AUSTRALIA.

DOMINATED FROM THE AIR.
(By "Shipman.")

There are a few people who still cling to the idea that when the “day” comes, Australia will be attacked by way of the Northern Territory. These good folk visualise the landing of an immense army with an enormous supply of stores and a wealth of equipment. This army will, so to speak, gird up its loins and start to march southward, driving everything in front of it. Sounds all right. Every military man knows that such a thing is not likely to happen in a country of the size and nature of Australia.

There is no doubt whatever that an enemy powerful at sea will launch its initial attacks over centres of population and industry. The first aim will be to weaken the morale of the people. Attacks will be from the air; they will be sudden; they will be appalling in their deadliness and frightfulness. Brisbane, Sydney, Melbourne and other vital “nerve centres” will be the objectives. High explosives and deadly creeping gases will be dropped from aircraft piloted and controlled by wireless from floating bases at sea. The effects of the explosives and the gases on the hapless inhabitants of the points of attack will make the devilry and terror of the last war mild by comparison.

“What,” says the Man in the Street, “shall we be doing to let an enemy drop his bombs on Sydney?” The answer is simple, if we survey Australia’s present means of defence; we couldn’t stop him!

“What about the British Fleet?” says our friend. We reply: the great thing an ambitious or envious nation will do will be to prepare secretly and attack swiftly and decisively, before aid, to be effective, can arrive. Assuming that the capital ship is then, as now, the basis of a navy’s strength, it is ridiculous even to imagine that the men controlling the British Navy will allow it to wander about the seas thousands of miles from its bases. A fleet without a base is a ship without a rudder. Australia does not possess a base that is worthy the name. No; the fleets of Britain will not arrive unless the sea power of its enemy is crushed.
"That," says our friend, "seems feasible. I don't, however, quite understand your allusion just now to 'floating bases' for aircraft." Well, we answer, it is surely not difficult to foresee that if Australia's next antagonist is a vigorous naval power capable of swift and effective action, there will appear on the

be escorted by fast and powerful light cruisers with a wide cruising range.

It is said that the late Lord Kitchener, after inspecting the forts at Middle Head, Sydney, wept.

Thousands of Australians will weep in the

Without Eyes and Wings.

In an admirable article that appeared in the "Pall Mall Gazette," attention is called to the condition of our aerial defences as regards the Navy. The article in question begins as follows:

"One of the most dire results of the inadequacy of Great Britain's air programme and the consequent paucity of our aerial defences is the great lack of craft suitable for operating with the Navy."

It is to combat this condition of things, arising from a plausible but misplaced notion of economy, that the Navy League has determined as one of the bulwarks of its policy to use all its power and influence to secure a complete Naval Air Force for the defence of our Empire. "We can afford to take no risks," says the "Pall Mall Gazette," or practise any false notions of economy in this matter. To starve the Navy of suitable aircraft is to imperil the whole future of the Empire."

Pacific, out of sight of land, but within air striking distance, a huge fleet of aircraft carriers, some specially built for the work, and more, yes, far more converted merchant steamers, and every vessel will carry its complement of machines for bombing our coastal cities. This terrible fleet of aircraft bases will years to come, unless they compel their servants in the Federal Parliament to press for more light cruisers, more sea-going submarines, and more aircraft, together with the necessary equipment and trained personnel. AUSTRALIA MUST HAVE THEM, OR PERISH.
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Nelson said:
"Damn our enemies! Bless our friends! 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!"

North Sydney Stalwarts.

With every luxury and convenience, down to telephones even, library, smoking rooms, ballroom, gymnasium, etc. The passenger whose purse is long enough, may take a private suite in her and live wholly apart from the rest of the passengers, just as he can in London's best hotels. In fact, the Majestic lacks nothing to make travelling in her a pleasure. She is indeed a wonder ship.

Presenting Banner to Navy League Sea Cadets.

A few days before sailing for England Miss Charles Fairfax presented a magnificent silk flag to the Balmain unit of Sea Cadets. The flag will be held by Balmain for the first twelve months, after which it will be competed for annually by all N.S.W. Navy League Sea Cadet units, the successful unit to hold it for a year, or longer if it is not won from it. The nature of the competitions will be decided by the Executive Committee of the League.

The presentation took place at the Petersham Boy Scouts' Hall. Mr. A. G. Milson, Mr. C. M. C. Shannon and Mr. F. W. Hisson, O.B.E., represented the League's Executive, while the Balmain sub-branch had Mr. T. Fox, Alderman A. H. Bogle and Mr. J. Booth as its representatives.

The Cadets, who were drawn from Balmain (Colour Party) Drumoyne and North Sydney, greatly appreciated the generosity of their kind hostess in providing a wealth of most inviting refreshments.

Boy Scouts and Navy League boys combined gave Miss Fairfax a stirring reception, cheering her to the echo.

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THINGS TO KNOW.

The Empress of Russia, of the Canadian Pacific Company, will soon have company in the shape of the Clyde built Empress of Canada and the Empress of Australia ex "Tirpitz," of German design and build. They will serve on the Vancouver-Yokohama route. It is expected that the Empress of Canada will be the fastest ship crossing the Pacific.

It is interesting to note that the Empress of Australia has three funnels like her consorts, but unlike them she has a counter stern. She is the only vessel afloat fitted with Fottinger transformers, a device to reduce the speed of the turbines without the aid of the mechanical tooth gearing used in other turbine driven ships.

It is not generally known in the Commonwealth that the battle cruiser "Australia" was specially exempted from the Disarmament Agreement.

There was no need for the Washington Conference to exempt her from the scrap heap, the present Federal Government seems bent on scraping soul and body in the Defence line—both ashore and afloat. Spending money on defence is not popular at present, and it is the degree of popularity that counts with our politicians—not the state of the country's defences.

Japan's building programme is progressing steadily. Eight fast cruisers aggregating 68,000 tons, twenty odd submarines and a like number of destroyer leaders are now in course of construction. All these vessels embrace the very latest improvements known to naval science. In all probability they will be made use of some day convoying tourists to the Philippines and New Guinea, or competing with Chinese junks in the bird-nest trade—perhaps.

With the concurrence of the Trustees, Mr. J. Partridge, Superintendent of Royal Naval House, has kindly permitted the use of the Gymnasium on Wednesday evenings between 7.30 and 9 p.m., for the purpose of instructing cadets who wish to attend the Wireless Classes. Mr. P. G. Stephen, Wireless Instructor, is preparing the necessary apparatus. This will take a few days; in the meantime Mr. Stephen will be pleased to instruct Cadets at his home, 69 Phillip-street, Balmain, on Wednesday evenings from 7 till 9.

Wanted: Men, women and children of discernment to join the Navy League. Excellent prospects of advancing the aims and objects of the League and doing a duty to those who come after us. Start at once.

The famous old Oriental of the P. & O. Line, which was sold to the French early in the war and became the Hong-Kong, is to cruise round the Indian Ocean as an exhibition ship of Indo-Chinese products.

The English Sea Scouts' training ship Northamp- ton, formerly the torpedo-gunboat Sharpshooters, has been closed down for financial and other reasons, and has been towed away from the Thames Embankment to be broken up on the Medway.

A properly fitted ship's lifeboat is equal to carrying one full grown person to every 10 feet of cubic capacity. The cubic capacity is obtained by multiplying the extreme length by the breadth outside by the depth inside. Multiply the result by six.

I've had the measles and the mumps
And other things like other chumps;
And when I catch a cold I'm sure
To have my Woods' Great Peppermint Cure.

