes from, but Akeld comes from a pastoral district in the neighborhood of Deniliquin, which may probably supply some of the wood which the steamers of the line carry so much of. It was to carry this ever-increasing cargo that these steamers correspondingly grew in size, and this last addition to the fleet, which came eighteen years after the first, was three times as large.

The only event which might have been serious in her career was in 1914, when going down the river at Port Adelaide she tested her plates against those of the Shire liner Ayers, and had the best of the meeting, the other getting several of hers damaged.

In 1914 she became the Kawau Marn.

The Sunderland Company built its fifth and last steamer for Lund's, which received the name of Wilcanilla (being the second of that name), and making her appearance in 1903. She was 5,396 tons and 400 feet long—the same as the three which immediately preceded her. This vessel got into trouble in 1904 when outward bound from Sydney to England. She was in charge of Captain Lingham, an experienced and careful officer who held an exempt certificate. In trying to avoid the Orient Company's Oraya, which was coming in, she grounded at Shark Beach, damaging several plates and frames. She returned to the wharf, where she discharged her cargo and then went to Woolwich Dock. The Marine Board attributed the accident to an error of judgment, and Captain Lingham took her home, and will be heard of again in the same service.

As larger vessels were required, the Wilcanilla was sold in 1914, and on arrival in Sydney in March, 1915, she was the Shinkoku Marn.

The next vessel to have the Blue Anchor on her funnel was named Commonwealth, of 6,016 tons, with a length of 450 feet, and Messrs. Barclay, Curle & Co., of Glasgow, the builders. These steamers were now showing a more modern appearance; they had discarded yards and booms, making no pretense to carry canvas when the Narryng was rigged, but a further step was made with the Commonwealth, which had twin screws.

Eighteen months later (March, 1903) saw another and a larger steamer launched by Barclay, Curle & Co., the christening ceremony being carried out by Mrs. A. F. Lund, who named her Geelong, thus paying a compliment to the pretty Victorian town so pleasantly situated on the shores of Corio Bay, a town which in the past was designated “Sleepy Hollow” by those who did not know it, and “The Pivot” by those who believed they could foretell its destiny in regard to Australia.

But whatever the town may be considered, the ship was a splendid one for the trade she was built for; a great cargo carrier, as well as an exceptionally good passenger ship for the two classes this line specialised in. The Lund steamers initiated a system of carrying first and third-class passengers, and as each new steamer came into the service, some improvement in accommodation and comfort was introduced that left little to be desired. The first-class accommodation was for 95 passengers, and the third for 200. The Geelong had a tonnage of 7,951 tons and a length of 450 feet, with twin screws and other late improvements. She left London under command of Captain Ilbery, the commodore of the fleet, and made the passage to Melbourne in 40 days. On the next voyage of the Geelong there was a little episode which showed Captain Ilbery's British spirit. On the arrival in Hobson's Bay, the Geelong was ordered to Williamstown Pier. This raised the skipper's ire, as he did not relish being sent to a place at such a distance from Melbourne, and he demanded an explanation as to why he could not have his berth at the Port Melbourne Pier, and was informed that it was reserved for a German steamer which was due the next day. This so irritated the captain that he let out. He did not mind giving way to a British mail boat, but to be pushed aside for a German cargo vessel was too much for him, and he "would see if a British ship is to be subordinated to the convenience of German ships." It is a pity that others did not take up that position some years before the war. Both the public and the offi-
The word Scout is derived from a French word meaning “to listen.” Mind, there is a difference between listening and hearing. Listening implies attention, being on the alert like a sentinel. You may hear a sound but not take in what that sound indicates. A scout who has trained his senses properly, no matter whether he is in town or country, can extract an immense amount of information from apparently slight indications which another person might overlook. An indication, of little use by itself may become an important link in conjunction with other small indications. Life is made up of small things. It is often the smallest things of life that make the difference between success and failure. A true scout is always on the watch and therefore carries out the scout motto “Be Prepared.” By being prepared and trained himself, a scout has an immense pull over those who just drift along through life, complain of their bad luck, and are jealous of the scout who gets all the chances. The senses of some appear to be better developed than others; thus we find some will see better, others hear better or smell better, have a finer sense of touch, and so on. This may be because the senses of some are normal or super normal, while those of others are sub-normal: but in many cases it is because a boy is or is not interested, or does not know how to train his senses. The training of senses is too often done in a haphazard sort of manner or is left solely to chance. Anybody who has taken up special study soon discovers a number of fine points the existence of which he never knew before and about which the general public knows nothing, not that the information was not open to everyone, but because most people are not sufficiently interested to investigate.

Take the sense of hearing: anyone can distinguish between the barks of a big hound and that of a small terrier, also whether the bark indicates pleasure, anger or pain. It requires more training to distinguish between the barks of different breeds about the same size, or the voice of an individual dog. To approximate the distance a dog is from you by its bark also requires experience; for you not only have to take into account the pitch of the bark, but the direction and force of the wind, the nature of the surrounding objects which may retard the sound waves, and so on. Or there may be various sounds going on at the same time, such as a street hand, a passing tram, barking dog and English language; you may not wish to listen to one particular sound. Besides separating the essential from the unessential, it is necessary to interpret correctly what you hear, smell, taste, etc.

You hear a dry twig snap in the bush: experience tells you that twigs do not snap without a reason, that the usual cause is some heavier object pressing on them, the probability is that some beast is approaching, and you are at once put on your guard. You smell tobacco smoke: you know that is not the proper taste of a rose. But the smell of burning varies with the material burnt. It is easy to distinguish between the burning of a freshly lighted coal fire, the burning of some cotton fabric and bush rubbish. It requires a deeper knowledge of coals to be able to tell certain coals from others by the odour given off when burnt. Scouts have a game known as “Scout’s Nose.” This consists of saying half-a-dozen small paper bags, in each of which is some substance with a characteristic odour, e.g., tea, coffee, orange peel, pepper, lavender, all spice, or you may have small bottles containing liquids, e.g., kerosene, benzine, methylated spirits, ammonia, turpentine, citronella. Care must be taken not to bring the substances in contact so that the scent of one is communicated to the others, neither are the players allowed to see what they are smelling, otherwise they might be assisted in their judgment by the appearance of the substance. Later on substances with a less strong odour, or with odours of a similar nature can be employed.

The sense of touch can be tested by placing under a cloth a few articles of as near the same shape as possible but of different materials, e.g., small rods of glass, bone, metal, wood, stone and paper, and trying to determine them by feel. Or this may be varied by determining what articles of a similar shape may be, e.g., a trousers button, a bone counter, a small coin a cardboard wad and a metal punch.

Taste can likewise be tested, though it is strange how difficult it is to determine what you are tasting in certain instances if you cannot see what it is you are putting into your mouth. You might start on say sugar, honey, salt, mustard, soda, chocolate. With more experience you may be able to distinguish between different kinds of honey, depending on the blossom from which it has been gathered, or between different brands of tea.

Sight is perhaps the most useful sense in the bush, but its value is limited if you confine it to looking at a fine view, and neglect to observe where you are going, for you cannot stay on the regular track and become lost. Get the habit of observing, it makes life much more interesting and a long walk when alone far less fatiguing than it would otherwise be. Tracking does not appeal to everyone, but you never know when you may be called on to do some. Constant observation should enable you to tell the footprint of a man from a boy, or that of a boy from a woman: whether the footprint is fresh or old; approximately how long ago it had been made: whether the person making it was fresh, tired, or lame, if the latter, which foot: whether the pedestrian was travelling light or loaded; you might be able to determine...
THE BOY SCOUT.-SENSES.-Continued.

whether the traveller was a smoker or was eating anything as he walked, and drew deductions from anything he threw away. If a person is riding a bicycle, it is easy to tell which way the bicycle was travelling, for the hind wheel makes a straighter track than the front which is liable to wobble, especially when going up hill or in a sandy place, and of course the hind wheel will leave the latest mark. The direction in which a motor car has gone can be told by the displacement of small stones, the feathering of the dust on each side of the wheel tracks, while if the wheels jump a log or large stone on the road, they show no track for a few inches on the far side of the obstruction, and where the wheels come down again the tyres flatten out and make a wider impression at the spot where they first take weight. The time that has elapsed since a horse passed, and the condition of the horse, whether stable or grass-fed, can be determined by an experienced observer who examines its dropping and takes weather into consideration.

The fact of the matter is, we do not get half the pleasure out of life that we should simply because we do not use our senses in the way intended: we even do worse, for we often dull our senses by straining our eyes unnecessarily, spoiling our senses of smell and taste by smoking and taking unsuitable food and generally living an unnatural life. This may be done deliberately or through ignorance. Nature takes no account of motives: if you work against her laws you have to suffer all the same. Be what nature intended you to be, you will be happier and healthier any many fancied grievances will vanish.

NAVAL PRIZE MONEY.

It should be generally known by those concerned that prize-money can only become available for distribution as the accounts relating to the several seizures are completed by the various prize courts and the balances are transferred to the Naval Prize Fund. The Financial Secretary to the Admiralty, London, recently explained that, "in view of the larger number of beneficiaries (nearly 500,000), of the labour involved in each distribution, the accretion of a very considerable amount is necessary before a further payment is justifiable. It is not considered that such further distribution, which will be final, will be practicable until the early part of next year."

We beg to acknowledge with thanks the receipt of the undermentioned contributions to the Navy League funds:

<table>
<thead>
<tr>
<th>Name</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. J. Garvan</td>
<td>£5 5 0</td>
</tr>
<tr>
<td>A. G. Friend</td>
<td>5 5 0</td>
</tr>
<tr>
<td>A. V. Worthington</td>
<td>1 1 0</td>
</tr>
<tr>
<td>Russell Sinclair, O.B.E.</td>
<td>1 1 0</td>
</tr>
<tr>
<td>W. Simpson (4th)</td>
<td>1 0 0</td>
</tr>
</tbody>
</table>

increase by war conditions, had received the careful consideration of the Government, and it had now been decided to include within the scope of the war risks compensation scheme for the Mercantile Marine; cases where the seaman constantly was in or passed through the danger zone, and it was clearly established on medical evidence to the satisfaction of the Board of Trade that he was subjected to continuous and exceptional strain thereby; that his health was affected by the strain before his discharge from the last ship in which he passed through the danger zone; and that his illness or death could properly be regarded as due to this strain.

This decision took effect from August 9th, 1920, the date of the Select Committee's report, and payment would accordingly be made from that date.
THURSDAY—7.30 to 9.30 p.m.—Squad Drill and Physical Exercises.

TUESDAY—7.30 to 9 p.m.—Mechanicians Class.

SUNDAY—2 to 5.30 p.m.—Away Boats.

SATURDAY—2 to 5 p.m.—Seamanship. Sports.

WEDNESDAY—8 to 9 p.m.—First Aid.

The Chairman and Committee of The Royal Shipyre Break and Humane Society of N.S.W. have extended an invitation to the Officers and Cadets of the Corps to be present at the Sydney Town Hall on the evening of the 10th inst. on the occasion of the presentation of the Society's medals by the State Governor, Sir Walter Davidson. There will be a grand concert.

Details are being transmitted to the Officer-in-Charge of the Depot, and it is hoped that there will be a record muster of Cadets on the above mentioned date.

The full report of the proceedings will appear on this page in our October issue.

Application is being made to the Naval Authorities for the loan of a second training cutter. Its acquisition by the Navy League will enable a far greater number of trainees to participate in useful work afloat.

The Navy League will celebrate "Nelson Day" (21st October) at The Royal Naval House. Particulars will be communicated later.

At the end of the year an examination will be held in connection with the work of the League. It will also create a friendly and healthy rivalry between the Cadets of the two depots, and make it possible to organise a Navy League Carnival on water and land.

It will be noted that the cost in respect of the fuel carriers to the fleet (coal and oil) is not mentioned. The wand for silence is also waved over H.M.A.S. Tingira.
of the port did their best to put German ships in the front position, from which the war has now dissolved, and it tests with the same persons to take care that they do not get back into those positions again.

Once again the Glasgow builders were called on for a steamer, and the Waratah, of 9,000 tons, was the result, a vessel which, on arrival in Fort Jackson at the end of 1908, was greatly admired, and encomiums lavished on her along the waterfront and in the press.

Of course, Captain Libby had command, and she brought 720 third-class passengers—said to be the largest number ever brought in any steamer.

Later, in the following year, she again arrived, and left on June 26 for London, via ports. She called at Melbourne and Adelaide, leaving the latter place on July 17 for South Africa. In due course she arrived at Durban, and left again for Capetown on July 26. Cables were received in Sydney on August 2 to the effect that alarm was felt at Capetown over the non-arrival thet of the steamer. It is needless to say that great anxiety was felt in all parts of the Commonwealth, as she had a large number of passengers on board (about 1,021), and a crew of 116. Hope at first kept people's spirits buoyant, but hope deferred caused despondency as day after day, week after week, and month after month passed without anything being heard of either ship or people in spite of every effort being made to solve the mystery of her disappearance.

Three warships at the Cape were immediately sent out to search, but without result. Then a specially equipped steamer, the Subnie, was dispatched, and searched as far east as St. Paul Island and south to the Crozet Islands. Later another vessel, the Wakefield, was sent out, but not the slightest clue to solve the question of her disappearance was found.

The Court of Inquiry, sitting in London, confirmed, in March, 1911, that "the ship was lost in the gale of July 28, 1909, which was of exceptional violence for those waters, and was the first great storm she encountered.

At the time the Waratah was lost, the fleet of the Lund Line consisted of the steamers Grecian, Commonwealth, Narroог, Wakefield and Ilulissas. Shortly after it was disposed of, and under its new owners has grown to a far greater concern. The story of which will appear in the October issue of this Journal.

TANGIBLE SYMPATHY.

Grants of from 5s to £20 have been made by the Navy League R.A.N. Claims Committee in 275 cases to date. In many instances the assistance from the Fund has been a very great help, as many writers in their expressions of thanks have testified.

The same Committee has dealt with 118 cases of men who served during the war in the Mercantile Marine, and has made grants of from 5s to £20 in necessitous cases.

R.A.N. APPOINTMENTS.

The undermentioned appointments and promotions are announced by the Navy Board:—Sub-lieutenant, Ross V. Wheatley to lieutenant, George I. Featherstone, to Penguin, additional, August 22.

