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New South Wales Branch

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Lord Jellicoe’s Trafalgar Day Message.

WHAT IT MEANS.

(CONTRIBUTED BY A. M. POOLEY)

[Mr. Pooley is a noted English Journalist at present on a visit to Sydney. For some years Mr. Pooley was Editor of the well known Nautical Journal, “Siren and Shipping.” — Ed. N.L.J.]

The Sea is our Life.
By the sea of it the Empire was formed.
By holding it the Empire was assured.
If we still to appreciate its value the Empire will perish.

In the above message, sent by Admiral Lord Jellicoe, Governor-General of New Zealand, to all school members of the Navy League on last Trafalgar Day is epitomised the history of the Empire. The sea made us, the sea protected us, and the sea, if we neglect it, will destroy us.

But in these days, when the limitation of armaments is a real issue, we must be careful to remember that sea-power does not mean only or even chiefly naval power. Portugal was once a great sea-power. To-day she is a third-rate nation. Portugal had a marine, but not a navy. Spain was once the second naval power of Europe and the world. To-day Spain does not count as a power. She had a navy but no marine. The United States can never, as things are, be a great sea-power. She has the second most powerful navy, and 10,000,000 tons of shipping, but her people despise the sea.

The sea to the British Empire means more than a navy, and more than a great mercantile marine. It is the highway that links together the far-flung dominions that form the Empire. It is the high-road over which are transported the foodstuffs on which we exist and the raw materials by which we exist, and over which are carried the products of our industry. It is by this mutual interchange of commodities that the Empire has withstood the stress and strain of war’s depression. Australia, in particular, is dependent on the sea as much as are the
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ADMIRAL VISCOUNT JELLIROE.

above, is a nursery for the Royal Naval Reserve, and complementary to the Navy itself. Indeed, the two services are mutually dependent, as the late war so emphatically proved.

Lord Jellicoe, when he says “The sea is our life,” means that our interest must extend beyond the White Ensign; that the Red Duster is as much a symbol of Empire; that the battles, the liner and the tramp are all sisters in the eyes of Britian.

Ask a Friend to Join the Navy League TO-DAY.

FEDERAL ELECTIONS.

Navy Leaguers! the elections are almost at hand. The Navy League expects that you will unhesitatingly do two things:—(1) Vote for the man who has shown by deeds, and deeds alone, that the welfare of Australia and the Empire is his religion. (2) Who will only support a Government that will guarantee greater liberty to the men who were partially or wholly disabled in the late war, and are now in many cases reduced to begging to keep their wives and families from starving. These men fought and bled that Australia might live,—you might live. It is up to you to see that the man who will represent you in Parliament does not only the returned Sailors and Diggers who require assistance.
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"THEIR FIRST CUTTER RACE."

SEA CADETS IN THEIR ELEMENT.

CONTRIBUTED BY HENRY LANE.

"The Battle of Waterloo was won on the playing fields of Eton" is a phrase that can never become hackneyed so long as Briton's keep in mind all that phrase implies. The grit, courage, and determination shown by the boys in their games at that old time-honored School stood to many of them when they met a sterner foe on the battle fields of France. It is the love of fair play and wholesome rivalry in their games that has made the British Empire what it is today. Happily these sterling qualities, which are characteristic of our race, can be developed by all healthy minded boys in their numerous sports.

On the 28th of October, under the auspices of the Royal Sydney Yacht Squadron, four service cutters, with their eager crews of Navy League Sea Cadets, and a score or more of lusty young throats on the accompanying steamer, to urge the competitors to put every ounce into their strokes, reminded us that that spirit lives to day in the sons of Australia.

Although lacking in the niceties of calculation of more experienced oarsmen, the boys displayed in every pull that real British Spirit that "never says die." It was indeed a great race; for the boys entered the contest with a wholesome zest that would have been applauded by their Viking ancestors could they have been present.

The competing crews were entertained later by members of the Royal Sydney Yacht Squadron, after which they returned to their boats. It was then that that fine British sportsman and lover of the sea, Lord Forster (what a magnificent Viking he would make!) stepped from his racing yacht "Corella" and paid tribute to the work of the League among the boys, in a few simple words.