For Children's Hacking Cough,
Woods' Great Peppermint Cure.

The old cruiser Psyche has been sold and is being demolished. Two other one time warden's of the seas, now obsolete, are also destined for the scrap heap; they are the hoary vessels, Penguin and Pioneer. H.M.A.S. Franklin, an ex-German, too, is for sale.

H.M.S. Chatham, flagship on the New Zealand Station, is due in Sydney on or about 29th October. She will remain here for about a fortnight.

SUPPORT OUR ADVERTISERS.
A CADET IN THE RECENT REVIEW.

SOME day he would be Commander of Australia's fleet, a real fighting sailor man, with an array of hard won ribbons decorating his breast, much like the Commodore; decorations earned through sterling service to his country in its hour of need. None of your post-war patriotism for him. None of your parading around in a uniform that did not claim a war ribbon, unless it were a valid reason for it. Should the occasion ever arise he would do his bit of the 'real thing,' and do it on a shell splashed fighting ship. None of His Majesty's ship "Pinafore" touch about him. He would strive to do his best; he would be in earnest in his endeavour to fit himself to reap a rich harvest of manliness, of sacrifice and service to his fellows. He would win honour and distinction in the Navy League Sea Cadet Corps. Yes! he would work and work and work until he achieved in life—in death, the glory and fame of a Nelson, a Beatty, a—Battalion, "shun!"

A NILE VETERAN.

Among the prizes taken at the battle of the Nile was the Franklin, 80. Her name was changed to Canopus, and, after many years service in the Fleet, she eventually became a receiving hulk in Harnauze. Early in 1868, says "The Times," an old 'man came on board, and when asked his business replied: 'Came to have a looker, he says, helped to bring her home.'' His name was Couch. He had been one of the prize crew of the Franklin. After the peace in 1814 he deserted, lost all claim to pension, and landed in the workhouse. He had been one of the prize crew of the Franklin. After the peace in 1814 he deserted, lost all claim to pension, and landed in the workhouse. On these facts being known, a subscription was raised, to pension, and landed in the workhouse.

"To live in the hearts we leave behind, is not to die."

—LINCOLN.
Grand Council Meeting.

A SPECIAL MEETING of the Grand Council of the Navy League was held in London on the 8th of June under the chairmanship of Sir Cyril Cobl, M.P.

Among other things, a redraft of the constitution and rules, and the aims and objects of the League was agreed upon. It was also decided that a public appeal should be made through the Press in order to establish an Endowment Fund for the League. The amount aimed at is £100,000.

The meeting was influential and representative, and the following extract of speeches reflects the feelings of the large body of members present.

Mr. A. A. Somerville: "We want our organisation, the Navy League, to be a living one, and, if necessary, a fighting one. . . ."

Admiral Fremantle: "The country has been built up on Naval power, and it has been defended in the main by sea power. The great thing is to keep watch to see that our defences are not reduced too low, and I do think that the Navy League is even more required at the present time than in 1914. . . ."

Mr. Gerrard Fiennes: "One thing of extreme value is that we have now more definitely recognised, more than before, the identity of the King’s Navy and the Mercantile Marine. The War has taught us that there are no two sea services, but one sea service, each part fulfilling its own special function. That is the thing that the Navy League is going to keep ever before its eyes in the future, and we shall devote a considerable amount of our attention in fostering the interests of the Mercantile Marine as well as the Royal Navy. Sea power is not an instrument which can be used for aggression. It is essentially for the employment of defence and the employment of peace. So long as this country is unchallengable at sea, it will do its part for preserving peace, and not only peace, but that amity of nations which is better seen in the fellowship of the seas than in any other relations of life. . . ."

Mr. Dimick: "I do not stand with those who would whittle down the strength of the British Navy. I do not like the situation which gives to America and Japan the privilege to build as many cruisers as they wish. There is a weakness here. Who is to say what shall be the Naval strength of England in respect to her complement of light cruisers? None other than the people of England! It is the patriotic duty of every man and woman to see that our prestige as Mistress of the Seas, which is our birthright! . . ."

"I am quite with those who think that England should be a shining example to other nations, but don’t let us stress that point too virtually; please remember that England must be a wholesome warning as well. Unless a warning, we shall quickly cease to flaunt the example as a doctrine so clear to many hearts. Remember that England by centuries of conflict has won her right as top dog on the seas, and are we to-day to allow our position to be subtly taken from us, when the path has been made clear and easy, by other nations who have an eye to strip us of our place and position and prestige as Mistress of the Seas, which is our birthright? . . ."

It was agreed that, owing to the altered conditions of modern warfare, it was necessary for the Empire to have a powerful Air Force to work in conjunction with the Royal Navy.

[The New South Wales Branch of the League is in complete accord with the above quoted expressions of opinion.—Ed., N.L.J.]

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The Navy League Journal.

Lloyd’s Register has issued its annual report. This shows the world’s total of seagoing, steel and iron steamers and motor vessels to be 56,802,000 tons gross, an increase of 14,112,000 tons compared with 1914. The United Kingdom’s total is 19,053,000 tons, an increase of 176,000 tons; United States, 12,506,000 tons, increase 10,699,000 tons; Germany, 1,783,000 tons, decrease 56,000 tons; and “other” 12,000,000 tons, increase 1,405,000 tons, compared with 1914. This shows the world’s total of seagoing, steel and iron steamers and motor vessels to be 56,802,000 tons gross, an increase of 14,112,000 tons compared with 1914. The United Kingdom’s total is 19,053,000 tons, an increase of 176,000 tons; United States, 12,506,000 tons, increase 10,699,000 tons; Germany, 1,783,000 tons, decrease 56,000 tons; and “other” 12,000,000 tons, increase 1,405,000 tons, compared with 1914.
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and at extremely low cost. They are neat and comfortable and last a lifetime of solid wear. Tanned by the special Mangrovite process from selected Australian ox hides, even the hardest wear, such as in halls and schools, cannot make them shabby. Their use is

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THE NAVY LEAGUE makes good as to notify the Editor. The number of
place on record its appreciation of Captain T. J.

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spected in the Showroom.

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ADELAIDE STREET, BRISBANE.

WHAT HAVE YOU DONE FOR THE
NAVY LEAGUE SEA CADETS?

There are upwards of 300 cadets wearing the
Navy League uniform, and the number is only
limited by the lack of funds. Over 400 boys have
actually made application to join the Sea Cadet
Corps at Woolloomooloo. There is no doubt
about the popularity of the movement. The Navy
League Sea Cadets have come to stay.

CLUB-ROOM.

Cadets from Drummoyne, Balmain, North
Sydney and Richmond are frequently in the city.
How nice it would be if they had a club-room
centrally situated so that members of the various
Corps could fraternise when in town.

Who will place a suitable room at the boys
disposal, or who will contribute towards the cost
of renting one? The boys fully deserve such a club-
room—they will deserve it a hundred fold in the
years to come. Now, come along, who is going to
be the real friend to the boys? A ring. City 6157;
or a letter to the Navy League, Royal Naval House,
Grosvnor St., City, will receive prompt attention.

RECOGNITION.

The Navy League Sea Cadets in England enjoy
official recognition by the Lords Commissioners of
the Admiralty, and we are hopeful that at no
distant date our own Sea Cadets will receive a
similar privilege at the hands of the Australian
Navy Board.

THE JOURNAL

Will Members and friends who do not desire to
have the Navy League Journal sent to them be so
good as to notify the Editor. The number of
Journals printed is not unlimited, and good use
can be made of every copy.