Promotions notified are as follows:—Sub-lieutenant, Ross V. Wheatley to lieutenant, August 15; acting sub-lieutenants to sub-lieutenants: Norwood P. Morgan, Francis T. Roke, Colin G. Little, Ellis C. Wackett (E), Allan D. Cairns (E), Henry S. Chesterton, Vincent E. Kennedy, January 15, 1921; Herbert J. Barling, January 30, 1921; Ross V. Wheatley to lieutenant, August 22.

P & O. BRANCH SERVICE.

To London via Durban and Capetown.

Third-Class passengers only carried.

A popular and cheap way of travelling.

Fares to London £10 to £48 Single.

Fares to Africa £21 to £27 Single.

Fares to London £19 to £48 5s. Return.

Fares to Africa £21 to £27 5s. Return.

Support our advertisers.

GILCHRIST, WATT & SANDERSON, LTD.—AGENTS.

5  O'CONNELL STREET.
MR. F. W. HIXSON, O.R.E.

In all things nautical Mr. Hixson takes a live interest. With Mr. A. G. Milson he shares the advantage of his services in the Royal Naval House, capacity of a Committeeman. As one of the Trustees of the Royal Naval House, Mr. Hixson conducts in the well-being sphere of many men from the Royal Australian Navy. During the war Mr. Hixson was closely identified with other prominent citizens in the administration of the "War Cottages" Fund.

WANTED—PUBLIC INTEREST.

Everybody who is intimately connected with shipping, and who is not too busy with the thousand harrowing details which go to make the maritime business one of the most worrying in the world, has the same thing to deplore—the absolute apathy of the general public to matters nautical.

Yet it is not that the public is not willing to be interested; it is a mixture of neglect on the part of the Press and a deplorable tendency to take the suppression of the Navy and Merchant Service for granted, which has all too often been encouraged by politicians. In the old days every Transatlantic voyage was reported in minutes, and the times of the passages were read with the greatest interest by thousands of people all over Britain and the U.S.A. How often does one see a passage timed in the Press these days?

The seamen themselves are quite apathetic and almost devoid of interest and pride in their own ships. The man who served before the mast in Thermopyles or Cutty Sark never stopped talking about it: the man who helped the great Horatia won her laurels has himself forgotten about the in-silico, or, at least, he appears to have done so.

Certain materialists will say that there is nothing to be gained by encouraging the men to be proud of themselves, their companies and their ships, and next moment will be heard deploiring the deterioration of the British woman. Of course he will deteriorate if he is nothing more than a wage labourer, but this same man was up to the old standard in every way when he was a Mercantile Marine rating on board one of His Majesty's Auxiliary Cruisers during the war. One may say that it was the discipline which made the difference, but it was the spirit, the pride, and the self-respect of the man that made this discipline easy to maintain and extraordinarily welcome to its subjects.

As the law stands at present, every man in a ship's company pays off at the end of the voyage, and only a comparatively small proportion of them reengage. To encourage the greater part of them to do so means a good deal of expense to the companies concerned, but not by any means so much that they would not be well repaid for

MURDOCH'S

MURALCH'S Incomparable Suit Offer

A LITTLE OPTIMISM—a little business foresight, coupled with a great deal of faith in Men and ultimate right, has led Murdoch's to accept all risks, and, at one bound, jump right back to Pre-War Prices.

And suits led the way. Price was dropped to a degree difficult to most firms, but less so to Murdoch's, where the Policy of having shed the old stock, and cutting out all intermediate costs provide opportunities for generous concessions in price.

SMART, DIGNIFIED, AND FAULTLESS IN FITTING

— all risks, and, at one bound, jump right back to Pre-War Prices.

And suits led the way. Price was dropped to a degree difficult to most firms, but less so to Murdoch's, where the Policy of having shed the old stock, and cutting out all intermediate costs provide opportunities for generous concessions in price.

MURDOCH'S Incomparable Suit Offer

— Murdoch's Made Ready-to-Wear Suit fulfills the desire of the discerning. In grace of outline and distinction in detail it approaches close to perfect Made-to-Measure Tailoring.

Fashioned from ReliableAustralian Woollen Tweeds 63/-

READY-TO-WEAR

The shades of Grey, Brown, and Beige, neat attractive pattern effects, send your bright, chaste, wise, and inside leg measurements; also weight.

MURDOCH'S

MURDOCH'S In Park-Street, Limited

SYDNEY

— The World's Greatest Men's and Boys' Wafer Store.
If you consider

Style, Quality, and Price, your summer suit should be an "Orient" Ready-to-wear at 75/-.
Combining these essentials the style (illustrated on left) is made by David Jones' from good quality Australian Tweed, mid or dark grey mixtures, and at 75/- offers absolutely the utmost in suit value. Our range of sizes is so complete as to ensure a perfect fit.

We pay carriage.

David Jones'

OPP.GPO SYDNEY Tel. City 8314

A BRITISH FULL RIG SHIP AT SEA.

At Sydney loading Australia's golden grain for the United Kingdom or Europe are two full rig ships. The ex German vessel "Terpsichore:" (now under the British flag) is one and the other is the fine ship "Mount Stewart:" well-known in Sydney. There will appear in the next issue of the Journal an article dealing with rates of pay and life on board modern windjammers.

So much for the inside, but the spirit of the public outside the service is of just as great importance. The seaman is very tired of being treated as a sort of curiosity and a being apart from mankind. Public interest in the sea services would put an end to that sort of thing for good and all, and it is useless to try to arouse public interest without the daily and weekly Press.

Naval and shipping supremacy depend upon one another, and both depend upon the public. We have lost the greater part of our advantage through the war, and have to make up the leeway in the very near future. We can only do it by having the finest seamen, backed by the most intelligent public. It only remains to get the public to be interested in the most fascinating subject in the world, and that is a matter of pulling together.
FACTS IN BRIEF

Viscount Northcliffe, Master Briton.

The P. & O. Company's 13,400-ton steamer "Baradene," which has been built for the Australian service, after successful trials, left Belfast for the Thames.

The British Admiralty has decided to shuffle all the K class or steam-driven submarines. They will be taken from active service with the Atlantic Fleet and replaced by the Diesel-engined L class and M class. Some of the K's, including K 8 and K 9, are to be sold out of the Royal Navy.

Australia's first regular aerial mail service is now an accomplished fact, the contract for such a service between Geelong and Derby, Western Australia, having been secured by Major Norman Brearley, D.S.O., M.C., A.F.C.

The magnificent P. & O. mail steamer "Naldera," collided with the cargo steamer "Clan Lomond" in Bombay Roads recently. There was no serious damage done. The liner is "carrying on" as usual, and her popularity increases each trip.

The first ship in commission in the Royal Navy driven by steam was the "Lightning."

Without the British mercantile marine the Navy would lose its most valuable reserve of officers and men in the time of war. Sea transport is essential for the whole Empire. — Lord Jellicoe.

The magnificent P. & O. mail steamer "Naldera," collided with the cargo steamer "Clan Lomond" in Bombay Roads recently. There was no serious damage done. The liner is "carrying on" as usual, and her popularity increases each trip.

According to the latest advice, the new Commonwealth liner "Moreton Bay" will be ready for commission in October. She will be the first of the "Bay" liners to leave England for Australia.

The British Government has authorised the inauguration of a fortnightly air mail service between Cairo and Bagdad.

The Manly Steam Packet Company have ordered another steamer for their passenger service. The keel has been laid by the Mort's Dock Engineering and Shipbuilding Co., at Balmain, Sydney.

Schnapper, Sea Eel, River Eel, Opossum, and numerous other creatures. Even trees, plants, and many other objects, when translated from the native dialects, are different in each tribe. One of the Black Snake tribe cannot marry a woman of that tribe but he can marry a woman of the Eaglehawk tribe, and the children of that marriage would belong to the Mother's tribe and be of the "Totem." They can marry one of their Father's tribe, for the relationship of the children goes through the Mother's tribe, not the Father's. The animals of the same name as the "Totem" cannot be eaten by those of the tribe so named. One of the Schnapper tribe cannot eat a Schnapper caught by him, but he can give it away or exchange it with those of a different "Totem" if natives marry out of their tribal rules, a vendetta is established which causes many battles.

The Message Sticks, which have curious carvings on them are a wonderful mode of communication.

"Once saw one made use of, when I was living on my Father's station in 1877, when a black from one of the camps came over and gave it to one of

OFFICES—16 SPRING STREET, SYDNEY.

Kirton & Earnshaw

COAL CONTRACTORS, COLLIERY AGENTS, SHIPOWNERS and WHOLESALE TIMBER MERCHANTS.

Coal of all descriptions supplied for either Marine or Land requirements

Hardwood Timber Suppliers.

ALL ENQUIRIES TO

Head Office: 63 Pitt St., Sydney.

NOTES ON THE ABORIGINES OF AUSTRALIA.

By GEORGE A. KING, F.R.A.S.A.

The customs and marriage laws of our Australian blacks have been so little understood, that they have led to many misunderstandings with white people and caused grievous trouble, for an aborigine is killed if he marries out of his proper tribe.

The late Sir Alan Carrott wrote that the tribes are called by the names of various animals, which are the "Token" of the tribe. They are Eaglehawk, Black Crow, Black Snake, Kangaroo, Etc.,
They are great fatalists, and don’t believe that those among them ever die a natural death or by accident. They think someone points a bone at them, and prompts their death, and they give way to great despondency, which prevents their recovery when they are ill, and when the death takes place, it has to be avenged on the person who pointed the bone at them. All the same the Australian native has a great sense of humour.

The Rev. George King, LL.D., who was a distinguished Scholar of Trinity College, Dublin, went to Western Australia in 1841, and during his sojourn there he studied the character of the primary Aborigines of the bush in their native state and was the first to observe that the primary Aborigines of Australia were a low type in the scale of humanity. In 1868, he wrote in “The Australian Churchman”—“That they were not one unmixed race could be seen from certain physical peculiarities, as well as from language and habits. The primary Aborigines appear in their native state, for the most part, gentle, peaceful and truthful. The traditions of the tribes which we regard as aggressors on the soil, are vague and uncertain, false. The traditions of the tribes which we regard as the primary aborigines of the bush, and who were fierce and hostile to all comers and not quite free from the stains of cannibalism.

The primitive aborigines of Australia belonged to the early stone age and used chipped implements. They came to Australia when it had great land areas, and Tasmania was part of it, and there were shallow seas, and land bridges before the Tertiary age of eruptions, when there was a shrinking of the Earth’s crust. The aggressor of the soil was the savage cannibal Papuan.

Then came the Dravidian hunter from India, who brought with him his dog—the Australian dingo, the ancient remains of which are now found in India. These hunters brought with them the boomerang, the spear-throwing stick and ground axe, and taught the natives they found here how to carve on the rocks. Examples of these carvings are found round Port Jackson harbour and other parts of the coast, and they represent the beliefs and myths of these people, and their mysterious rites and initiations.

The natives are very secretive about their beliefs, but sometimes very beautiful ideas are found among them. A lady who always had the confidence of our natives, was walking in the bush, in Western Australia, one day, and saw a black woman, with crossed hands looking up in a tree where a bird was singing, when the woman saw her she motioned for her to be silent. When the bird had ceased singing the poor woman said “it was my child singing to me.” Her baby had died shortly before and she believed it had taken up its life again in the little bird.

The Navy League flag—a Union Jack, with the crest of the League in the centre—was flung to the breeze for the first time in Australia at Birchgrove Park yesterday afternoon. The occasion was a tree-planting ceremony, in which the trustees of the park assisted in directing a parade by Mr. M’I Donald, bandmaster, and Mr. Edwards, officer-in-charge of the Sea Cadets with a framed portrait of a little comrade who had lost his life by drowning.—With acknowledgments to the Sydney Morning Herald.

Having accomplished much for the Commonwealth, the Prime Minister (The Rt. Hon. W. M. Hughes) is returning to these shores by the Orient liner “Ormonde.”

Prior to the ceremony, a tree-planting ceremony, in which the trustees of the Birchgrove Park, which covers an area of 133 acres, were represented by Mr. (T. H. Deelite (chairman), Mr. M. A. H. Fitchardinge (hon. secretary), and Mr. B. Millin (hon. treasurer).

The locally-established Sea Cadets, who number 250, were represented by the first and second units, with bugle band, all in navy blue, under Mr. W. M. Hughes, officer. Mr. Hammer was assisted in directing a parade by Mr. McPherson, handmaster, and Mr. Edwards, officer-in-charge of nautical duties. Popular music was supplied by the Rozelle District Band.

Alderman Thornton (Mayor of Balmain) said that Balmain had the honour of starting the Navy League Sea Cadets in Australia. This was something to be proud of, as it was the commencement of what would be a great movement. He was pleased to see the boys that afternoon in their smart naval uniforms. All the boys were showing how they had benefited by discipline and training, which would make them useful as well as honourable citizens of this great Commonwealth. Had it not been for the navy the British Empire might have suffered defeat in the mighty struggle with Germany and her Allies. On the navy the safety of the Empire largely depended at the present time. Patriotism, young and old, should welcome the spread of the Navy League to Australia in the Sea Cadet movement. The oak trees, which had been planted that day by two of the Sea Cadets, were symbolic of the strength of the British race. Those oaks were also symbolic of the British spirit, which assisted the lads who had the Navy League badge on bugle cap. The New South Wales branch of the Navy League would, he hoped, increase not by hundreds but by thousands.

Mr. Fitchardinge said he was glad to see such a fine attendance. The trustees would at all times be pleased to allow the park to be used for drills and parades. There would be a collection at the end of the ceremony to help in providing the boys with sports materials.

Mr. Hammer, responding on behalf of the Sea Cadets, said that apart from physical training and instruction in naval duties the Sea Cadets were being taught to honour the flag of Empire and to respect their elders. Some of the boys might go to sea, some might not, but all would be better for the training they were now receiving.

During the proceedings, which were closed with a march past, the Mayor of Balmain, on behalf of the father of James Lolly Edwards, presented the Sea Cadets with a framed portrait of a little comrade who had lost his life by drowning.—With acknowledgments to the Sydney Morning Herald.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor. Anonymous communications will not be entertained.

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

THE NAVY LEAGUE JOURNAL.

THE THREAT OF OUR EMPTY SPACES.

Much is being spoken and written these days about the need for increased population. Especially is this true in relation to the manless spaces of this territorially and potentially great inheritance of ours—Australia.

It is a fact that nearly half of Australia’s people would rather perish than be exiled from the life and pleasures of the capital cities for an existence on the land.