After reading the Journal please pass it on to a
friend.

THANKS

The Navy League takes this opportunity to thank
Miss Frances Glasson of Killara, for her generous
gift of ten guineas to its funds. Last year Miss
Glasson contributed a similar amount.

To Miss Dunstan of Killara, who has sent along
a guinea, we also tender our thanks.

The Executive of the Navy League desires to
place on record its appreciation of Captain T. J.
Robson's action in having a handsome and useful
dinghy specially built and equipped for the use of
the Drummoyne Unit of Sea Cadets.

"IF IT'S FAULDSING'S IT'S PURE."
Sea Cadet Notes.

The Executive Committee of the Navy League, New South Wales Branch, has appointed Mr. Arnold Mellor, late R.A.N., and officer-in-charge of Drummoyne Unit of Sea Cadets, to take precedence, as an officer of the N.S.W. Branch of the League in an honorary capacity, immediately after the Navy League Organiser.

At all public and private functions, and at all parades and camps, where two or more units of Navy League Sea Cadets are officially represented, Mr. Mellor, and in his absence the officer next in seniority will assume control of the boys and issue the necessary instructions.

On all executive matters affecting other than their own particular Corps officers-in-charge should get into touch with Mr. Mellor, with the object of ensuring that complete co-operation which is essential to success.

Administrative matters affecting the welfare of individual units should be dealt with by the Committee of the local sub-branch of the League concerned, and any recommendations from these committees to the Central Executive will receive every consideration.

On the invitation of the Chairman and the Committee of the Royal Shipwreck Relief Society nearly two hundred Navy League boys, under Mr. P. Macdonald, Balmain, and Mr. M. McDonald, Drummoyne, were present at the Society's Grand Concert held in the Sydney Town Hall on the evening of the 4th inst. The cadets, who were drawn from North Sydney, Drummoyne, and Balmain very much appreciated the outing.

Seniority of Officers in Charge of Units dates as follows:

- Mr. Arnold Mellor ... ... 1-11-1921
- Mr. R. H. Wade ... ... 1-6-1922
- Mr. P. Macdonald ... ... 8-7-1922
Balmain Corps.

WATCHWORDS.

GODLINESS.  COURTESY.

CLEANLINESS  OBEDIENCE.

Officer-in-Charge: MR. P. MACDONALD, Ute R.N.D.

1st Knotting, Splicing, Physical Exercises, Semaphore, Squad Drill, Wireless.
2nd Boat Party at Mort’s Dock painting cutter. Instruction on parts of ship, on board S.S. “Pulgathan.” Weather unfavourable for finishing and launching cutter.
3rd Wireless instruction by Mr. P. G. Stephens.
4th Physical Exercises, Squad Drill, Semaphore, Knotting, Splicing, Compass.


Transfers—R. Gaul, P.O., transfer cancelled.

Drummooye Corps.

Officer-in-Charge: MR. A. MELLOR, late R.A.N.


Discharges—Cecil Watson (left State), Walter Hilder (left state), Claude Gyler (left district).

Promotions—Jack Everett, Jack Wallace, Cyril Kelshaw and Allan, McNab to Ldg. Sea Cadet (acting), George Miller from Ldg. Sea Cadet to Petty Officer (Acting), Frank Roberts from Petty Officer (Acting) to Petty Officer.

Reversion—Percy Davis, from Leading Sea Cadet (Acting) to Sea Cadet, having failed to qualify after three months’ probation.

Camp—At Killarney, Middle Harbour, from A.M. 30th Sep. till P.M., and Oct. (See below).
North Sydney Corps.

Officer-in-Charge: To be appointed.

NEW ENTRIES—Albert Kennedy, Robert Harper.

Transfers—Ldg. Sea Cadet W. Ellis to Petty Officer (Act.). Petty Officer R. Gault's transfer from Balmain Corps to North Sydney Corps is cancelled.

Theatre, Drummoyne; so the 47 Cadets who parade was given a matinee ticket to the Kismet Creek was cancelled. Every Cadet who attended and Cadets, which will ensure ample good food, and equipment have been lent, and preparations are being made to ensure a successful venture. And "Seniors" Championships respectively.

On various occasions we have enjoyed the afternoon parades with the Drummoyne lads on Saturday, 26th August, the route march to Buffalo War with a Drummoyne eight.

The Corps is holding a three-day camp from A. Coy. meets on Tuesdays, and "B" Coy. on Wednesdays.

The Corps' staunch friends, Mr. and Mrs. H. M. Shelley, have kindly invited the Cadets and Officers to an afternoon's outing in the grounds of their fine residence at Henley, on the Parramatta River. A team of eight Cadets from North Sydney are to try their prowess at a tug-of-war with a Drummoyne eight.

This Corps is holding a three-day camp from A.M., 30th Sept., till p.m., and Oct, near Killarney, on the upper shores of Middle Harbour. Tents and equipment have been lent, and preparations are being made to ensure a successful venture. A charge of 4s. per head is being charged Officers and Cadets, which will ensure ample good food, and hire of motor launch for transporting equipment and towing cutter.

Owing to unsettled weather conditions on Saturday, 20th August, the route march to Buffalo Creek was cancelled. Every Cadet who attended parade was given a matinee ticket to the Kismet Theatre, Drummoyne; so the 47 Cadets who risked the drizzly weather were rewarded for their keenness of not missing a parade.

The late Rear-Admiral J. S. Dumaresq, C.B., C.V.O., presented young J. S. Dumaresq, C.B., C.V.O., swimming with a beautiful gold Swan fountain pen at last year's Fleet Aquatic Carnival, after putting up a splendid fight for third place with Leading Seaman Sorreson, of H.M. A.S. "Tingira."
The Richmond Corps.

**Officer-in-Charge:** Mr. R. H. Wade.


There are also 10 boys who regularly attend drills, but as yet are not in uniform.

This Corps has been most fortunate in securing a splendid hall—namely, the Drill Hall, Windsor-road, Richmond. Well lighted with electricity, and equipped with gymnasium apparatus, classes are held twice weekly. Primary W/T is given on Monday nights, and the general instruction night is Thursday.

Lieut. W. H. Ray, A.M.F., is responsible for the efficient manner in which the cadets recently carried out the Squad and Company drills. Lieut. Ray, who is an instructor at the Hawkesbury Agricultural College, greatly assists the officer-in-charge, Mr. R. Wade, in the work of the Corps.

On the 16th September a presentation of colours to the Richmond Corps will take place on the local Park. Prior to the presentation Cadet Sports will be held. An invitation is extended to the Sydney District to send a representative party to cooperate in the ceremony, and to take part in the sports. Boys can rely on a good time.

The handsome Union Jack is the gift of the residents of Richmond and district. It is most encouraging to the officer-in-charge to obtain so much practical assistance from the local residents, and they may rely on the lads to always be a credit to the town.

The Senior Officer visited this Corps on the 30th August, and inspected the Cadets and the Drill Hall.

At a mark of appreciation the Cadets recently presented their popular O. in C. with a silver-mounted pipe and pouch.

**A Saving of 40 Shillings on Your New Spring Suit—** at Murdoch's

Good buying is always the basis of low costs. We would have been justified in piling these Splendid Fabrics into the 60 ft. fixtures, but—Murdoch's business wasn't built that way! The whole concession goes to you—if you grasp this opportunity.

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**BONNINGTON'S RISH MOSS FOR COLDS**

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**RICHMOND SUB-BRANCH.**

The Committee of this Sub-Branch has got into its stride. Its enthusiastic members are rendering splendid service in the interests of the Sea Cadets and the Navy League in Richmond. The President is Alderman E. S. Sullivan (Mayor); he is ably assisted by Messrs. A. P. Biddle, W. S. Ritchie, C. Devlin and H. McIntosh, Vice-Presidents, and the following Committee:—Dr. Helsham, Rev. Dillon, Rev. Milne, and Messrs. K. Sly, R. Tate, S. Woodnill, G. Mayo, A. C. Lloyd, H. N. Kershaw, R. H. Ray, R. H. Wade (O. in C. Cadets). The Hon. Secretary is Mr. L. Ray and the Hon. Treasurer, Mr. T. Stead.

Mr. W. Mincehn, late Lieut. R.N.V.R., is giving his services to the local Cadets as Seamanship Instructor.

All communications for insertion in The Navy League Journal should be addressed to the Editor, Royal Naval House, Grosvenor Street, Sydney.
THE BOY SCOUT.—LUCK.

BY P. BAYNES, M.N.A.

AUSTRALIAN PARENTS ALERT!

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

S there such a thing as chance? At first glance one might feel inclined to answer "Yes," but on further consideration one must admit there is no effect without a cause. Matters in this world are worked on a system, they are not casual. Different results are obtained by different causes. By studying what produces a cause we are able to learn how to control it. Often we do not go far enough back. A boy may tread on a dirty nail? What caused the boy to walk where the nail was sticking up? Why did the boy not see the nail? And so we can go back to the beginning and get a clear idea of what is the immediate cause of the accident, but if the nail had not been carelessly left in such a position, the boy could not have trodden on it: or if the boy had not walked in that particular place he would not have trodden on it: or having trodden on it, if he had cleaned the wound and had it properly dressed, he would not have suffered from blood poisoning. Why was the nail not drawn or hammered down instead of being allowed to stick up in such a dangerous manner? Who was so careless as to leave the nail where somebody might tread on it? What caused the boy to walk where the nail was sticking up? Why did the boy not look where he was going? And so we can go back and back until we find a combination of events contributing to the accident, any one of which, if lacking might have averted it, for the effect of one is the cause of the next. It is not a matter of fate or luck or chance, these are just terms used to excuse our ignorance of causes unknown.

We are sometimes told that everything comes to him who waits. In this world anyhow many die before they have a chance to wait long enough. Opportunities come to all of us, but we do not always recognize them and are not always prepared to seize them. Some persons are said to be lucky, but if you trace their luck back to the real source you will find they have brought about a train of circumstances which have culminated in the so-called luck.

One boy will have a clear idea of what he wants to do for a living and prepares himself accordingly. At first there is a good deal of drudgery to be done, but his desire to reach his goal will carry him through that, besides he does not find the drudgery so very hard after all for he is interested in his work and is learning all the time and he knows this is the first step to success which once past there will be no occasion to go back. He learns his lesson and has proved himself fit for something better: his knowledge will stand him in stead at a later stage. By his willingness and application he soon attracts the attention of those above him who think only of what he can get from his employers, promotion is rapid. By his willingness and application he soon attracts the attention of those above him who think only of what he can get from his employers, and his promotion is rapid.

Another boy with just the same opportunities thinks only of what he can get from his employers, not what he can give them. He seizes every opportunity of stealing a few minutes from the time he has sold his employer to yarn to others, thus distracting their attention. If sent on a message, he will scatter the attention of those above him. He is always on the lookout for suitable men, and his troubles would be over.
People are employed for what they know and put into practice. Which of the two boys is the more likely to get on in the world: the one who is prepared to make himself useful, or the one who drifts and does as little as possible? The answer is obvious, and yet the latter though lazy, dishonest, unfair and incapable will blame his bad luck and look in envy at the other lad who has good luck, whereas in each case it is really the effect of the cause which has been brought about by the individual himself.

THROUGH GERMAN SPECTACLES.

REMINISCENCES OF THE WAR AT SEA.

(Hector C. Bywater in "The Navy")

Among my acquaintances in Germany before the war was a young officer serving in the North German Lloyd, who, besides being a seaman of the very best type, was a keen and well-informed student of naval affairs. Internally loyal to his country as he was, and firmly believing in the inherent superiority of German culture, he always took a broad and unprejudiced view of international questions, and had a sincere admiration for England, though he never disguised his opinion that an Anglo-German conflict was inevitable. In the course of our numerous conversations at his home in Bremen, or on board his ship, we often discussed the possibilities of such a war, but generally agreed to differ as to its probable outcome. At our last meeting, which occurred early in 1914, my friend informed me that he had just been notified of his promotion in the naval reserve to the rank of Lieutenant zur See, which is the equivalent of Second-Lieutenant in our service. He had already done two spells of training with the fleet, and was highly elated at getting his step, which made him one of the youngest officers of that rank in the German naval reserve. His ship was then on the point of sailing for the Far East, and was not expected back before July, so that we provisionally arranged to meet again, either in Bremen or in Berlin, some time in August, 1914. Needless to say, the appointment was not kept.

The next news I had of my friend was in April, 1915, when I heard that he was again serving with his old company, the North German Lloyd, and was hoping to be given the command of a new 8,000-ton cargo steamer, which was then completing at Hamburg. I thereupon wrote and suggested that he send me some account of his experiences, and he completed this request.

Hundreds of personal narratives by those who took part in the war on the German side have already been published, but the majority of them are so obviously intended to serve as propaganda that they need to be taken with a generous pinch of salt. My friend, on the other hand, writes pretty frankly about the various happenings which came under his personal notice, and while his letter throws no very dazzling light on any particular aspect of the naval war, it contains some observations which appear to me to be worthy of reproduction. I therefore give the following extracts:

"It was not until the 30th July that orders came for me to report to Wilhelmshaven. I arrived there just after the fleet had got back from Norwegian waters, and a great many people thought it was very lucky to have escaped the British, who were supposed to have been lying in wait for it in full strength. We heard afterwards that nothing of the kind had taken place, the British fleet having gone straight to its war base at Scapa.

The first fortnight nearly everyone at Wilhelmshaven expected that Jellicoe would attack our North Sea coast, and I think that there is no doubt whatever that our naval dispositions were based upon that assumption; though I myself could not understand why experienced officers like von Ingenohl and his staff should credit the British with being so insane as to waste their precious dreadnoughts on such a crazy enterprise.

"When the first few weeks went by without bringing the expected attack, rumours began to circulate that we had taken the offensive. It was known that the Naval Secretary, Admiral von Tirpitz, was strongly in favour of this course, believing, as he did, that only by going out and giving battle to the Grand Fleet could the Navy strike a decisive blow in the war. He argued that, although a complete victory might be impossible, in view of the British preponderance in big ships, we could be fairly certain of inflicting a great deal more damage than we suffered, and if British supremacy in the North Sea were even temporarily broken it would not only have a profound effect on opinion at home and abroad, but would also prevent the establishment of that blockade of our ports which was recognised from the outset as being the one development that we had the greatest reason to fear. I am convinced that had von Tirpitz been left in charge of naval operations, a great fleet action would have been fought in the early days of the war; in which case, judging by the experience at Jutland, when we were outnumbered more heavily than we should have been eighteen months before, the whole course of the struggle would have been very different. But at this crucial stage it was our Navy's misfortune to be controlled by landsmen who..."
who had no understanding of naval strategy, and whose thoughts were wholly concerned with political consequences. Thus the predominant view at General Headquarters was that nothing which happened at sea—short of the complete defeat of the British main body, which one there thought possible—could influence the war as a whole to any serious extent, while it was most essential that the fleet should be held in reserve as a card to be played at the peace negotiations. It was this false conception of the role of sea power which led to the issuing of the famous order of operations by the Emperor, absolutely forbidding the commanding officer in chief to take the offensive. There was a feeling almost of despair among us when the order became known, and though the men looked forward eagerly to meeting the Grand Fleet, every officer knew that a fleet battle was practically out of the question unless the British attacked our coast; and unless overcome with madness they were not likely to do that.