It is true that the country has unlimited sunshine and plenty of God’s fresh air merely for the absorbing, still, there is something lacking. That “something” is home and its binding influences as understood by our second best immigrant, the rural Briton.
The Navy League Journal

To the speakers and scribes consider sufficiently this domestic aspect of the undoubted unattractiveness of the primitive conditions obtaining on the average "holding" of settlers in the newer districts of this slowly developing continent.

It is true that since the war the best type of British agricultural "would-be" immigrant does not swallow the bait prepared for him at Australia House. Why? The answer is —

(a) Australian officialdom in the past too often wilfully misled intending settlers, with the result that they returned home and killed the enthusiasm of other prospective settlers.

(b) In rural Britain today the agricultural labourer is earning 48 to 54 shillings per week under immensely improved conditions to those in being prior to the year 1914, and in addition, he has the vital advantage of a greater degree of communal life. Easy means of intercourse with relations and friends make him loth to forsake his comparatively happy lot for the purpose of starting life afresh in a far-distant land where the guarantee that success will crown his efforts and substantially benefit him and his, is no more apparent, even if more real, than it is in his native land.

The problem of wholesale settlement on the land bristles with real and almost insuperable difficulties; still it must be grappled with and solved.

The solution to the problem of the "second class" settlement may be found in the development of the "second class" districts of this slowly developing continent?

There is hardly any reasonable doubt that we, as a people, are living near the edge of a human avalanche that shall one day loose a torrent of disturbing activity such as this earth has never seen: an activity that will be organised and directed, of its own nature, containing millions an impossibility.

It is our wish that healthy criticisms and constructive suggestions in connection with the Journal will find their way from an ever increasing number of interested readers to the Editor. Any profits that may accrue from the publication of "The Navy League Journal" will be wholly devoted to furthering the patriotic aims of the League. Our advertisers will thus see that quite apart from the question of the Journal's value as an advertising medium, they are assisting the nation to insure itself against possible aggression from without.

One good turn deserves another, and every member of the League and every reader of these words is asked to extend fullest support to the firms whose advertisements appear in the pages of "The Navy League Journal."

The property of the Navy League and is not controlled, nor in any way influenced by private capital.

Its mission is to go into the homes and schools of New South Wales and make known the gospel of "Keep Watch" and "Sacrifice and Service" as understood by the Navy League, and to invite thinking men and women and children to adopt that gospel in the interests of their country.

THE NAVY LEAGUE.

PATRONS—
H. K. The Hon. Chancellor.
The Hon. Lord Parmoor, K.C.M.G., C.M.G.
H. K. The State Governor, His Excellency, W. C. M.O.

PRESIDENT—
The Hon. Sir W. P. Fuller, K.C.M.G., etc., etc.
Lieutenant-Governor and Chief Justice of New South Wales.

EUEWITIV CASE

Mr. Thos. A. Pullen,
Captain F. G. Waterhouse,
Capt. J. E. Hoare.
Mr. H. W. King.
Mr. M. Adams.
Mr. A. R. Milson.
Capt. P. H. Green.
W. J. Clark.
W. H. Kelly.
Mr. B. Turner.
Mr. E. P. Simpson.
Mr. J. E. Green.
Mr. J. G. Massey.
Capt. J. M. Macdonald.

THE NAVY LEAGUE.

THE NAVY LEAGUE JOURNAL.

Timber Magazine.

Hon. Assistant J. S. Dunmore, C.B., K.C.M.G., H.N.
Hon. Sir H. B. Edwards, K.C.M.G.
Sir Walter Davidson, K.C.M.G.

HON. TREASURERS—
Mr. Thos. A. Pullen.
Capt. J. E. Hoare.
Mr. A. R. Milson.
Capt. P. H. Green.

SUGGESTIONS TO ALL.

The Hon. Sir A. W. Meekison, K.C.M.G.
The Hon. Sir A. W. Meekison, K.C.M.G.
W. H. Kelly.

HON. SECRETARIES—
Mr. J. E. Green.
Mr. J. G. Massey.

KODMORO NAVY LEAGUE JOURNAL—
W. H. Waterhouse.

Australia—England (London)

Regular Sailings from
Brisbane, Sydney, Melbourne, Adelaide, Fremantle, calling at Colombo, Suez, Port Said, Toulon, Gibraltar and Plymouth.

FLEET.

"ORMONDE" — 14,885 gross tons.
"ORMUZ" — 14,167 gross tons.
"ORSVIO" — 12,830 gross tons.
"ORSIB" — 12,086 gross tons.
"ORMA" — 11,108 gross tons.
"OREBODES" — 9,087 gross tons.

For First, Second and Third Class Fares, Sailing Dates, etc., apply to—
Orient. S. N. Co. Ltd.
5-4 Spring Street, Sydney.

J. C. Williamson's Attractions

DIRECTOR.-J. C. WILLIAMSON, LIMITED.

J. C. WILLIAMSON, Ltd., after:

HER MAJESTY'S

"Maid of the Mountains"

PLANS AT PALING.

CRITERION

Marie Tempest and Graham Browne Co.

PLANS AT NICHOLSON'S.

PALACE COMING

"Paddy the Next Best Thing."

THEATRE ROYAL

"Oh, Lady! Lady!

A Muir-Girl Comedy.

PLANs AT PAlING.

Royal Australian Navy (Seagoing)

WANTED—

MEN, YOUTHS, AND BOYS FOR SERVICE IN THE ROYAL AUSTRALIAN NAVY.

PERS0N OF ENGAGEMENT.—12 years from date of entry for those aged 16 years to be trained in H.M.A. Training ships. "Pluto" Williamstown, and "Phoenix" Fremantle. In the case of those aged 18 years for sea service in the Royal Australian Navy.

VACANCIES offered for Boys between 11 and 15 years, to be trained in H.M.A. Training ships. "Pluto" Williamstown, and "Phoenix" Fremantle, in the case of those aged 16 years for sea service in the Royal Australian Navy.

Vacancies offered for Men and youths between the following ages:

Juniors, Painter, Plumber, etc., 12 to 18 years.
Artificers (Plotters and Engineers), 18 to 25 years.
Carpenters, Painters, etc. 25 to 35 years.

Application to be made to the nearest Imperial Naval Office, or to the Local Naval Officer, Naval Staff Department, Sydney, or to the Local District, Naval Office, Newcastle, Degas whom full particulars in respect to pay conditions of entry, provisions, etc., may be obtained.

S. H. TREACY, Secretary, Department of the Navy.

ORIENT LINE.

100 FIGURES FOR THE NAVY LEAGUE JOURNAL. (N.S.W.) is the property of the Navy League and is not controlled, nor in any way influenced by private capital.

For the Navy League Journal...
Farmer's High-grade Tobaccos.

Selected and Blended by Experts.

A just proportion of sun and rain, together with congenial soil, is Nature's part in producing high-grade, pure Tobacco. But the process does not end there. The next, and perhaps the most important step, is blending. Men's tastes are so diversified, and the task of selection and blending high-class Tobaccos such a difficult one, that only experts long experienced in their art can be employed. The Tobaccos, Cigars and Cigarettes quoted below have been selected by men who are veritable magicians in transforming the raw leaf into an infinite variety of high-grade smoking mediums.

OM1 — Murias Conchas Bueno Havana Cigars, possessing an admirable bouquet and sweet mellowness. A cigar suitable for all occasions. Price, per box of 50 .... 37/6

OM2 — Punch Invincible Divinos Havana Cigars, not illustrated; delightfully sweet smoking, pleasant aroma, and convenient size. A cigar that will not produce "headiness." Price, per box of 25 .... 30/-

OM3 — Marcovitch, M.L. Pure hand-made Virginia Cigarettes; made in London. As a gift nothing will please a particular cigarette smoker so much as a box of these famous cigarettes. Prices, 50 box, 6/6; 100 box, 12/6

OM4 — "Victoria House" Smoking Mixture; genial to a degree and always consistent; unusually mellow in aroma and flavour. Prices, 1 lb. tin, 3/-;½ lb. tin, 6/-; 1 lb. tin, 11/0

OM5 — "Sporting Life" Tobacco, cut gold bars from fully matured Virginian leaf. An excellent, mild and full-flavoured tobacco. Prices, per ½ lb. box, 5/0; per 1 lb. box, 11/6

Farmer's, Sydney.

"The Store for Men."

We Pay Carriage.

Box 497, G.P.O.
THE SENIOR NAVAL OFFICER—WHO WAS?

BY CAPT. J. H. WATSON, F.R.A.H.S.

It is a very rare thing for a question like the above to be raised among officers of the Royal Navy.

The Navy List is a publication which nearly every officer in the service makes a close study of, and when occasion requires it, most officers can tell at once the relative ranks of any group of those who may be associated together on a station, or under a command.

But the question did arise once in Australia, and was settled in a manner that did not bring unqualified approval from the Admiralty to the officer who very summarily decided the question to his own satisfaction in Port Jackson.

Since the days of Governor Phillip, Sydney as a naval station went through a progressive development; first, it was a remote portion of the East Indian station, in 1848 it became an independent one under "the senior officer"; in 1863 was created a commodore's command, Sir W. S. Wiseman, Bart, of H.M.S. Curacoa, being the first Commodore.

Later it became a flag officer's command, Rear-Admiral Sir Henry Fairfax hoisting his flag as the first of that rank in Australian waters; in 1902 it attained the position of Vice-Admiral command, Arthur Dalrymple Fanshawe being the first of that rank to be appointed. His predecessor, Rear-Admiral Lewis Beaumont, attained the rank of Vice-Admiral while in command here, but vacated the position on his promotion to make room for a senior of the rank.

Our story deals with the time when it had just been created a separate station, and Captain J. E. Erskine of H.M.S. Havannah was the "Senior officer on the Australian Station," quoting from official documents which he signed. The vessels of the squadron were H.M. ships Havannah, Captain Erskine; Rattlesnake, Captain Owen Stanley; Fly, Captain Oliver; and Bramble, Lieutenant Yule. On the 7th February, 1850, H.M.S. Meander, Captain Henry Keppel, entered the harbour. This vessel, which had been attached to the East India Fleet, was on her way to the West Coast of America, having been transferred to the squadron in those waters. She had called at Port Essington, in the Northern Territory, to bring away the troops stationed there, and land them in Sydney. Port Essington as a settlement being abandoned. It was thought that as soon as she had refitted she would sail for her destination, Valparaiso.

But the Honorable Henry Keppel was not built that way, and seeing that he had six months seniority, he came to the conclusion that he was "Senior officer," and not Captain Erskine. It happened that the Havannah was absent in New Zealand when the Meander arrived at Sydney, and unfortunately a matter occurred which gave the Captain of the latter the opportunity he evidently desired.

H.M.S. Rattlesnake was the principal surveying ship, and had just returned to Sydney, after being absent nearly twelve months on the Northern coast, entering the Heads two days before the
Mercurial Mutual Insurance Company Limited.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

C. C. GALK
A. J. JACQUES, CHAIRM.
J. M. ATKINSON.
L. J. DAVIES.

FIRE, MARINE, ACCIDENT AND SICKNESS, WORKMEN'S COMPENSATION, BOILER EXPLOSION, MOTOR CAR, PUBLIC RISK AND PLATE GLASS INSURANCE.

- Losses by Lightning, Bush Fires and Be Patriotic—Insure Australian Property.

- Gas Explosion Paid.

- An Australian Insurance Company.

I. W. J. A. ATKINSON.

THE NAVY LEAGUE JOURNAL.

Modern Passenger Steamers:

KATOOMBA
CANBERRA
LEVUKA
ZEALANDIA
KAROOLA
WYREEMA
BOMBALA
DIMBOOLA
COOMA
WODONGA
WYANDRA
ARAWATTA
ARAMAC

Interstate Steamship Sailings

Regular Passenger and Freight Services to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

Three Passenger Sailings to Melbourne each week. One to Adelaide and Western Australia each week. Two to Brisbane and other Queensland ports each week, besides the cargo steamer service.

FOR FULL PARTICULARS APPLY TO

Adelaide Steamship Co. Ltd. - 22 Bridge Street, Sydney - 9620
A. U. S. N. Co. Ltd. - 7 Bridge Street, Sydney - 10685
Australian Steamship Ltd. - 350 George Street, Sydney - 6221
Melbourne Steamship Co. Ltd. - 10 Bridge Street, Sydney - 9568
Melbourne Steamship Co. Ltd. - Cr. Clarence and Barrack Streets 8213

STATE TRAWLER ENTERING SYDNEY HARBOUR DURING A HEAVY GROUND SWELL.

The news did not travel as fast in 1850 as it does today, but as soon as the death of Captain Stanley reached Port Nicholson, Erskine made his way back to Sydney, and by a coincidence the two vessels the Meander from Hobart, and the Havannah from New Zealand, came up the harbour close together on the 26th April.

It is said Erskine immediately went for Yule and told him the Rattlesnake should not go to sea with him in command, and that he would be superseded and another officer appointed in his place.

The other “Senior Officer” then has his interview with Commander Yule, who he instructed to get his ship ready immediately and proceed to England. It may be presumed that Yule would be glad to get away, and in a week’s time the Rattlesnake had sailed. The Honorable Henry Keppel having seen the Rattlesnake safe out of the harbour tripped his anchor and cleared out for Valparaiso, having put as much comic opera business into his visit to Sydney, as he would be ever likely to do again in the same time. But Keppel was noted for his eccentricities, some of which if performed by officers with less influence would have resulted in courts-martial and dismissal from the service.

The newspapers of the day were pleased to allude to it as a difference of opinion between two officers. But there should have been no difference of opinion between an officer who was merely a visitor in the port, and who belonged to a squadron in another part of the world, as to what his position was, whilst the other, although six months his junior, held a commission from the Lords of the Admiralty as Senior Officer on the Australian Station.

With the departure of the Meander the centre of argument was removed to England and the United Service Gazette found its columns hardly capacious enough to admit the volume of correspondence that flowed in.

The interest to local people is that it was the Rattlesnake that the Marine Artist, O. W. Brierly, painted on the dining room wall in Oswald Blosome’s house, “The Rangers,” at Mosman’s Bay. It is also generally believed that it was the Meander, which at half practice down the harbour, knocked down the high rock which formed the bottle in “the battle and glass” group of rocks off Vaucluse.
THE NAVY LEAGUE JOURNAL.

THE FUTURE OF NAVIES.

SEA POWER OR SEA SERVICE.

THE CHOICE BEFORE THE NATIONS.

To the Editor.