"For the first two years I was engaged in training duties, and therefore saw very little service afloat. The position of us reserve officers was rather difficult at first, owing to the haughty attitude of the regular officers, who seemed to regard us as interlopers. Things got better afterwards, and it has since been acknowledged that without our help the U-boat arm could never have been made so formidable. Towards the last gasp of our corps were actually commandeering U-boats and destroyers, a fact that would have been deemed incredible in 1914. In the third year of the war I have myself assisted in clearing a field of mines that nothing could be wider of the truth. For

"Towards the end of 1917 this sweeping service became so hazardous that the real work had to be done by volunteers. Between December, 1917, and October, 1918, our losses through mine explosion averaged three per week—the casualties being chiefly among the mine-sweepers, destroyers and U-boats. The strain of work was intense. On several occasions a ship was blown up and U-boat survivors placed on board another which, in her turn, blew up shortly afterwards, and sometimes the third rescuing ship met with the same fate. The British mines, which at first had been very bad, gradually became more efficient, but they were never as good as ours, either as to reliability or effectiveness. Incidentally, the most powerful mines I ever came across were those laid by the Russians in the Baltic. They held an enormous charge and invariably functioned well. I saw one of our destroyers literally blown to pieces by one of these Russian mines.

"I do not think there can be any doubt that the most effective branch of the British Navy during the war, so far as direct results were concerned, was the mine-laying service, though the submarine warfare came second. The chief of our U-boat section told me that the British submarines were, as a rule, faultlessly handled. They would have been even more deadly had they carried bigger torpedoes. As it was, their shots were often missed, because the torpedoes ran erratically, and when they hit the effect was less than it ought to have been. The charge was too small to be effective or too small. One of our battle cruisers was thrice torpedoed and, on each occasion the damage, which scarcely affected her trim, was repaired without losing a man."

"I was at Wilhelmshaven when the High Sea Fleet returned from the Battle of Jutland. There is a legend in the Grand Fleet that the battle broke the moral of our personnel, but I ask you to believe that nothing could be wider of the truth. For a very short time, officers and men alike were mourning with martial ardour, and nothing would have been more welcome to them than an order to get ready again. It was only among the battle-cruiser personnel that one noticed symptoms of nervousness, but considering the frightful order they had passed through, was not surprising.

Captain Persius has circulated the story that after Jutland it was realised in the fleet that no other place was safe and only after considering the frightful order they had passed through, was not surprising. On the contrary, everyone in the fleet, from Admiral Scheer downward, was convinced that they would be killed in the battle, which this time would be fought to a decision; and it would unquestionably have been fought, but for the positive orders from General Headquarters that no further risks were to be taken. The bitterness felt in the fleet at this stupid interference was well expressed by the saying that if only enemy aviators had bombarded G.H.Q., the High Sea Fleet would win the war inside a month. No doubt that was "tall talk," but it was honestly meant and believed.

"The mutiny was an almost inevitable result of keeping the fleet cooped up for two years. Admirals Scheer, Hipper and other wide-awake officers foresaw what would happen, and in September, 1918, implored G.H.Q. to raise the ban on offensive operations. But all in vain.

"You ask me whether I think there will be a great revival of the German Navy within the discernible future? No, I think it highly improbable, because the people, who know nothing of what went on behind the scenes, think that the Navy betrayed them, whereas, in truth, the Navy itself was let down by the politico-militarists. In any case, even if Germany becomes wealthy again, it is doubtful whether the people of this generation would pay for a new fleet. Moreover, opinion here is to the effect that naval warfare is changing radically, and that the sea battles of the future will be fought with weapons quite different from those of the late war.

"On the other hand, Germany's merchant fleet is rapidly recovering its old position. The progress made in rebuilding it during the last two years has been infinitely more rapid than anyone believed possible. I predict that in five years from now we shall have at least as much tonnage as in 1914. Shipping is fairly prosperous just now, and the old exchange is more normal. We have a large number of officers of the old Imperial Navy now serving in the merchant fleet of many men, who held high rank, and who carry out subordinate positions."

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Recently appreciable reductions were made in the Restaurant
charges; and the wine list has been similarly revised.

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The death at Manila of Rear-Admiral John Summarez Dumaresq, C.H., C.V.O., lately commanding the Australian fleet, has brought into prominence a name which has been held, by many who have taken an important part in Australia's national life during the past hundred years. Many are, no doubt, familiar with the name of Dumaresq, but few perhaps could individualise the actions of any bearing it. It may therefore be interesting to turn back the pages of history and read what some of the members of that old Australian family did for us in the long ago.

The first one to come to Australia was Lieutenant-Colonel Henry Dumaresq, who arrived by the ship "Phillip Dundas," commanded by Captain S. J. Scarvell, from the Isle of France, on October 13, 1825. The Sydney Gazette, in commenting on his arrival mentions he is brother-in-law to Major-General Darling, who as yet had not arrived in the colony, and that he was a colonel, on half pay, of the 9th Regiment. The newspaper at the same time cautioned him how to behave himself, and not to listen to the tittle-tattle of conversation that was common at the time.

Shortly before his arrival, Major Ovens, the Chief Engineer and Brigade Major, had died, and the Colonel was appointed Acting Chief Engineer, and the same newspaper, which was the only one at that time, said on December 8, that "Colonel Dumaresq, the present Chief Engineer, is rendering old Government House fit for the residence of his illustrious relative, and had added seven bedrooms under the roof."

On December 17, 1825, the ship "Catherine Stewart Forbes" arrived, and by her came Governor Darling, his wife and suite, Captain William Dumaresq, Lieutenant Condamine, Lieutenant Stoddart and Dr. Cornelius Wood.

On December 21, Colonel Dumaresq was appointed Private Secretary to the Governor and Clerk of the Executive Council, and on December 24 Captain Dumaresq, of the Royal Staff Corps, was appointed to the temporary charge of the Civil Engineers' Department.
THE NAVY LEAGUE JOURNAL.

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THE NAVY LEAGUE JOURNAL.

This family, which is of Norman descent, had been settled in Jersey for some generations, like others who had made their homes in that island and in Guernsey, especially the Saumarezs, gave loyal support to the British many of its sons to the Navy and the Army, several of whom served in both services with great distinction, earning for themselves the thanks of Parliament and the gratitude of the country.

Our naval records bear testimony to the valuable services of First-Lieutenant Thomas Dumaresq, of H.M.S. "Venus," a frigate, on 25th December by the upsetting of the boat.

The record does not give its full name or date, but states he was "a fine young man, a native of Guernsey."
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NEW PASSENGER STEAMER.
FIRST VISIT TO SYDNEY.

The liner Diogenes is the latest addition to the fleet of the Aberdeen line, which was founded as far back as 1825, and is the oldest shipping company trading between London and Australia. Together with her sister ship, the Sophocles, she has brought the fleet of the Aberdeen line to that stage where it will not need to build more new vessels for some time. Her cost was in the region of £900,000.

Built by Harland and Wolff, Ltd., at its Belfast yards, the Diogenes is a twin-screw steel steamer of 12,341 tons, with a sea speed of 14.5 knots. Her dimensions are: Length, 500ft.; beam, 56ft.; and depth, 35ft. 3in. First-class accommodation is provided for 132 passengers, and 442 can be taken in the third-class. With a cruiser stern and large covered and open deck spaces the vessel has a graceful appearance, implying comfort, which an inspection of the vessel reveals, has been studied at every stage. Special attention has been given to her qualities as a carrier of Australian produce. She is equipped with six holds, with electrically-driven cargo handling gear of the latest type, and refrigerated space amounts to 305,184 cubic feet.

William Alexander Dumaresq, of Furraeablad, and it will be seen how the Saumarez family name has been associated with that of Dumaresq ashore and afloat for 120 years. Captain W. J. Dumaresq died in 1898, aged 76 years. The third son of Colonel John Dumaresq, and the younger brother of Colonel Henry and Captain William John Dumaresq, was Edward Dumaresq, who, obtaining a commission in the Royal Engineers, like his brothers, served in the Peninsula War. He arrived in the colony of Van Diemen's Land, as Tasmania was then named, in 1838, and was appointed Surveyor-General and Police Magistrate at New Norfolk by Governor Arthur. His residence was at Mount Irec, Longford, where he died in April, 1906, aged 102. He had three sons and four daughters.

The Army List gives many other officers of other branches of the family.

The Dumaresq best known to Australians, himself a born Australian, is the late officer who so recently died at Manila, and who had endeared himself with Sydney people on the waterfront, and they, in common with all, sympathise with his widow and his young family in their affliction and in the great loss they have sustained.

The vessel we had in mind was the "Una," formerly the German vessel Comet. The vessel we had in mind was the "Una," formerly the German vessel Comet.

H.M.S. Renown has been paid off into the reserve.

I've had the measles and the mumps, and other things like other chumps; and when I catch a cold I'm sure To have my Woods' Great Peppermint Cure.

For Children's Hacking Cough. Woods' Great Peppermint Cure.

Sir H. Rider Haggard, the celebrated author and traveller, addressing the Norwich Rotary Club recently (as reported by the "Norwich Daily Mail"): "People had an idea, etc, the West was going on forever, but could we be quite so sure of it? Those who had studied and knew the East, its enormous power of reproduction and its simple habits of life on the land, knew that it contained an enormous potential power which must one day break out. Whether it could be curbed he did not know, but he had grave doubts. He should never forget his friend, the late Theodore Roosevelt, with regard to Japan saying, 'Look after your Australia; it will be the first plate to go.' If once Japan secured the control of China the outlook for the Western World would be very cloudy.'
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Navy League, London.

(Every member of the League is strongly urged to read the following address.)

W R I T I N G to the Editor, from London, Mr. Cyril King refers to a meeting held at the residence of the Duchess of Somerset in conjunction with the launching of the Endowment Fund Appeal of the Navy League.

Many distinguished people were present, including the late President of the Navy League, the Duke of Somerset; the new President, the Duke of Sutherland; Sir Cyril Cole, M.P., Chairman of the Executive, Admiral Tufnell, and many others.

"I was privileged," writes Mr. King, "to hear very able men speak on the work of the League.

We take this opportunity of placing before our readers the considered statements of these "very able men."

DUKE OF SUTHERLAND: "I shall not go at length into the work of the Navy League. No doubt the Chairman will tell you about that. But, in accordance with the statement issued to the Press under the Chairman's name and my own name, I must guard against the idea that the Navy is no longer required because the War is over. To keep alight the light of the Navy League we are going to issue a great appeal for financial help on a large scale, amongst our friends overseas, and in every way, directly or indirectly. I know this is a difficult time to raise money. The hospitals are appealing for money for their worthy cause. We must not be too ambitious and expect to get it all at once.

It has given me the greatest pleasure to address you and I shall always do my best to help the Navy League, in succeeding the much respected late President, the Duke of Somerset."

C. W. G. COBB: "We cannot hide from ourselves the fact that in connection with any movement that has for its object the well-being of the Navy League and the preservation of its sphere of usefulness, the question is often asked: "What is the good of the Navy League now?" Those who ask this question do not attempt to deny that at various times it had been necessary for the Navy League to lay stress on one particular point, e.g., the two power standard; nor would they hesitate to express their high appreciation of all that has been done by the League in the past. But now that the great menace then existing has been removed, it appears to these good people that the League, its aims and ends, may very properly fade honourably away into past history. In reply it may be pointed out that the principles of the Navy League go a great deal deeper than any particular application of those principles. It is only in realisation of the present condition of the world that we can guard against the possibilities of the future. New conditions have arisen—the League of Nations has been formed and the result of its

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nothing can alter its geographical and economic conditions as between the Mother Country and its daughter States. These relationships are at least as important as the political and diplomatic relationships between ourselves and the other nations of the world. For their preservation and for the preservation of those trade routes which establish the material bond between us and our Empire overseas, and which form the great arteries through which passes the life blood of the nation, the maintenance of a Navy of the requisite standard of strength dominates, or ought to dominate all other considerations in the scheme of national existence.

And to bring home to every person in the British Empire the importance of this fact is one of the first objects of the Navy League. It may well be asked, therefore, why any who have at heart the welfare and solidify of our far-flung Empire can doubt the usefulness of any organisation such as the Navy League, based on the principles which I have enumerated. It is perhaps easy to understand the attitude of those people who, regarding the League as mainly concerned with the doctrine of naval competition, the desire now to sever their connection with it in view of the situation now existing between the nations of the earth as a result of the Washing- ton Conference. But it is difficult, indeed, to understand how those who regard the British Empire as the greatest factor in world history which in the future will make for a real League of Nations can do otherwise than support with all their might and strength the Navy League, whose fundamental principle of National and Imperial policy is the maintenance of a sure shield for the preservation of that Empire.

Our object, therefore, must be to bring forward all the activities of the League without forgetting any of the particular points upon which it has laid special stress from time to time. We want to re-establish it on a firm basis as a Voluntary Patriotic Association for British Peoples. We owe this duty to the past. Everyone agrees that naval strength has opened the gates of the sea and given us the keys of the world. It is the knowledge of the past that helps us to appreciate present needs and opportunties. Citizens of the Empire, young and old alike, must be taught that it is the Navy whereon under the good Providence of God, the wealth, safety and strength of the Kingdom chiefly depend. It must be our duty to teach the history, spirit and traditions of the Sea Services (Royal Navy and Mercantile Marine) in all schools and elsewhere by such means as may be deemed most expeditious. We must maintain and develop the Sea Cadet Corps and Training Ship movement for the security of our commerce, industry and Colonies, and for keeping before the non-British world in all seas the fact that we do not relax one inch of our watchfulness. It must be our duty to the future. New conditions have arisen—the League of Nations has been formed and the result of its
The Navy League, like many other patriotic societies, has suffered in its support during the strenuous years through which it has passed—and, indeed, is now passing. Its financial resources are derived from members' subscriptions and from donations, which for some time past have not been sufficient to meet the current expenses of management.

These deficits have been met by the generosity of its retiring President, the Duke of Somerset, and, I may add, of the Duchess of Somerset, whose untiring efforts have ever been at the service of the League. The deficit has also been met by members of the Executive Committee of the League and also by the retiring Chairman of the Executive Committee, Mr. Bruce Tritton, to whom the Navy League owes much for his untiring energy and generous financial support, which was at all times forthcoming.