SIR,—At a meeting of the Executive Committee of the Navy League, held on the 11th inst., the accompanying memorandum was agreed to. We believe it to contain facts which should be laid before the public, and we desire, therefore, to ask for space in your valuable columns to give publicity to it, as well as to this letter. We would draw special attention to the paragraph which emphasizes the fact that any agreement must be between all nations, and, obviously, in the event of no agreement being arrived at, any steps which the Navy League may consider imperative to take in the future must be open to serious comment. The Navy League will welcome any support, either personal or financial, in making these facts more generally understood.

Yours very truly,

SOMERSET, President.

V. BISCOE TRITTON, Chairman,

The Navy League, 13, Victoria-street,

S.W.1, Oct. 13.

THE NAVY LEAGUE JOURNAL.

TO THE EDITOR.

SIR,—At a meeting of the Executive Committee of the Navy League, held on the 11th inst., the accompanying memorandum was agreed to. We believe it to contain facts which should be laid before the public, and we desire, therefore, to ask for space in your valuable columns to give publicity to it, as well as to this letter. We would draw special attention to the paragraph which emphasizes the fact that any agreement must be between all nations, and, obviously, in the event of no agreement being arrived at, any steps which the Navy League may consider imperative to take in the future must be open to serious comment. The Navy League will welcome any support, either personal or financial, in making these facts more generally understood.

Yours very truly,

SOMERSET, President.

V. BISCOE TRITTON, Chairman,

The Navy League, 13, Victoria-street,

S.W.1, Oct. 13.

THE NAVY LEAGUE JOURNAL.

THE FUTURE OF NAVIES.

SEA POWER OR SEA SERVICE.

THE CHOICE BEFORE THE NATIONS.

To the Editor.

SIR,—At a meeting of the Executive Committee of the Navy League, held on the 11th inst., the accompanying memorandum was agreed to. We believe it to contain facts which should be laid before the public, and we desire, therefore, to ask for space in your valuable columns to give publicity to it, as well as to this letter. We would draw special attention to the paragraph which emphasizes the fact that any agreement must be between all nations, and, obviously, in the event of no agreement being arrived at, any steps which the Navy League may consider imperative to take in the future must be open to serious comment. The Navy League will welcome any support, either personal or financial, in making these facts more generally understood.

Yours very truly,

SOMERSET, President.

V. BISCOE TRITTON, Chairman,

The Navy League, 13, Victoria-street,

S.W.1, Oct. 13.

THE NAVY LEAGUE JOURNAL.

THE FUTURE OF NAVIES.

SEA POWER OR SEA SERVICE.

THE CHOICE BEFORE THE NATIONS.

To the Editor.

SIR,—At a meeting of the Executive Committee of the Navy League, held on the 11th inst., the accompanying memorandum was agreed to. We believe it to contain facts which should be laid before the public, and we desire, therefore, to ask for space in your valuable columns to give publicity to it, as well as to this letter. We would draw special attention to the paragraph which emphasizes the fact that any agreement must be between all nations, and, obviously, in the event of no agreement being arrived at, any steps which the Navy League may consider imperative to take in the future must be open to serious comment. The Navy League will welcome any support, either personal or financial, in making these facts more generally understood.

Yours very truly,

SOMERSET, President.

V. BISCOE TRITTON, Chairman,

The Navy League, 13, Victoria-street,

S.W.1, Oct. 13.
power appealed to, it is asked in turn: "What empire through the centuries has achieved permanence by power?" Power may have been a magnificent epitome of the dead empires of the past as the height of their prosperity; it is an even better epitaph over their grave. If there is one fact that stands out more clearly in the history of the rise and fall of empires than another, it is this: "For the instruments used in the furtherance of the ultimate destiny of mankind, and have passed when their work has been accomplished. It is quite beside the point for any nation to urge that it has been of service to the world. This undoubtedly is so, but the vital question to answer is this: "What service the keynote of the national policy, or simply, as it were, a by-product in the course of its own evolution?" And on the answer depends the ultimate destiny of the nation.

Christianity teaches that the greatest mistake in history, and one with the most far-reaching effects, was made by a people who believed that the New World of their day would be ushered in and maintained by the material power of their Messiah, and Christian civilization amounts with buildings, books, pictures, music, and sculpture in honour of the foundress of the diabolically opposite doctrine of service. An island nation of the East, emerging from an age-long isolation into the light of Western civilization, was much puzzled by this fact, for in spite of the protestations of the Western national faith and the teaching of history, the interminable fruits of that faith pointed to the belief that empires could only exist by wealth and power. Taking, however, the practical evidence at its face value, she adopted the Western customs, and we, in consequence, faced to-day with the ensuing Pacific problems which the Washington Conference is to attempt to solve.

And it is just in this fact that its enormous responsibilities and possibilities lie for the salvation of the world.

[The above memorandum, compiled by the Navy League, appeared in the London Times, and reprinted by]

NOTES ON SOME OF THE EARLY VOYAGES TO THE PACIFIC.

Compiled by R. H. WALLACE FRANTZ.

BALBAO, a Spaniard, in 1513, was the first European to see the Pacific Ocean—from a mountain top in the Isthmus of Panama; and his name is perpetuated in the town on the Eastern entrance to the Panama Canal.

Some seven years later, in 1520, Magellan sailed around the Horn. This great navigator was a Portuguese, and failing to get support in his own country, he went over to Spain to seek for assistance for a voyage that he contemplated. He was furnished with five ships in 1519, and sailed along the South American coast, and passed through the Straits of Magellan, which he named after himself. The weather that he encountered caused him to name the ocean "Pacific." After a long voyage he reached the Philippines—but was himself killed by the natives, but his ship went on to the West, and eventually rounded the Cape of Good Hope, and reached Spain, so that this was the first vessel to sail round the world.

In 1537 Cortez sent out two ships to explore the Pacific, and they discovered the Moluccas Islands.

In 1542 five ships left South America, owned by the Spanish, and the crews landed at the Philippines, taking possession for the Spanish flag. This expedition also discovered New Guinea.

In 1555 the Hawaiian Islands were discovered, but were not really explored until Captain Cook landed in 1779, and it was here that the great navigator met his death in a brawl with the natives.

In 1565 the Philippines were occupied by Spain, and Manila was built in 1581.

In 1567 two ships were sent out from Callao by the Spaniards, and discovered the Solomon Islands. Both ships returned to their port 19 months later after a remarkable journey, when they were very short of provisions of all kinds. The manuscripts of the two captains are now in the British Museum.

Our great Admiral Drake went out on a voyage of discovery in 1577, and after doing all the damage he could to Spanish shipping around the West Indies, and along the American coast, he sailed around the Horn, and proceeded along the coast to the North until he arrived at Callao. After placing this port under tribute, and doing much damage, he continued his voyage northwards, expecting that he might find a passage around the North back to England, but after passing 'Frisco the weather became so cold that his crew could not, after being so long in the hot tropics, stand the great change of climate, so he decided to sail West. This decision proved a great sell for the Spaniards, who had in the meantime laid a trap for him in the narrow Straits of Magellan, for they did not dream of his sailing West, and felt sure of catching him on his way homewards. Finally, Drake arrived in England, after sailing around the Cape of Good Hope, and this was the second ship to sail around the world.

In 1580 it is recorded that two Dutch ships visited North Australia, but they kept the news secret.

Torres, in 1606, left South America, touched at New Guinea, and sailed through the Straits bearing his name.

In 1616 and 1619 some Dutch Traders on their way to Java were blown on the West Australian coast, and they worked their way around the Leeuwin—in fact, they named it thus. Then they returned, and on going North they saw land at various places on their journey to Java. A map bearing date of 1622 giving their discoveries is in...
A VALUED CONTRIBUTOR TO OUR JOURNAL.

Born at Stonehouse, England, eighty years ago this month, of good old Scottish stock, Captain Watson has done much by his articles to add to the value and interest of the Navy League Journal.

CAPTAIN H. WATSON, F.R.A.H.N.

By the merest chance Capt. Watson was denied the privilege of a Cadetship in the Royal Navy in his early days, still the denial did not damp his ardor for the sea. In the course of a varied career he gained much fruitful experience on board "wind jammers" which in later years has been of incalculable value when writing up histories of seamen and ships. It will surprise many of our readers to learn that the title of "Captain" borne by our contributor has no connection with the mercantile marine, but is an honorary rank conferred on him by the military authorities when he retired from his old "land volunteer," in recognition of his valuable and devoted services.

The shelves on the walls of Capt. Watson's "sanc-
tum" are veritable treasure troves to the seeker after historical knowledge concerning Australia, while authentic records of absorbing interest relative to the British Navy and the Empire's Mercantile Marine seem to be legion.

In that war, the eightieth milestone of his life, we wish Captain Watson a further stretch of smooth water and sunny skies right up to the Anchorage in the Roads of Peace.

Sometime in April next it is hoped to hold a Sports Carnival under the auspices of the Navy League for the benefit of our Sea Cadets movement at Balmain. Details later.

We are pleased to announce that of the 75 boys who presented themselves to the Hon. Medical Officer to the Cadets Corps (Dr. Stewart Shirlow) for medical examination last month, not one was turned down.

REAR-ADMIRAL SIR ALAN EVERETT

The newly-appointed First Naval Member of the Australian Naval Board in succession to Rear-Admiral Sir Percy Grant. Rear-Admiral Sir Allan Everett, K.C.M.G., K.C.V.O., K.B., is the son of the late Colonel John Frederic Everett, of Greenhill, Warmminster, and was born on February 22, 1868. He was Superintendent of Signal Schools at Portsmouth in 1906-8. From 1913 to 1918 he was Captain of the Fleet and Commodore-in-Chief, on the staff of the Commander-in-Chief of and from the home fleets and the Grand Fleet. He was appointed a Rear-Admiral in 1917, naval secretary to the First Lord of the Admiralty 1916-17, and aide-de-camp to his Majesty the King in 1915-16. In 1919 Sir Allan Everett was in command of the eighth light cruiser squadron in North America and the West Indies. Sir Allan has taken up his duties at the Naval Office in Melbourne.

THE HERO.

1818.

The drooping of shells and a nation at prayer:
A tom, bleeding Digger: a woman's sweet care:
Then a sunny verandah, a hospital chair.
1896.

Laughter and sunshine on bright Coogee Bay:
A one-legged Digger is trying to play:
An organ: and people move slowly away.

E. C. FAIRFAY,
WITH A ACKNOWLEDGMENTS.

A number of Cadets with defective teeth are at present receiving treatment at the hand of Messrs. Speers & Wade, Man. Dental Surgeon to the Navy League Sea Cadets Corps.

For 2/6 an excellent Cadet knife may be obtained from Messrs. Cowies & Dunn, Commissaries, 77 King St. Sydney.

EXCELSIOR COLLIERIES and COKE WORKS Ltd.

PROPRIETORS:
EXCELSIOR COLLIERY, THIRROUL, SOUTHERN COAL DISTRICT, N.S.W., and NEW GRETA COLLIERY, GRETA, N.S.W.

HOUSEHOLD STEAM, AND GAS COAL.

Suppliers of Coal to the principal Steamship Companies, New South Wales Government Railways, Brickworks, Manufactories, etc.

NEW GRETA COAL IS ONE OF THE BEST HOUSEHOLD AND GAS COALS PRODUCED IN AUSTRALIA.

Managing Agents:
Kirton & Earnshaw Ltd.
63 PITT STREET, SYDNEY

Newcastle Office:
CARRINGTON CHAMBERS, WATT STREET

the Mitchell Library, and is declared to be the first map ever printed relating to Australia. One of the captains was named Hertzog.

Dampier, in 1688, visited West Australia, as a buccaneer. He was English, and was occupied in chasing Spanish and Portuguese ships on their way to and from Ceylon and Java. He later on left this occupation, and was given command of the "Roebuck," a British Government ship, in 1689, to further report on the land already discovered in West Australia, but he unfortunately landed at places which did not appear to be favourable to settlement, as it was waterless and more or less barren, and returned home with a bad report. On a later cruise he touched at the Island of Juan Fernandez, and as his ship was leaking badly, one of the crew requested to be landed on that island. That ship eventually founded, but Dampier reached safety, and on a subsequent voyage when near this same island he landed and found Selkirk fit and well, but tired of his solitary life, and he therefore sailed back to England, and experienced on this lonely island were talked about, and De Foe getting acquainted with him immortalized the adventure in Robinson Crusoe. In the foregoing notes it will be noted that although Australia had been twice touched at, it was not really discovered until Cook came this way and the facts of his voyage are as follows.—In 1768 Cook was despatched in command of the "Endeavour," which carried a party of scientists who were to proceed to Tahiti for the purpose of astronomical observations of the transit of Venus. After this was finished he was instructed to investigate the reports of Tasman's discoveries at both New Zealand and Tasmania. He sailed around the New Zealand lands and then on his way to Tasmania was driven northward by a severe gale, and found himself up against the 90-mile beach, and feeling sure that this was new country he sailed along the coast northwards until he landed at Bicheno in April, 1770. After remaining there for some days to rest and water he sailed North, passing Sydney Heads without seeing Port Jackson. At Cape Port Jackson, in a later cruise, he found his ship struck a coral reef, and it took 23 days to get afloat again, while the repairs caused a delay of two months. Cook then found a passage through the Barrier Reef, and sailed around Cape York, and he then realised that he had discovered a
A Life Vice-President of
The Navy League.

THE NAVY LEAGUE JOURNAL

Sir Alfred Meeks, K.B.E., M.L.C.

Sir Alfred is a partner in the old established firm of
Cibbs, Bright & Co. In shipping, insurance, mer-
chandise, importing, and exporting, this firm is well-
known in every State of the Commonwealth.

During the course of his busy life Sir Alfred has been
or is associated with a very large number of important
commercial undertakings including the A.M.P. Society, of
which he is President. He is a Past President of both the
Adelaide and Sydney Chambers of Commerce, a Director
of the National Bank of Australasia, and a Past President
of the Congress of Australian Chambers of Commerce.

With many philanthropic and patriotic movements Sir Alfred
has also identified himself. As President of the Y.M.C.A.
(and now Hon. Treasurer), President of the Sydney Industrial
Blind Institution, President, Sydney City Mission, Member
of the Executive Committee of the N.S.W. Branch of the
Navy League, and, during the Great War, a Member of the
Central Executive of the War Loans and Peace Loans
Committee, Sir Alfred has given freely of his rich experience
and valuable time.

THE NAVY LEAGUE JOURNAL

A SAVINGS ACCOUNT
WILL HELP YOU ON THE ROAD
TO INDEPENDENCE

Government Savings Bank
of New South Wales

Head Office: 15-23 Martin Place, Sydney.

Deposits accepted from £1-
4% interest up to £500 and 3½% on
any excess up to £1,000.

RURAL BANK DEPARTMENT
Cheque Accounts Opened. Fixed
Deposits Accepted.
Advances and Overdrafts granted to
Farmers and Graziers.

LEANING PYRAMIDS OF CANVAS.

18-FOOTERS RACING IN SYDNEY HARBOUR.
NOTES ON THE MARINER'S COMPASS AND THE LEAD LINE.

COMPASS CARD.—The mariner's compass consists of a circular points. The card is carefully fixed upon a fine steel pivot rising from the bottom of a brass or copper bowl, by means of a small agate cup, fixed in the centre of the needle. The card and needle are thus free to swing as if they were floating in water.

The compass card is carried on gimbals, so that it may always remain level in whatever direction the ship may pitch or roll. The bowl containing the card is carried in a wooden or brass case called a binnacle, which is fitted to carry lights to illuminate the Compass at night.

The bowl containing the card is carried on gimbals, so that it may always remain level in whatever direction the ship may pitch or roll. The bowl containing the card is carried in a wooden or brass case called a binnacle, which is fitted to carry lights to illuminate the Compass at night.

The value of one point of the Compass expressed in degrees is found by dividing the 90 degs. contained in a quadrant by 8, the number of points which a quadrant contains. Thus one point equals 90 degs. divided by 8, equals 11 degs. 15 min. and 7 point equals 5 degs. 37 min. 3 sec.

Starting from N. and moving in the direction of the hands of a watch, the first new point we come to is "one point from N. It is therefore named N.E. North by East. The next new point we come to is "one point towards" N. before coming to N.E., it is therefore named N.E.B.N. The next new point is one point towards E. from N.E.; it is therefore named N.E.B.N. There is one more new point before we come to E., it is "one point towards" N. from E., and is therefore named E.B.N. And so on with the other three quadrants of the Compass.

HALF AND QUARTER POINTS.—Besides the above 32 points, each point is divided into four quarters, the direction of the quarter, half, or three-quarters being indicated from any of the 32 points towards one of the four cardinal points, "e.g.," N.E. means 1 point from N., towards E. or towards W. respectively. S.W. is S.W. means 1 point from S.W. towards S., or W. But we do not say E.B.S.E., because it is more simple to say E.B.S.E., and it is the same thing.

The value of one point of the Compass expressed in degrees is found by dividing the 90 degs. contained in a quadrant by 8, the number of points which a quadrant contains. Thus one point equals 90 degs. divided by 8, equals 11 degs. 15 min. and 7 point equals 5 degs. 37 min. 3 sec.

Each of these quadrants is divided into eight equal spaces, and the points dividing these spaces are called Points of the Compass; accordingly there are 32 Points of the Compass altogether.

The names of the Points of the Compass are obtained as follows,—Starting with the two diameters, N.S., W.E., divide the four quadrants equally by two more dotted diameters (Fig. 2) and name their ends by the two letters between which each end falls, thus: N.E., S.E., S.W., N.W.
Deviations in iron ships is also effected by the heel agreeing with the true North, the difference between the Pole—the North end in the Northern Hemisphere, and the Magnetic North (the needle points to the Compass card), this is termed Heeling Error.

Then eight false points make sixteen points, and they "lay by," and are named from the eight principal points.

Variation is the angle between the Magnetic North and the Compass North caused by the iron in the ship, her equipment, or cargo (the needle makes with the horizon. Near the Equator it inclines but little, if properly balanced, but one end becomes depressed as one advances to the Pole—the Northern Hemisphere, and vice versa.

**DEEP SEA LEAD LINE.**

Weight of Lead—28 to 50 lbs.

Length of Deep Sea Lead Line—From 100 to 200 fathoms.

First 20 fathoms marked as Hand Lead Line.

Then at 25 fathoms—1 knot.

30 fathoms—3 knots.

35 fathoms—1 knot.

40 fathoms—4 knots.

And so on to 95 fathoms.

100 fathoms—A piece of leather and 3 knots.

105 fathoms—1 knot.

110 fathoms—A piece of leather and 1 knot.

120 fathoms—2 knots.

And so on for 100 fathoms.

**SEA LINEAR MEASURE.**

6 feet—1 fathom.

100 fathoms—1 cable.

10 cables—1 sea mile (nearly).

3 sea miles—1 league.

60 sea miles—1 degree of latitude.

A sea mile or knot, sometimes termed a geographical mile, is assumed to contain 6080 feet.

L. L. L. (four L's) are said to be the sailor's watchword, meaning "Log, Lead, Latitude, Look Out," and of these I am sure you will find that the Lead is the most to be relied upon. When entering harbours, and you are doubtful about your position, turn at once to the Lead as your watchword, meaning "Log, Lead, latitude, Look Out."
Have you ever realized what a Boy Scout is? Then, if not, read the Boy Scouts' page in this Journal each issue.

**AUSTRALIAN PARENTS ALERT!**

Have you ever thought of the camping life as a boy scout activity? It is an adventure to test any boy and increase his manliness.

**THE BOY SCOUT.-CAMPING.**

By F. Powis Mowbray.

Nine years ago, on Christmas Day, I obtained the first issue of The Boy Scout. Since then I have been as interested in this magazine as a boy in his first camp. As a result, I have tried to save enough money to buy a tent and fly, and have been camping ever since.

CAMPING is a great game, and it is not only a game for boys. The travelling camp, which approximate what boys have out of doors, and the week end camp, are only one of the numerous kind of bush stretchers. Those who sleep on a comfortable bed and are fresher in the morning, have better health than those who have been strained during the night by sleeping in an awkward position. Boys who, on the other hand, take stretchers to camp, are only playing at being engaged as cook and engineer, who also acts as caretaker during the absence of the others. These camps are often fitted up rather elaborately. Living is cheap, life is healthy, but many conveniences of home life are absent: likewise many of the inconveniences which are frequently irksome to young men are wanting.

There are many kinds of tents varying in size, shape and material. The size, of course, depends on the number of occupants and whether it is required for sleeping in only or to live in. Bell tents are not much used in Australia: the more common shape is a rectangular with walls. The walls give more head room as well as more useful floor space, but add to the weight. The material selected may be governed by cost or desire to reduce weight: the cheap material is dear at any price, it is not rain proof and it soon wears out. If price is no object, oiled canvas is the best material: it is light, strong and watertight, so does not require a fly so far as rain is concerned, though of course a fly helps to keep the tent cooler in hot weather. For ordinary tents, medium calico is suitable for the tent itself, while heavy calico is used for the fly which has to withstand the brunt of the weather. For standing camps, fly will last longest.

Tents may be bought ready made or be made at home. If you have a tent look out for single seams, chain stitching, insufficient stay-pieces or reinforcements where the chief strain comes, and machine-canned leash grommets which tear out easily instead of galvanized iron rings sewn in by hand. See that the roof is not too flat and the walls low causing danger of leakage and less head room. Attend to essentials and do not pay for a lot of unnecessary refinements.
The Risks of Commerce

Fire Policies giving comprehensive cover promptly forwarded.

Marine Policies of Insurance issued negotiable and payable in case of loss in any part of the world.

Geo. B. Smith - Managing Underwriter

Warwick Building, Hamilton Street
Sydney, N.S.W. Tel. City 3747

N.S.W. COASTAL PORTS

Regular Passenger and Freight Services to all New South Wales Ports by well equipped Steamers. For Further Particulars see Daily Papers, or apply to:

Clyde Sawmilling and Shipping Co., Ltd., Russell's Wharf Illawarra and South Coast S. N. Co., Ltd., 57-61 Day St.

Langley Bros. Steamship Co., Ltd., Baltic Wharf

N. Cains Co-Operative S. S. Co., Ltd., Baltic Wharf

Newcastle and Hunter River Steamship Co., Ltd.

147 Sussex Street and 64-90 Day Street.

North Coast Steam Navigation Co., Ltd., 3 Sussex Street

Taylor, Allen & Co., Ltd., Pyrmont

FACTS AND FIGURES

THE Canadian Minister of Marine (Mr. Ballantyne) gave some interesting particulars recently, in connection with vessels owned by the Dominion Government. At the end of 1919, there were 24 vessels completed and in commission, as follows:

- 7 ships of 8,300 tons each.
- 4 ships of 5,100 tons each.
- 4 ships of 4,500 tons each.
- 8 ships of 3,500 to 3,900 tons each.
- 1 ship of 2,800 tons.

The approximate tonnage of these vessels is 129,000 tons.

Since that time 23 additional vessels have been completed and put in commission as follows:

- 9 ships of 8,300 tons each.
- 4 ships of 5,100 tons each.
- 4 ships of 4,500 tons each.
- 4 ships of 3,500 to 3,900 tons each.
- 2 ships of 2,800 tons each.

These have an approximate deadweight tonnage of 131,000 tons.

Of these vessels, those which, therefore, in commission at the present time, are of the following types:

- 16 ships of 8,300 tons each.
- 8 ships of 5,100 tons each.
- 8 ships of 4,500 tons each.
- 12 ships of 3,500 to 3,900 tons each.
- 5 ships of 2,800 tons each.

The approximate deadweight tonnage is 259,783 tons.

The total number of officers and men employed on the Government shipbuilding programme at the end of 1919 was 3,938, comprising:

- 493 Officers
- 2,038 Ordinary seamen, firemen, stewards, etc.
- 1,305 Ordinary seamen, firemen, stewards, etc.

The monthly wage cost of a Canadian Government Merchant Marine vessel is $3,705.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Branches:

BRISBANE:—37 Queen St., Manager—W. H. R. Welsh.

Melbourne:—37 Queen St., Manager—K. O. J. Smith.

Adelaide:—37 King William St., Manager—R. T. Moore.

London:—37 Threadneedle St., Manager—A. F. Jenkins.

Head Office, Sydney (Corner George and King Streets)

Manager—K. P. Carr.

Branches:

BRISBANE:—37 Queen St., Manager—W. H. R. Welsh.

Melbourne:—37 Queen St., Manager—K. O. J. Smith.

Adelaide:—37 King William St., Manager—R. T. Moore.

London:—37 Threadneedle St., Manager—A. F. Jenkins.

THE NAVY LEAGUE JOURNAL

Mr. Ballantyne gave the House particulars of the number of officers and men employed on Government ships at the end of the last calendar year. All told the number was 3,167, comprising:

- 48 Masters
- 82 Officers
- 181 Engineers
- 1,205 Ordinary seamen, firemen, stewards, etc.
good service has been done by the eliciting of some writers on naval matters as it might be, so that figures on the subject in the British House of Stores: and repairs. The non-effective liability is stores; fuel and lubricants; armament and general allowances, etc.; provisions, clothing, etc.; medical in respect of retired pay of officers and men. 

The figures for various classes of ships may be tabulated thus:

<table>
<thead>
<tr>
<th>Class</th>
<th>Direct Liability</th>
<th>Non-effective Liability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Battleship</td>
<td>£3,500,000</td>
<td>£1,000,000</td>
</tr>
<tr>
<td>Battle cruiser (frigate)</td>
<td>£2,000,000</td>
<td>£1,000,000</td>
</tr>
<tr>
<td>Light Cruiser (D class)</td>
<td>£1,500,000</td>
<td>£1,000,000</td>
</tr>
<tr>
<td>Destroyer (W class)</td>
<td>£1,000,000</td>
<td>£1,000,000</td>
</tr>
<tr>
<td>Submarine (L class)</td>
<td>£500,000</td>
<td>£1,000,000</td>
</tr>
</tbody>
</table>

Steam Collier Fleet capacity, 3,000 tons. Hulkbility capacity, 1,000 tons. Waggon and bunker storage capacity, 6,000 tons. Total 11,000 tons. Contractors to numerous mail lines. Bunker requirements can be supplied at short notice.

**OFFICES—16 SPRING STREET, SYDNEY**

**Kirton & Earnshaw LIMITED.**

COAL CONTRACTORS, COLLERY AGENTS, SHIPOWNERS and WHOLESALE TIMBER MERCHANTS.

Coal of all descriptions supplied for either Marine or Land requirements.

Hardwood Timber Suppliers.

ALL ENQUIRIES TO Head Office: 63 PITT ST., SYDNEY.
of at least another three years, and, after that time, they should be able to perform valuable services in other directions. Our little Fleet has undergone most severe tests during the past eight or nine months, in the course of manoeuvres along the Pacific. War-like activities have been carried on with as eminently satisfactory results as could have been expected of any unit of the Royal Navy. I had that tribute from Admiral Dumesq himself, backed by the words of Captain Cumberlege, his next in command. The comments of these officers bore both upon the ships and their personnel. The Minister for the Navy has done remarkably well. He has cut down, and yet he has kept the Fleet absolutely efficient. Honorable members will be afforded another chance to talk about the future after the Washington Conference shall have ended, and when the British Admiralty shall have advised the Commonwealth authorities concerning their views. The Washington Conference requires to be watched very closely. Particulars published recently, in the Melbourne Herald, back up information which I had gathered from other sources respecting the launching activities of the Japanese navy. I trust that Great Britain will not be caught napping. With Balfour and Beatty at Washington, there are high officers in command. The Minister for the Navy must always have the aid of a half contribution from the British Admiralty, or by Australia paying for the whole job herself. Possibly this House may have to deal with the scheme when considering the next Estimates.

The recommendation in question was based upon expert naval evidence. We were told by the most authoritative witnesses in Australia that we should have a large floating dock, even if its sole purpose were to clean the great ships of the British Navy which might pay Australia occasional visits. We are living in a fool's paradise. If the Japanese, which brought the Prince of Wales to Australia, had "smelt the ground" when entering Sydney Heads she could not have been touched except by divers. I note that the Commonwealth's new First Naval Member, Admiral Everett, who has just set his feet on Australian soil, expressed the independent view that we should have a large floating dock. Sooner or later, Parliament must face the proposition; it will have to be financed either by the aid of a half contribution from the British Admiralty, or by Australia paying for the whole job herself. Possibly this House may have to deal with the scheme when considering the next Estimates. The Minister for the Navy must always have sufficient money in hand to undertake repairs to the Fleet in being. The longer repairs are delayed upon ships in active commission the heavier becomes the cost; the ratio increases, indeed, from day to day. The Minister himself has said—

In considering this last it has been necessary to take into account the increased cost of labour, and also the fact that, as ships continue longer in service, the cost of repairs and maintenance increases each year.