There is responsible work for the League to do, and its gravity and urgency I hope to make clear to you in a few minutes of digestion before I come to the subject matter of the Appeal itself. What are the influences which may be recognised as a menace to our country—and by whom inspired? In the British Isles we have two different groups of people, teaching similar doctrines from opposite inspired ?

The first of these groups are the voluntary exiles from Europe and elsewhere who, banded together, may be found putting forward Communist and International doctrines. Let us not say that these people are of recent origin amongst us, for they are our harvest of sentimental folly. The theory that England was ever the place of refuge for the politically persecuted peoples of Europe, has led to our receiving all and sundry for years, offering them a peaceable home in our lands. To say that England is a refuge for the persecuted of other nations is one thing, but to have allowed our laws to be so elastic as to welcome foreigners wholesale to make their homes here is another: yet, that's our mistake, and we have a harvest in the reaping of enemy aliens, who as patriots to the land they serve, exile themselves here, and give a life of service to their country, which is founded in a hatred of England.

These enemy aliens have a psychology of their own, and it is by it that they achieve. Destroy from within in the plan of integration. English children are their material—boys and girls born into families which form the English Nation. Sons and daughters whose forebears have died and suffered for the love of England! These children, who have a heritage and a right in the expectancy of such being handed down to them. These English children are their prey! Here it is in our elective schools councils. These English children are their prey! Here it is in the tender years of childhood to realise their heritage of national greatness, of which their lives would realise the benefits. These English children are their prey! Here it is in the years of service to their country, which is founded in a hatred of England.

These people hate everything English. They hate our religion, they hate our evidence of power, they hate our being mistress of the sea, they hate our having Dominions and Colonies, they hate the fact of our Empire. England must be destroyed! To them that is their Gospel.

Some cleverer mind than theirs are teaching these exiled patriots that the best way to account for the destruction of the British Empire is to stop her heart beating, the patriotic heart of England. Destroy a sense of patriotism, then you destroy—love of country, love of tradition.

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These enemy aliens have a psychology of their own, and it is by it that they achieve. Destroy from within in the plan of integration. English children are their material—boys and girls born into families which form the English Nation. Sons and daughters whose forebears have died and suffered for the love of England! These children, who have a heritage and a right in the expectancy of such being handed down to them. These English children are their prey! Here it is in our elective schools councils. These English children are their prey! Here it is in the years of service to their country, which is founded in a hatred of England.

These people hate everything English. They hate our religion, they hate our evidence of power, they hate our being mistress of the sea, they hate our having Dominions and Colonies, they hate the fact of our Empire. England must be destroyed! To them that is their Gospel.

Some cleverer mind than theirs are teaching these exiled patriots that the best way to account for the destruction of the British Empire is to stop her heart beating, the patriotic heart of England. Destroy a sense of patriotism, then you destroy—love of country, love of tradition.
MANGROVITE
Solid Leather Chair Seats
Make Old Cane Chairs Like New

and at extremely low cost. They are neat and comfortable and last a lifetime of solid wear. Tanned by the special Mangrovite process from selected Australian ox hides, even the hardest wear, such as in halls and schools, cannot make them shabby. Their use is found excellent.

AN IMMENSE SAVING IN HOUSEHOLD EXPENSES.

Be sure it is a Mangrovite Seat. Price—14-in. to 16-in. diameter ONLY 1/- 3d. Attachment pins 2d set. Postage 6d extra. 

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49 YORK ST. (Wynyard Square) SYDNEY.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

The 117th Anniversary of Trafalgar (Nelson Day) will be celebrated at the Royal Naval House, Grosvenor St., Sydney, on the 21st of this month. Navy Leaguers, cadets and friends are cordially invited to attend at 7.45 p.m. Short address will be given. Inspiring music. Admission free.

The Royal Sydney Yacht Squadron has very kindly offered a splendid Trophy to the League. Boat’s crews chosen from the various units of our Sea Cadets will compete annually. The first race is scheduled to take place under the auspices of the R.S.Y.S. on the afternoon of 28th October.

We are gratified with the many good reports concerning the progress made by many of the Petty Officers and Cadets of the various units. The reports on the work of C.P.O. L. Vincent, of North Sydney Unit, are particularly encouraging. Notwithstanding the fact that neither officers, petty officers, nor cadets receive a penny piece for attending drills, which are entirely voluntary, they turn up “heads” every time.

Block made and presented by Bevan & Co., Sydney

Some of the Richmond (N.S.W.) Boys who have donned
The Navy League Uniform.

TOTAL ECLIPSE OF THE SUN.
As seen on 21st September, 1922, from Stanthorpe, Q.

Courtesy Sydney Mail.
In Camp—On Board Ship

GOLD MEDAL MILK

"The World's Best"

Look for the name on every tin

Promotions—Sea Cadets C. Walls and C. Clayton to be Leading Sea Cadets acting.

Discharges—C.P.O. R. Tarrant (own request); Cadets C. Stone (own request); Cadets J. Dwyer, A. Jones and H. Chisholm (non-attendance).

It is expected that the cutter for this unit will be made available in a few days. We are very grateful to Messrs. J. H. Eaton Ltd., Timber Merchants, for promising to provide suitable accommodation for it at their premises at Berry's Bay.

Excellent progress is being made by the cadets. All the boys tackle their duties with a zest savouring of the football field, and it is this keenness that will ultimately place them in the van of cadet units.

Drummoyné Corps.

Cutters' crews are making satisfactory progress. The junior company "B" Coy., although boat pulling is not included in their training, the practice of allowing them to double bank the oars is a good one, it inspires confidence. The younger lads quickly familiarise themselves with the details of boat management.

Captain T. J. Robson kindly placed his launch at the officers of the Corps disposal on Saturday, the 23rd September, for the purpose of selecting a camping site at Killarney. For this and many other kindly acts we proffer our thanks to the Captain.

At the invitation of the Richmond Corps sixty-five cadets, under the charge of Mr. A. Mellor, visited Richmond on 16th September, the lads thoroughly enjoying the trip, many being successful in the sports.

Richmond Corps.

Officer-in-Charge: Mr. R. H. Wade

On the invitation of the Officer-in-Charge, Mr. R. H. Wade, cadets from Drummoyné, Balmain and North Sydney journeyed to Richmond on the 16th of September and with the local cadets participated in a most enjoyable day's sport. During the afternoon, Mr. Bruce Walker, M.L.A., on behalf of the residents of Richmond, presented a very handsome Union Jack to the Officers and Cadets of the local unit. Mr. Walker was supported by Mr. R. E. Sullivan (Mayor), Mr. Fitzsimmons, M.L.A., Messrs. A. P. Bidwell, Devlin, Wade, Mellor and the Rev. Mr. Dillon.

The winners of the sports events were as follows:

Tug-of-War: Won by Richmond Unit.

Foot Races: 1 mile (Seniors)—P.O. Cooksey (Drummoyné), 1.

1 mile (Juniors)—Cadet G. Driscoll (Drummoyné), 1.

1 mile Relay ( Teams)—Drummoyné Team (Huggan, Miller, Roberts and Cooksey), 1.

100 yards (Juniors)—Cadet Leslie (North Sydney), 1.

100 yards (Seniors)—F. Roberts (Drummoyné), 1.

100 yards Handicap—Cadet N. Huggan (Drummoyné), 1.

100 yards Handicap (Juniors)—Cadet Stan- ford (Richmond), 1.

Wheelbarrow Race: Cadets Buchanan and Trim (Drummoyné), 1.

Cadets Leslie and Dads- well (North Sydney), 2.

Three-Legged Race: Cadets Bedford and Stan- ford (Richmond), 1.

Cadets Buchanan and Trim (Drummoyné), 2.

Potato Race: Cadet Collins (Richmond), 1.

Sack Race: Cadet J. Bedford (Richmond), 1.

At the conclusion of the Sports the combined cadets to the number of 150 mustered in the Drill Hall where an excellent tea, provided by the ladies of Richmond, was awaiting them. In addition to the cadets a number of officers were present including Messrs. A. Mellor, R. H. Wade, W. H. Ray, P. Macdonald, G. Stephen and C.P.O. L. Vincent.

After reading the Journal please pass it on to a friend and ask him to become a subscriber.

Owing to pressure on our space several items are held over to next issue.

The best for coughs

Bonnington's

Irish Moss

To London via Durban and Cape Town.

To London via Durban and Capetown.

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proper conception may be formed with regard to them. All patriotic societies have their responsibility with regard to the educating of public opinion. The British Empire was never so insecure in the two thousand years of her island history as she is to-day. Plain speaking and clear thinking in all that affects the security of our Empire has never been so necessary as it is to-day. Within the limits of the Washington Agreement there is need, urgent need, for England and the Empire to do its duty, and to do it quickly. Are we safe, in respect to our proper complement of light cruisers and similar craft? That is for the Navy League to keep watch and urge the Government to do its duty, and to do it quickly. Are we safe, in respect to our proper complement of light cruisers and similar craft? That is for the Navy League to keep watch and urge the Government to do its duty, and to do it quickly. Are we safe, in respect to our proper complement of light cruisers and similar craft? That is for the Navy League to keep watch and urge the Government to do its duty, and to do it quickly.

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All communications for insertion in the Journal should be addressed to the Editor, Navy League Journal, Royal Naval House, Grosvenor Street, Sydney.

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MEN'S 'FUGILUXE' GOLF SHIRTS of splendid wearing and washing qualities. Beautiful stripe designs of Blue, Black, or Helio on light grounds. Fashioned with soft double cuffs and soft collar to match. All sizes.

EXCELLENT VALUE 17/6

If you cannot call order by post and address your letter to DESK U.
Definitions of Sea Terms, taken from Doane's Book on "Seamanship."

WITH ACKNOWLEDGMENTS.

BATTERS—Thin strips of wood put around the hatches to keep the tarps down. Also put upon rigging to keep it from chafing.

BEANS—Strong pieces of timber stretching across the vessel to support the decks.

BEARM—When the helm is in the opposite direction from that in which the wind blows.

BEACON—A post or buoy placed on a shoal or bank to warn vessels of danger. Also a signalmark on land.

BEAK—The point of a ship or boat.

BEAKERS—Cups or bowls used for drinking.

BEAKING—Going toward the direction of the wind, by another.

BECKWARM—To reverse the wind and enter the lee.

BECKET—A piece of rope placed so as to confine a spar.

BECK—The back of a ship.

BECKETT—A piece of rope placed so as to confine a spar.

BECKON—To call or invite someone.

BECHAMEL—A sauce made with milk and butter.

BECHAMEL—A type of sauce made with milk and butter.

BECKON—To call or invite someone.

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BOOM — Spar used to extend foot of a fore and aft sail.

BOOBY HATCH—Small raised hatchway.

BRIGANTINE OR HERMOPHRODITE—Squarerigged vessel with two masts.

BRACE—Rope used to swing a yard about.

BRAY—Rope used to fasten the sternpost or sternpiece.

BREAK—Handle of ship's pump.

BREAK—To break ground is to trip the anchor; to break camp is to break anchor or vessel's freight.

BREAKER—Keg for drinking water used in small boats.

BREAKERS—Waves breaking on the shore.

BREAST ROPE—Line passed around a man who has been stove in the head.

BRIG—Squarerigged vessel with two masts.

BRIGANTINE OR HERMOPHRODITE—Squarerigged vessel with two masts.

BRIDGE—Navy term for gangway, portable wooden bridge connecting ship with shore.

BROADSIDE—Side of a vessel.

BROADSIDE—Side of a vessel.

BULKHEAD—Strong partitions in the hold of a vessel at the sides of the vessel.

BULK—The whole cargo when stowed as a unit.

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BROADSIDE—Side of a vessel.
CUTTER—Square sterned rowing-boat in Navy; English.
CROWN—Lower part of anchor from which Hukes project.
CROWFOOT—Small lines radiating from a larger one that
DRIVE—To
DRAUGHT—A depth of water which a vessel requires.
DOUSE—To lower suddenly.
DEEP-SEA-LEAD—The lead used in sounding at great
DECK—The planked floor of a vessel, resting upon the
DEAD WATER—The eddy under a vessel's counter when
DEAD EYES—Bits of hardwood through which are rove
DAVITS—Iron or timber cranes used for lowering hoals,
EYE—a one master deep-keeled sailing craft somewhat similar
vessel.

The bearing of an object on the coast from which a

scud before a gale, or to drift in a current.

DAVY-JONES LOCKER—Bottom of all

EYESPLICE—Bit of rope spliced to form loop at end.

EYES—Shroud or stay where it goes over mast.

FULL AND BY—Sailing order meaning to keep the sails

FRESHEN—Referring to ballast means altering its position;

FRAME—Skeleton of a vessel.

FOUNDER—When a vessel fills with water and sinks.

FOUL ANCHOR—When the cable has a turn around the

FORGE—To forge ahead, to shoot ahead as, in coming to

FORE-MAST—The forward mast of a vessel.

FORECASTLE—The part of the upper deck forward of

FORE—Used to distinguish the forward part of a vessel, or

FOOT—The lower end of a mast or sail.

FLY—That part of a sail which extends from the union to

FLOWING SHEET—When a vessel has the wind free,

FLOWER—To hoist in a short time.

FLOWER-OF-THE-WIND—To hoist a sail in several

FOOT—To set up rigging.

FREE—Running before the wind. Free of water. Clear

FRAMING—General terms applied to many things aboard ship.

FALL—Ropes running through blocks by which a boat is

Fall—Rope untied.

FAKON—One of the layers of a coil of rope.

FALL—Rope running through blocks by which a boat is

FAST—Secured. All fast; make fast; are common sea

FEATHER—Turning an oar after a stroke so that the

FEATHER—That part of a sail which extends from the union
to the foot; also, to ease it so it cannot chafe.

FEATHER—That part of a sail which extends from the union
to the foot; also, to ease it so it cannot chafe.

FELL—A sheet is said to be hauled flat when it is hauled

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canoe: a small boat for a single person, particularly one propelled by a paddle.

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FLEET.

V.

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"ORMUZ"

14,688

"OBVIETO"

12,130

"OSTERLEY"

12,129

"ORSOVA"

12,036

"OMAR"

11,105

"ORCADES"

10,000

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Trunks & Rugs, ground floor, Market St.

In order to improve the service of the Store two departments of interest to men have been more conveniently located. This is a departure that will meet with immediate approval. The Men's Footwear Section has been transferred to the Market Street Shop, henceforth to be known as the "Men's Boot Shop," entry being direct from Market Street, or through the new Trunk and Rug Department, which takes the place vacated by Footwear, on the ground floor, Market Street.

Two smart shoe models

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