The Minister is perfectly correct. I am satisfied with the Administration as it is being carried on at present. The Minister is the best Minister for the Navy Australia has ever had. I know what I am saying. Personally, I have had every reason to be well satisfied. As any of the various representations which I have been called upon to make, I have been met with courteous justice. The Minister has performed a feat which should evoke the highest commendation and satisfaction, in that he has drastically employed the pruning knife and has yet maintained an efficient fleet.

MR. MARKS.—The Minister has always done the fair thing, both for the upper deck and for the lower deck. He has handed out even justice to all ranks, and, as a result, he has succeeded in maintaining happy ships.

The whole business of naval reduction, respecting the launching activities of the Japanese fleet, is post-Jutland vessels. War-like activities have been carried on between 25,000 and 1,000,000. I refer to the necessity for carrying out a project which was laid down at the Washington Conference equally affect the Japanese programme? The honorable member is all wrong there.

Mr. Marks.—In one respect I would like to see the Naval Estimates increased by a sum ranging between £500,000 and £1,000,000. I refer to the necessity for carrying out a project which was urged upon Parliament in the report of the Cockatoo Island Dockyard Royal Commission.
Notes and Notices.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

All alterations of standing advertisements should be submitted to the utmost extent.

Anthony Hordern & Sons, Limited

Brickfield Hill, Sydney.

Anthony Hordern's For Everything

We invite the greatest investigation into both quality and price of the goods we offer, and we are content to leave the result to you.

Upon this confidence the vast business of Anthony Hordern's has been built, a confidence not to be trifled with by any statements of ours that cannot be substantiated to the utmost extent.

Anthony Hordern & Sons, Limited

Brickfield Hill, Sydney.

Oriental Linen

Australia - England (London)

Regular Sailing from

Fleet.

Tons

"Ormonde" 18,885
"Okeuz" 14,884
"Oriente" 12,150
"Osterley" 18,150
"Osrova" 15,056
"Omar" 11,105
"Orcaades" 5,087

First, Second and Third Class.

Intermediate Service -
Saloon and Third Class only. Reduced Saloon Fares.

Oriental S. N. Co. Ltd.

2-4-8 Spring Street, Sydney.

Patron -

H. R. H. The Prince of Wales.

The Hon. Lord Porchester, P.C., G.C.M.G.

Sir William Lygon, K.C.M.G.


Executive Committee -


Sir William Lygon, K.C.M.G., Hon. Secretary.

H. R. H. The Prince of Wales.

The Hon. Lord Porchester, P.C., G.C.M.G.

Sir William Lygon, K.C.M.G.

Members of the Executive Committee are reminded that the meeting in connection with the Royal Naval House and the N.S.W. Branch of The Navy League are held at the House at 5 p.m. and 3 p.m., respectively on the second Monday of each month.

Christmas Gifts.

U1. Patent Silk Court, or rnscub' shoes, medium and
wide fittng. Price per pair 25c
Also in Lace Shoes. 35c

U2. Men's American Albert Slippers, in grey and
brown. Price per pair 25c

U3. Ruff Leather
Including: double-
sewn soft leather
sides. Price 37c

U4. Black Kid
Green
Slippers, with light pump sides;
very comfortable fitting. Low
heels. Price per pair 25c

U5. Men's Albert Slippers, with patent leather
collar and light pump sides;
low heels. Price per pair 25c

U6. Men's Slippers, with wool
check uppers and strongly sewn
leather soles; a very comfortable
slipper. Price per pair 25c

U7. Black Leather
Albert slippers with strong
ly sewn leather sides.
Price 35c. Price 45c

U8. Canvas Inkle Tennis Shoes.
Canadian manufacture; leather
reinforced heels and toes; white
rubber soles. Price 15c

U9. American Felt Albert
slippers. In navy and brown
with leather soles. Price 35c

U10. American Felt Albert
slippers with self collar and soft chrome leather
soles. In grey, brown and navy 25c

Vol. 2. No. 9.
HAVING struck one bell in the morning watch, and called the steward three times, I was walking to and fro across the main-deck abaft the mizzen mast, when the mate, who was pacing the weather side of the poop hailed me, and invited me to join him. Spick and span as ever, he was in a reminiscent mood. He talked of days and nights when he was a senior officer on board a crack Atlantic greyhound twelve months before. He told of disaster that overtook a timber-laden schooner on the "Grand Banks." "It was like this," he said, "we were doing our twenty-two knots when we ran into a fog—you know the kind. Well, I rang the telegraph to half speed ahead, started the whistle, and sent for the old man. He was on the bridge in a trice, took a look round, asked me if the extra lookouts were posted, and stepped into the chart house. At that moment I felt a jolt; we had hit something. I looked over the side of the bridge, and there a few feet away, was the stern half of a wooden vessel passing aft. I saw no signs of life. The crew must have jumped overboard when their vessel was struck. To make a long story short: we went astern and then went slowly ahead and cruised round for an hour, but we saw nothing but pieces of sawn timber. The schooner's hands were beyond our aid. The night was cold and the water colder, in spite of the Gulf Stream, and there was no sign of them, poor beggars. Our own injuries were slight. A few bent plates and about a dozen rivets started."

"At the subsequent inquiry," proceeded the mate, "we were exonerated from blame: having done all that was humanly possible under the circumstances. On return to our home port I got a shock to find that I had to join one of the company's cargo boats sailing the next evening. Being a married man and living up to my income, I swallowed the bitter pill and said nothing—I couldn't afford to."

"There was to be no rise in rank, and that," the mate said, "was the firm's intimation that my chances of further promotion were Buckley's. I made one trip in the 'bull boat,' and that was enough for me. I resigned. My twenty years' service with the line went to the winds, and I was out of a job. That," said he, "was a year ago. Ten months ago yesterday I joined this packet—the day before you—still—— the mate threw his cigar end overboard; glanced aloft, and walked to the binnacle. "Still," he repeated on his return, "I don't think I regret being back in sail, it is a man's life. Mail boats with their hurry and scurry, their six days at sea, and less in
INTERSTATE STEAMSHIP SAILINGS

Regular Passenger and Freight Services to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

Three Passenger Sailings to Melbourne each week. One to Adelaide and Western Australia each week. Two to Brisbane and other Queensland ports each week, besides the cargo steamer service.

FOR FULL PARTICULARS APPLY TO

Adelaide Steamship Co. Ltd.  32 Bridge Street, Sydney  8320
A. U. S. N. Co.  7 Bridge Street, Sydney  10685
Australian Steamship Ltd.  350 George Street, Sydney  8231
Melbourne, Melbourn Line  61 Pitt Street, Sydney  7566
Huddart, Parker, Ltd.  10 Bridge Street, Sydney  8568
Melbourne Steamship Co. Ltd.  Cr. Clarence and Barrack Streets  8213

THE NAVY LEAGUE JOURNAL

THE NAVY LEAGUE JOURNAL
THE
ABERDEEN
LINE

Regular Service between Australia and London via South Africa.
Highest Class Steamers on the Route.

<table>
<thead>
<tr>
<th>Name</th>
<th>Tons</th>
<th>First and Third Class Passengers</th>
<th>Cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;EURIPIDES&quot;</td>
<td>15,000</td>
<td>12,000</td>
<td></td>
</tr>
<tr>
<td>&quot;THEMISTOCLES&quot;</td>
<td>11,250</td>
<td>12,000</td>
<td></td>
</tr>
<tr>
<td>&quot;DEMOSTHENES&quot;</td>
<td>12,500</td>
<td>12,000</td>
<td></td>
</tr>
<tr>
<td>&quot;SOPHOCLES&quot;</td>
<td>12,500</td>
<td>12,000</td>
<td></td>
</tr>
<tr>
<td>&quot;DIOGENES&quot;</td>
<td>15,000</td>
<td>12,000</td>
<td></td>
</tr>
</tbody>
</table>

Full particulars of Fares, Rates of Freight, Sailings, &c. on application to DALGETY & COMPANY, LIMITED At all Australian Ports.

AN OLD SALT.

Sir Edward Fremantle is a wonderful old salt. He was born in 1836 and is still hale and hearty and proud of his rank as "Rear-Admiral" of England.

He has a son an Admiral and a grandson a captain, and his grandfather was with Nelson at Trafalgar.

"Damn our enemies! Bless our friends! Amen, Amen. Amen. I am not such a hypocrite as to bless them that hate us or, if a man strike me on the cheek to turn the other. No; knock him down, by God!"—NELSON.

SUPPORT OUR ADVERTISERS.
The Navy League.
ITS PRESENT ATTITUDE.

Perhaps the instinct of self-preservation which strikes deepest to the hearts of British peoples throughout the Empire is that its very existence depends upon the security of its sea communications, and this instinct has, time after time, been intensified by the fact that the British Navy alone has stood between this country and destruction, between the Empire and disintegration.

Such security can only be assured in two ways, either by unrestricted force on our part or by a goodwill and understanding among the nations, which renders universal limitation of armaments feasible.

Up to the war, agreement was impossible, and force alone had to be relied upon, our margin of necessary superiority being judged from time to time at from 2 or 3 to one, to 10 to 6 in the case of Germany before the war. It must never be forgotten, however, that even with this superiority, we were brought recently to the verge of starvation and thus almost to our knees.

The conditions now have entirely altered. Nations have recognised the disastrous and almost inevitable consequences of competitive armaments, all the more unthinkable when the two leading naval powers are kindred and friendly by heredity and instinct, and Conference is meeting in the endeavor to produce such understanding and agreement on outstanding international problems as will render a general acceptance of limitation of armaments feasible and practical.

Agreement can only be reached by goodwill, sincerity, and frank and open understanding without reservation, between the nations. As the American Ambassador has said recently, the Conference is an ordeal not of battle but of faith; that the way to disarm is to disarm, and that if the United States and ourselves cannot act in union now, there is little reason to believe we ever can.

It is an unarguable fact that the relations between the United States and ourselves, and indeed between all the nations of the world, can never be the same after the Conference as before, whether agreement is reached or not, therefore it must succeed.

The Navy League is endeavouring to produce in this country that state of knowledge and public opinion which alone, by its generous acceptance and consideration of the views of others, can render agreement possible, and, at the same time, secure those conditions which are acknowledged by all to be vital to our existence.

Our critics say they are educating public opinion. And how? By endeavouring to produce among our peoples a state of mind which will render agreement impossible. How can agreement be reached, if this country goes to the Conference abating not one jot of its old, and then justifiable, pretensions to unrestricted naval power, taking no heed whatever of the spirit which induced the calling of the Conference and of the reasons for which it is called? If they object to any limitation under general agreement, then they must object to limitation being dealt with at all by the Conference. Why not be candid and admit this? That position we could understand, and their action would become quite logical; but if they do not object, then they should do everything in their power to assist, and nothing to render agreement more difficult.

They say they are educating public opinion, but quite apart from the moral aspect of this question, have they explained its practical aspect as it affects this country, and the great disinterestedness shown by the United States in proposing a Conference to bring about agreement to limitation at the present time?

To have to enter into a competition of naval armaments would entail a burden almost unbearable to this country, and might bring us almost to the verge of bankruptcy.

If the United States continue even those programmes of naval construction only, which have been brought forward by her Government in recent years, our present programme of four capital ships is hopelessly inadequate, and we must stand committed to a large programme of capital ships for years to come to maintain equality.

Even in our accepted policy of equality with the United States, we have, assuming the continued predominance of the capital ship, already given away that one factor, supremacy at sea, on which only, if force alone be relied upon without agreement, the security of this Empire and its vast sea communications can be based.

Finally, if agreement be reached as to limitation between all the nations affected, then it would be obvious folly to fix the general standard of naval force to be maintained above what is actually essential, having regard to the shocking financial situation and distress throughout the world.

The Executive Council of the Navy League have based their recent action on their earnest desire for the success of the present appeal to common sense, understanding and agreement, and can have no part with those who persist in the attitude which renders a successful outcome of the Washington Conference more difficult.

[The above Memorandum was received from the Head Office of the Navy League, London]
EXCELSIOR COLLIERIES
and COKE WORKS Ltd.

PROPRIETORS:
EXCELSIOR COLLIEY, THIRROUL, SOUTHERN COAL DISTRICT, N.S.W., and NEW GRETA COLLIEY, GRETA, N.S.W.

HOUSEHOLD, STEAM, AND GAS COAL

Suppliers of Coal to the principal Steamship Companies, New South Wales Government Railways, Brickworks, Manufactorys, etc.

NEW GRETA COAL IS ONE OF THE BEST HOUSEHOLD AND GAS COALS PRODUCED IN AUSTRALIA

Managing Agents:
Kirton & Earnshaw Ltd.
63 PITT STREET, SYDNEY

IN THE SOUTH PACIFIC.

BRITISH TRADER’S DEATH.

We herewith reproduce a newspaper cutting relative to the life and death of Robert Henry Head, who had a remarkable career on a lonely island in the South Pacific, where for the long period of 55 years his life and example had caused the British name to be revered and respected by the natives. The cutting is as follows:

‘From Niue Island comes the report of the passing of Robert Henry Head, at 88 years of age. For 55 years he had traded on the lonely speck. Originally he merely went to view the storied isles of the South South Seas, but the John Williams, the ship on which he was travelling, buffed Niue rather hard—and Head pitched his camp. Head was a fine type of English trader, and the direct opposite of the characters as portrayed by novelists. He never touched alcoholic liquor of any description, was a pious man, and loved the Niueans with a passion which worked wonders with the people. He was known all over the Pacific, respected and admired. A tattered old beach-comber once summed him up to me: ‘Head! Oh, yes! The best in the South Sea Islands.’ And so he was.

Mr. Head was born in Portsmouth, England, in 1833, was married in 1867, and died at Tuapa Niue on September 5th, 1921, after an illness of nine weeks. He had fallen and injured his back, and this injury, together with the loss of his son Frank, hastened his death. Here is the fascinating story of his wreck in the John Williams at Lapeter, Niue. He saw a light shining on a reef, and this was a ‘bull’s-eye’ lantern held by the Rev. Dr. George Laws. Mr. Head kept this lantern for 50 years, and became a fast friend of Dr. Laws, and his brother and fellow-missionary, Rev. Frank Laws. Mr. Head assisted the missionaries financially, and in many other ways, and the bell of the mission schooner was rung for prayers morning and evening at the Head house for 50 years. He undertook with great success, and without any pay, all the medical work of the Island, even to the amputations of limbs and other surgical work. He was also the dentist.

When a doctor was appointed the natives, who had the greatest esteem and affection for ‘The Great White Man,’ continued to go to him. When Sir Arthur Gordon visited the island Mr. Head was appointed British Resident, and continued to hold the position until annexation by New Zealand. Here is the true story of his meeting with ‘Bully Hayes.’ A ship put in and

Continued on page 23.'
A Fellow of
The Navy League.

BEARERS OF ENGLAND'S HONOUR.

G. Reid are the flow of England,
And born to the Forging Ship.
The World is too small to hold them.
They sail to Eternity.

And whether in Tropics.
Or whether in Storms, Friends new,
You will find that the Ships of England
On their valiant passages go.

Mail-down on the West Horizon,
Bows dipped to the rising Day,
The Bearers of England's Honor
Guard over the Ocean-Way.

-Sir Percy Scott.

The war of the future will be in the air and under the water, and will be conducted by poison gases and other inventions yet in the future. There is no place, and this is no time for weakly pacifism.

R. P. G. WALEY, C.B.E.

THE NAVY LEAGUE JOURNAL.

A SAVINGS ACCOUNT
WILL HELP YOU ON THE ROAD TO INDEPENDENCE

Government Savings Bank of New South Wales
Head Office: 19-23 Martin Place, Sydney.

Deposits accepted from 1-4% interest up to $500 and 3½% on any excess up to $1,000.

RURAL BANK DEPARTMENT
Cheques, Accounts Opened. Fixed Deposits Accepted. Advances and Overdrafts granted to Farmers and Graziers.

RURAL POPULATION—AUSTRALIA'S PARAMOUNT NEED.
The fact that the Washington Conference aims, and rightly so, at reducing the crushing burdens of naval armaments throughout the world, should not make any difference to the successful progress of the Navy League Sea Cadets movement, the primary object of which is to ensure that merchant vessels will get the right type of lads to man them—native born Australians with their sea consciousness enriched by a course of training such as is given at the Navy League Depots—thus obviating the necessity for owners of ships or their agents, to enlist the services of importations more or less of alien birth,—usually more.

Thanks are due to the following ladies for gifts of Scout Knives and leather pouches: Miss Hay, Mrs. Mayne, Miss F. L. Maddocks and Mrs. Helen Coldham.

There was a large muster of Cadets at Snail's Bay Depot on Xmas Eve, when, owing to the generosity of the Mayor of Balmain and the Navy League, the main brace was spliced.

It is pointed out for the information of members of the Navy League that the Depot at Snail's Bay, Balmain, was leased to the League in April last, when the 1st Unit of Cadets was officially established there. In addition to the rental of the Depot, the Navy League has expended about £50 on uniform and equipment for use by the Cadets.

The raising of a unit of Navy League Sea Cadets at Drummoyne is proceeding satisfactorily. In this connection Mr. Mellor deserves much credit for the work he has already done without any financial assistance from the Navy League. We hope the people of Drummoyne will support the venture, which is entirely voluntary, and assist Mr. Mellor in his good work.

Mr. Harry Shelley has signified his intention of donating medals to be competed for by members of the Cadets at Drummoyne. Who will come forward and do similarly for the Sea Cadets at the Balmain Depot.

The Drummoyne Branch bids fair to become entirely self-supporting at an early date. Much has already been done by enthusiastic residents, and much has been promised, once the boys are in uniform.

In signalling, seamanship and sports the Cadets of both Balmain and Drummoyne are making excellent progress. Ere long competitions will be organised, when it is hoped the boys of the respective depots will meet in friendly rivalry.

The Principal and scholars of "Osborne" Ladies' College, Neutral Bay, have generously offered to the Navy League a silk Union Jack, together with a silver shield and a medal—these two latter to be competed for by the Navy League Sea Cadets. The League will be very pleased to accept Miss Gibbins and her scholars' offer.

Mr. Harry Shelley has sent along a cheque to Mr. A. G. Milson for £10, to be expended on the establishment of the Navy League Sea Cadets (Drummoyne). Many thanks, Mr. Shelley.
Empire Naval Defence.

Mr. Marks, in the House of Representatives on the Estimates recently, said:—I endorse the remarks made by the Minister for the Navy (Mr. Laird Smith) with regard to the training of midshipmen at the Naval College at Jervis Bay. During the war—I think it was in 1915 or 1916—in which the first batch of Australian midshipmen reached the Grand Fleet at Scapa, the late Admiral Sir Robert Lowry, who was then in charge of the Fleet on the east coast of Scotland, remarked to me that they were the smartest lot of midshipmen, that had come under his notice. They were absolutely efficient, and were a splendid advertisement for the Australian Naval College. Then again, in an examination held recently in England for the rank of engineer sub-lieutenant, Australian candidates were first, second, and third on the list. We should endeavour to carry on the Royal Australian Naval College, although I agree that the expenditure should be kept as low as possible. We do not know what will be the effect of the Washington Conference on our Navy. I do not want to prophesy in this case, but I am certain that the Australian Navy of the future will consist of light cruisers, destroyers, submarines, and, naturally, aircraft. All these ships will require midshipmen. I can appreciate the difficulties of the Minister and the Naval Board in trying to adjust the expenditure on the College to the measure of efficiency that is being secured. The Minister will remember that when the Estimates were before us on a previous occasion I suggested several directions in which the Naval College might be put to good use. One of my suggestions—and this is a very important matter—related to the flying branch. Every flying man, whether civil or military, should undergo a course at the Naval College at Jervis Bay in order that he may obtain proficiency in what I might describe as "sea-sense." An aviator working over a ship of war, unless he is conversant with her helm movements, will experience great difficulty in effectively dropping his bombs. Airmen will also experience difficulty unless they have the "sea sense" of which I speak, when they have to go out with our ships in certain formations. It is for these reasons that I urge that all airmen should be trained in the convoy system. During the war a huge amount of work was put in by the Admiralty in teaching officers of the mercantile marine how to convoy ships. I was for a time submarine officer on the "Ceramic," which was employed in conveying American officers and troops from New York to Liverpool. Sometimes as many as eighteen or twenty vessels of from 10,000 tons to 30,000 tons burden would be streaming along in four columns abreast, at night, without a light to guide the officers. There was nothing to give any sense of direction or to warn those on board a vessel of the proximity of other ships, and on many occasions there were narrow escapes from collisions which would have resulted in serious loss of life. It was only because the officers of those vessels were highly trained in the convoy system that we got the American troops safely across. I may remind honorable members that 65 per cent. of the American troops that went to England were taken over on British bottoms, with a British naval convoy. The Royal Australian Naval College might well be used to train officers of the mercantile marine in the convoy system. Officers of the mercantile marine have the right to go in certain numbers to the Royal Naval College at Greenwich, and there spend several days every year in getting "brushed up" in the latest ideas of modern navigation. The same facilities might very well be extended to members of the mercantile marine to attend the Naval College at Jervis Bay. The honorable member for Cowper (Dr. Earle Page) suggested that the Army and Naval medical services should be combined. That is not a practical suggestion. There is always a certain degree of jealousy on the part of the various services, and once we have to amalgamate those services, in which there are divergent ranks and officers in various grades we should have trouble. Better results will be obtained by keeping the Army and Navy medical services distinct, as they are to-day. There is an item in these Estimates relating to the training ship "Dreadnought," which costs £4,000 a year. It is really a most excellent institution, and well handled. From discussions that I have had with the Minister I know that he is considering the desirability of transferring that vessel to Jervis Bay, and so saving the expense of maintaining double staffs. The idea might be kept on shore, and sent to sea now and again on a smaller ship. In that way some portion of this expenditure of £6,000 per annum might be saved. I am very glad that no criticism has been levelled at the item of £6,000 for the Royal Australian Naval Volunteer Reserve. That item represents a very important move. The proposal is to train the yachtsmen of Australia so that, if necessary, they may be employed in the future as naval officers. This scheme, once it has been fairly started, will involve the Commonwealth in very little cost. When the war continued page 19, column 2.
THE BOY SCOUT.—PITCHING TENTS.

by T. BARNES PEMBER

AUSTRALIAN PARENTS ALERT!

Have you ever realised what a Boy Scout is? Then, if not, read the Boy Scouts' page in this Journal each month.

THERE are many ways of pitching a tent, and as already stated in Part 1, the nature of the ground and the material available... we are only concerned with one tent then two convenient trip where the pegs are selected as uprights to which a ridge-pole is lashed or a rope tied to support the roof of the tent, but if several tents are be pitched systematically, it will be necessary to cut and place special uprights. These uprights are preferably forked on their tops, but if forked sticks are not available, the ridge-pole can be fastened to straight poles by square-lashing. Two uprights are required for each tent, one at the back the other at the front close to the entrance, so that the flaps can be tied to it for support. The uprights, should be let at least twelve inches into the ground, and as they cannot be driven in, a hole should be made with a pointed stick or other suitable tool. When the pole is in position, the rest of the hole should be filled in with moistened earth and well tamped, a little at a time; vegetable rubbish and stone should not be used. A shallow hole may suffice to hold the tent up in calm weather, but one must be prepared for wet weather and squalls, and if the uprights do not stand by themselves, it will be necessary to use a guy-ropes in front and another at the back, lest these cause trouble by getting in the way of traffic.

The uprights being erected the proper distance apart, according to the size of the tent, the ridge-pole which must be strong enough to bear the weight of a wet tent, is passed through the holes at the ends of the tent, or through loops if they are fastened to the top of the tent, and then fixed to the uprights. The ridge-pole should be fastened to the uprights at the proper height for the tent, for if too low, although it gives more ground space, it is at the expense of head-room, and the flaps will not meet, so in the case of bad weather they cannot be tied together; besides the flat pitch of the roof will not shed the rain so well as a steep one. If the ridge-pole is fastened too high, then the walls of the tent will not reach the ground.

The tent being suspended from its ridge-pole or rope, now has the guys which are attached to the eaves of the roof and fastened to supports placed in a row at such a distance on each side of the tent as to form a continuation of the angle formed by the roof. The end of each guy should be passed through its grommet in the eave of the tent, and then an eye splice formed: never tie a stop knot at the end as this gives an unequal pull on the tent. The corner guys are the first to be tied and instead of being fixed at right-angles to the length of the tent, they are fastened a little to one side so as to give a better support to the tent, the two front corner guys being brought to the front while the two back are taken a similar distance to the rear. If there is not sufficient help to pitch the whole tent at once, commence on the windward side, as the tent will then stand better while the other side is being fixed. The guys are fastened in various ways. If in rocky country they may be attached to boulders; if in timbered country to some convenient tree or log, but in open country it is usual to employ tent pegs or a guy-frame. Tent pegs six inches long pointed at the end driven into the ground, and hooked or notched at the head so as to prevent the rope from slipping off. They are driven into the ground at an angle with the point towards the tent roof of the tent. Or pegs about three feet long may be driven firmly into the ground, the tent-guys being fastened to the base, while the fly-guys are tied to the ridge. Of course the leverage of a long peg is greater than that of a short peg, therefore these pegs must be strong and firm. About six feet of rope should be allowed for each side-guy, and eight feet for each corner-guy. A space of at least ten feet should be allowed between the walls of adjacent tents so as to leave room for the guys. This space is known as the "line" and should never be used as a thoroughfare or one is bound to trip over them. Pegs soon or later and so cause trouble, to say nothing of trudging in the sides of the drains cut for carrying off the water that would otherwise find its way into the tent. Pegs do not hold well in sandy soil or ground soaked by rain. To secure a tent pitched on sandy soil, cut sticks and make them bury them in the proper positions with a loop of rope or fencing wire round them sufficiently long to reach above the ground so that the guys can be attached to them or a heavy log may be placed through its grommet in the cave of the tent, and

THE Return of Murdoch's

"Star Quality"

THE First Shipment since 1915 is to hand, and a smarter, more distinctive assembly of stylish Soft Felted never graced the display fixtures of any Firm. "Star Quality" Hats are exclusively made for Murdoch's from the very best of pure Fur Felt of smooth texture and fine finish. Brims 2½ inch Cut or Stitched as desired. Your choice from the latest color tones including Slate, Steel, Grey with Black Bands, and Brown, Blue, Olive, and Ochre with Self Bands. SIZES 6½ to 7½.

Model of shapeliness, comfort and economy.

Uncommon Value —— $2.60

Be sure and state size, and colour desired. It is characteristic of Murdoch's hats to have "Star Quality" apparel the quality should surpass and the price be a RIGHT HALF of the price of the finest Imported Hats. Test two or three hats that you think fit the finest value extent, and your money will be cheerfully refunded in full.

Postage Paid to all parts of Australia.

When writing please address your letter to "EKX XV.

MUDDY'S

IN PARK ST. LTD., SYDNEY

"The World's Largest Men's and Boys' Wear Store."
N.S.W. COASTAL PORTS.

Regular Passenger and Freight Services to all New South Wales Ports by well equipped Steamers. For Further Particulars see Daily Papers, or apply to:


North Coast Steam Navigation Co., Ltd., 3 Sussex Street Taylor, Allen & Co., Ltd., Pyrmont

NAVAL DEFENCE—CONT. FROM PAGE 14.

break out in England were no officers available for the auxiliary services, such as submarine chasing, mine sweeping, etc., and officers had to be obtained from Canada and New Zealand. Unfortunately, the authorities did not seek to obtain any from Australia, where we have a very fine body of yachtsmen. While I was at the Royal Naval College at Greenwich some 600 yachtsmen were put through all branches of navigation, and also went through gunnery courses and other training. The proposal is that we shall adopt the same scheme, although on a smaller scale, so that we may have this reserve force of highly-trained men on which to fall back should trouble at any time arise. I am pleased that this item has been included in the Estimates, and I hope that no exception will be taken to it. I know the Minister, with the assistance of the Naval Board, has done everything possible to secure efficiency at a minimum of cost. The vote for this Department was put through all branches of navigation, and officers broke out in England there were no officers on which to fall back should trouble at any

SUPPORT OUR ADVERTISERS.
At the break-up festivities at Jervis Bay last month, Rear-Admiral Dumaresq said it was his painful duty to announce that a reduction was being made in the number of cadets, beginning with the cadets who were now passing out. Only 12 of those 144 successful cadets would be placed on ships. These would be chosen by a special committee, of which he was the head. The boys would be chosen for educational standard and general qualifications for seafaring life.

A reduction would also be made in the number of cadets in training at present. A notification is laid on the fact that such notification would not mean anything derogatory to the boys. General reduction was taking place in all navies and naval colleges. The 12 chosen cadets will not rank as midshipmen until they have served six months aboard. This is the first time this regulation is enforced.

H.M.S. FANTOME'S CRUISE.

Fresh from a survey of Torres Straits and of the route inside the Great Barrier Reef, H.M.S. Fantome has returned to Sydney.

In Torres Straits she closely sounded over an area of nearly 300 square miles, which meant蒸一开的line soundsings, which if put in one line would total nearly 3000 nautical miles. Altogether, 11,300 soundings were taken, of which 6949 have been corrected for the height of the tide, and plotted on the new chart.

In addition she completed a triangulation of portion of the inner route, as far out as the edge of the Barrier Reef, covering an area of 1,500 square miles. This work was done by, and at the expense of the Imperial Government.

On board it was stated that the charts at present in use had been found to be fairly accurate, and the soundings made by Captain Cook during his cruise in the Endeavour for the most part still held.

Record Coaling

A record for Australian coaling is claimed to have been established at the Balls Head coaling depot in bunkering the Canadian Australian Royal Mail steamer Marama.

The Marama took 4446 tons of coal in 19 hours 40 minutes actual working, and the rate of over 244 tons per hour was considered in shipping circles to exceed the speed of any coaling appliances in Australia.

The Bellambi Coal Company Limited

Offices—16 Spring Street, Sydney

KIRTON & EARNSHAW LIMITED.

COAL CONTRACTORS, COLLIER AGENTS, SHIPOWNERS and WHOLESALE TIMBER MERCHANTS.

Coal of all descriptions supplied for either Marine or Land requirements.

Hardwood Timber Suppliers.

All Enquiries to Head Office: 63 Pitt St., Sydney.

AN EMPIRE BUILDER.

Colonel the Hon. Sir James Burns, K.C.M.G., M.L.C.

I t does not fall to the lot of every man from Scotland, whether he calls himself Scottish, Scotch, or a Scot, to attain to eminence in his trade or profession when he seeks it away from the land of his forbears, but we have many evidences that many do who come to Australia.

Men from Scotland, or of Scottish descent have been associated with Australia from the time it came into the possession of Britain, because James Cook the great navigator and discoverer of this eastern coast was descended from Scottish parents, although born in Yorkshire. Then it was a Scot who was the first European to die and be buried in Australia, Forbes Sutherland, who died in Botany Bay, a seaman of Cook's ship the Endeavour.

John Hunter, second Captain of His Majesty's ship Sirius, who eventually became the second Governor, was born at Leith, his father was a master mariner. Another Scot who came out at the same time was Lieutenant George Johnston, of Annandale, and in 1808, when a Major, and commanding the military in Sydney, made his name prominent by arresting and deposing Governor Bligh. Then there was Captain John Macarthur of Scottish descent, who had a large share in the above rebellion, and who was the first to multiply the wool industry of Australia. But it is in finance that the Scot is pre-eminent the world over.

Two of the best examples Australia had in its early days were Mr. A. K. Mackenzie, Secretary and Inspector of the Bank of New South Wales, 1823 to 1829, and Mr. John Hunter Baillie, Secretary and Inspector of the same bank, and who was responsible for the scheme under which the bank was reconstructed in 1829.

The number of Scots who have attained proficiency and eminence in every walk of life could be multiplied with infinite precision, but it is not of these that this article is to deal, but of the men of whom this is true.

For many years past, the writer has been engaged in the business of furnishing timber to the Australian navy, and has had to do with the requirements.

James Burns is a Scottish merchant, who has been associated with the Australian navy from the time it came into the possession of Britain, because James Cook the great navigator and discoverer of this eastern coast was descended from Scottish parents, although born in Yorkshire. Then it was a Scot who was the first European to die and be buried in Australia, Forbes Sutherland, who died in Botany Bay, a seaman of Cook's ship the Endeavour.

John Hunter, second Captain of His Majesty's ship Sirius, who eventually became the second Governor, was born at Leith, his father was a master mariner. Another Scot who came out at the same time was Lieutenant George Johnston, of Annandale, and in 1808, when a Major, and commanding the military in Sydney, made his name prominent by arresting and deposing Governor Bligh. Then there was Captain John Macarthur of Scottish descent, who had a large share in the above rebellion, and who was the first to multiply the wool industry of Australia. But it is in finance that the Scot is pre-eminent the world over.

Two of the best examples Australia had in its early days were Mr. A. K. Mackenzie, Secretary and Inspector of the Bank of New South Wales, 1823 to 1829, and Mr. John Hunter Baillie, Secretary and Inspector of the same bank, and who was responsible for the scheme under which the bank was reconstructed in 1829.

The number of Scots who have attained proficiency and eminence in every walk of life could be multiplied with infinite precision, but it is not of these that this article is to deal, but of the men of whom this is true.

For many years past, the writer has been engaged in the business of furnishing timber to the Australian navy, and has had to do with the requirements of its rewards that he would take with him.

But the call of Australia to such a man as Mr. James Burns was too strong to be resisted, and in 1872 he was again in Queensland, going to Townsville where he held the foundation of that business which by degrees developed into the great firm of Messrs. Burns, Phlip & Co., Ltd., with world-wide ramifications.

When Mr. James Burns opened a general store at Townsville in 1872 many drawbacks existed in shipping facilities, and what steam communication
There was between Sydney and the northern ports carried on by small steamers, which ran at uncertain times, so much of the coastal trade, begun carried on by this class of vessel. From this cause in the early days by brigs and schooners, was still to stations were constantly patrolled by bullock and horse teams drawing heavy waggons laden with goods from the "new store," and the miners at Charters Towers and other gold fields drew their supplies, but the energetic proprietor soon put Burns' store at Townsville opened with short time synchronized with that of Mr. Burns' business, for the conditions were different then, and malaria, since extirpated by sanitary measures, for the human partner, who had to bear the strain that be, and His Majesty the King conferred on him the honour of Knighthood. Perhaps there is no one in the community who was more worthy, for in addition to his great services to the country, both as a merchant and military man, he is devoting the autumn of his life in a monumental work.

Many men have had imposing looking statues erected to commemorate them. Some in bronze, some in stone, hard, and rigid, costing large sums of money and doing no good. But what will carry the name of Sir James Burns down to future generations will be the Burnside Orphan Homes. These "homes" are beautiful new modern villas, specially built for the purpose they are intended for, each one a gift from some charitable Scot or from the Scottish organization, and they are built on land given by Sir James Burns at Pennant Hills not far from his beautiful home Gowan Brae, and the last Governor General, Sir Ronald Munro Ferguson, in opening one of them in 1916, said ". . . . . . . Now the approach to Paramatta from this side had to be made through a thoroughfare beset with the memorials of christian charity in the care of little children, each testifying to the public spirit and social endowment of leading citizens . . . . . . Long may these Burnside Homes, in which children find the best available substitutes for family life and parental love, multiply and flourish."

A dozen of these lovely homes are now erected and the good they will do in the turning out of good men and women to be the future citizens of Australia, will ever stand a memorial of Sir James Burns.

IN THE SOUTH PACIFIC.

CONTINUED.

asked for copra. Mr. Head said there was plenty. The price was arranged; the natives put it aboard, and Mr. Head was invited to go aboard, where the captain would "fix it up," said the captain. "Come down below," and Mr. Head went. He then found the ship was the tender, and asked the reason from the captain. Hayes (for it was that notorious villain) drew a revolver, and growled, "I'm a Paramatta Squadron of the New South Wales Lancers and you are a trooper, which he said on a hatch and thought, "Is there a tender spot in this brute's carcass?" and then he went to Hayes. "Are you a married man, captain?" "Yes," said Burnside, "I was married the day before yesterday." "And I stole all you had in the world and murdered you without your wife and child ever knowing where you were." This set the celebrated pirate thinking, "What do you want?" he bullied. "Put me ashore," Hayes, still thoughtful, put about. Young Head, feeling that he was getting on nicely, said the natives would want to be paid for the copra. It was hard lines not only to lose their copra, but to be left stranded. "Hayes laughed Torontozely. "Yes, so it would. So a bale here and a bale there was got up and loaded into a boat. The crew were armed with revolvers, and Hayes commanded the mate to shoot Head instantly if he showed treachery. Near the shore, Head shouted to the mates, and the mate asked him a few questions, and held to his breast. Head was shouting to the islanders to retire to the bush and leave only six men to take the balsa ashore. This is the interesting sequel.

"Fourteen days afterwards a British warship anchored off Nine, and an officer with a party of Royal Marines arrested Mr. Head for trading with the pirate Hayes! Mr. Head immediately gave himself up, and Mr. Hayes, the noble type of old English gentleman. He was brought up in the British Navy, and left because he objected to the flogging of a seaman, a punishment he believed to be useless and degrading. He was the first island trader to send children to New Zealand for education, and for 25 years he therefore kept two homes going. The day of his funeral was cloudless and beautiful, but as the coffin was borne from the house there was a very loud clap of thunder, accompanied by lightning, which struck several natives. The natives interpreted these phenomena as "a salute from heaven," saying that "The Great White Man" entered into rest, and no argument can shake this belief. The Great White Man is buried in front of Tuspa Church, alongside the late King Toga, and the funeral was the greatest in Island history."
Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

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

Phones: City 1786 and City 6817.

“TRUST NO FUTURE”

I n her peril, the Motherland has called on her seamen to save her. They have never failed her yet. Is it an accepted and proved short sighted idealism or weakness to surrender or wait for guarantees to be “writ in water.”

From Miss Glasson of Killara, we have received two very interesting and instructive books entitled respectively “The Wonder Book of the Navy” and the “Wonder Book of Ships.” We thank Miss Glasson for her gift.

Orient Line

AUSTRALIA - ENGLAND (London)

Regular sailings from Brisbane, Sydney, Melbourne, Adelaide, Fremantle, calling at Colombo, Suez, Port Said, Naples, Toulon, Gibraltar and Plymouth.

FLEET:

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORMONDE</td>
<td>14,853</td>
</tr>
<tr>
<td>OSMIZZ</td>
<td>14,884</td>
</tr>
<tr>
<td>ORVIETO</td>
<td>12,150</td>
</tr>
<tr>
<td>OSTERLEY</td>
<td>19,199</td>
</tr>
<tr>
<td>OBROVA</td>
<td>20,058</td>
</tr>
<tr>
<td>QMAB</td>
<td>11,105</td>
</tr>
<tr>
<td>ORCADES</td>
<td>9,687</td>
</tr>
</tbody>
</table>

First, Second and Third Class.

* Intermediate Service - Saloon and Third Class only. Reduced Saloon Fares.

Orient S. N. Co. Ltd.

3-4-8 SPRING STREET, SYDNEY.

**NEW YEAR’S GIFTS**

An Illustrated Catalogue containing numerous suggestions for Gifts for all occasions, posted free on application.

**HARDY BROTHERS LTD.**

JEWELLERS

13 HUNTER STREET, SYDNEY

**THE NAVY LEAGUE.**

PATTERNS—

H. E. The Governor-General
The Hon. Lord Fomerley. P.C., G.C.M.G.
H. K. The Right Honourable Sir Walter Davidson. K.C.M.G.

PRESIDENT—

The Hon. Sir W. P. Calcutt, K.C.M.G., LL.D., Lieutenant-Governor of New South Wales.

HON. MEMBERS—

Lion, Governor-General, C.G.M., C.V.O.
Rear Admiral J. B. Kearsley, C.B., C.V.O.
Commonwealth H. E. Edwards, R.N.

HON. SECRETARIES—

F. W. Haxton, K.C.M.G.
Alfred G. Milsom, K.C.M.G.

HON. TREASURERS—

Sit Thea. J. Gibbs
Col. Sir James Horne

EDITOR OF JOURNAL—

W. W. Humble, O.R.K.

J. C. Williamson’s Attractions

DIRECTION—J. C. WILLIAMSON, LIMITED.

J. C. WILLIAMSON, Ltd., offer—

AT HER MAJESTY’S

“Katinka and The Boy”

PLANs AT PALING’S.

PALACE

“The Private Secretary”

PLANs AT NICHOLSON’S.

CRITERION

“Sinbad the Sailor”

THEATRE ROYAL

“Merric England”

PLANs AT PALING’S.

**ART METAL CEILINGS**

ARTISTIC - PERMANENT - ECONOMICAL

Wunderlich Reinforced Plaster and Architectural Carvings.

METAL SHOP FRONTS

Show Caves and Counter Fronts.

ROOFING TILES

Marine Pattern made at Wunderlich Monash Street, New South Wales.

DURABESTOS

The Durable Australian Asbestos Cement Hydraulically Compressed Sheet, for Walling, Roofing and Shingles for Roofing.

CEILYTE

The Australian Reinforced Plaster Pile Board. Hard white surface that will not chip, crack or warp. Plastic Art Ceiling Panels, Cornices and Mouldings.

Particulars. Catalogues and Prices from the Manufacturers:

WUNDERLICH LIMITED

The Ceiling People

Hand Office & Works

BAPTIST ST., BROOKLYN

15 FITZ ST., SYDNEY

Box 474 Q.P., Phone 496 E.J. (6 lineal miles).
Slippers— Always Acceptable.

U1—Patent Colt Court or Oxford Shoes, medium and wide fitting. Price, pair. 32/6
Also in Lace Shoes 22/6
U2—Men's American Felt Albert Slippers, in grey and brown. Price, per pair. 25/6
U3—Men's Lace Albert Slippers, in black or tan, with light pump soles; made on comfortable last. Price, 21/6
U4—Men's Slippers, with neat wool check upper and strongly sewn leather soles; a very comfortable slipper. Price, per pair 10/6
U5—Black Glace Kid Grecian Slippers, with light pump soles; very comfortable fitting; low heels. Price, per pair 21/6
U6—Xigger Brown Grecian Slippers, with patent leather collar and light pump soles. Price, per pair 22/6
U7—Canvas Derby Tennis Shoes. Canadian manufacture, leather reinforced heels and facings, white rubber soles. Price 19/6
U8—Nigger Brown Grecian Slippers, with patent leather collar and light pump soles. Price, per pair 22/6
U9—Black Leather Albert Slippers, with strongly sewn leather soles. Sizes, 5 to 12. Price, 13/6
U10—Black Leather Albert Slippers, in grey, brown and navy. Price 11/6
U11—Men's Felt Albert Slippers, with leather soles; navy and brown. Price 7/6
U12—American Felt Albert Slippers, with self collar and soft chrome leather soles. In grey, brown and navy 21/6

Farmers Pay Carriage.

FARMER'S
"The Store for Men."
Box 497 G.P.O.