The race resulted in a victory for the crew of Balmain Cutter, No. 1, which was under the charge of Mr. M. Macdonald. Drummoynie Cutter, No. 1, with Mr. Mellor in charge, put up a splendid struggle with the winners. These two were followed home by Cutter No. 2 (Drummoynie), Mr. Otter, and Cutter No. 1 (North Sydney), in charge of Mr. Vincent.

Mr. A. G. Milson, Hon. Secretary of the Navy League, very kindly officiated as Judge, while the duties of Starter were carried out by Mr. G. Wallace.

Let us hope that the spirit that prevailed in the boats that day will be carried into every future activity of life, and when many of these boys answer the bigger call of our glorious Empire in manning the ships that for us spells "Safety" they will remember the lessons learned on October 28th.

Great credit is due to the able officers in charge of the boats for the good behaviour of their crews, for throughout the lads behaved like gentlemen.

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LORD HOWE ISLAND AND NORFOLK ISLAND
LECTURE BY MR. FRANK WALKER, F.R.A.H.S.

There was a good attendance of members at the Royal Colonial Institute on October 27th to hear a lecture delivered by Mr. Frank Walker, F.R.A.H.S., on Lord Howe Island and Norfolk Island.

Mr. Hugh R. Denison was in the Chair and after a few opening remarks on these Islands with relation to the Commonwealth he introduced the lecturer.

Mr. Walker then gave a brief history of Lord Howe Island from the time of its discovery until it became a Commonwealth possession in 1914, and illustrated his remarks by some very fine lantern slides that conveyed some impressions of the wondrous beauties of this enchanted spot.

Romance, gaily plumaged birds, green fertile valleys bathed in mellow sunshine, tall pines and beautiful palm forests that speak of quiet peace, while on the Island's fringe the watery spirit of the Pacific booms its anger and scorns its broken front with a smoke of spume. A kingdom for a poet!

The lecturer then went on to describe the life of the inhabitants and from his remarks one could not but envy them. Ideal climate, social and domestic order, sobriety and all the qualities that make for happiness is manifested in the lives of these simple Island folk. A real community spirit; but what a contrast to the dark days of 1826 to 1855. At that time the Island was one of our worst penal settlements. It was hell on earth, for men were Godless and British law was harsh. No efforts were made to reform these wretched men and they were driven to murder on many occasions in an unsuccessful attempt to escape. Marcus Clark in his novel "For The Term of His Natural Life" gives an overdrawn picture of the conditions as they were in those days. Convicts were subjected to the most cruel treatment by the prison authorities and the first thing a convict saw on approaching the Island was a gallows to remind him that it might help him out of the world sometime later.

On October 9th, 1774, Captain Cook discovered the Island and sailed round it, but owing to the difficulties of landing and the impenetrable scrub, he merely made notes and sailed away again. Later in 1788, Captain Phillip visited the Island and founded Sydney Cove. An expedition in charge of Lieut. King arrived sometime later and the first batch of convicts settled on the Island. One of the relics of those times an old cannon on the Island will recall the "Mutiny on the Bounty" when the mutineers cast their Captain away and made sail for Pitcairn Island.

The Lecturer frequently referred to the celebrated Kentia Palm that grows so luxuriantly, and before the War there was a trade with Belgium for the seeds.

Norfolk Island was then described and its beauties conveyed by the lantern slides.

The people are very hospitable, and tourists are treated with such marked courtesy that one leaves the Island with some regret. Among the many historical spots shewn was the birthplace of William Clark in his novel "Life" gives no overdrawn picture of the conditions as they were in those days. Convicts were subjected to the most cruel treatment by the prison authorities and the first thing a convict saw on approaching the Island was a gallows to remind him that it might help him out of the world sometime later.

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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 Wood's Great Peppermint Cure.

Charles Wentworth, the father of the Constitution—The Architect of Australia's Political freedom and culture. He was born on October 26th, 1793, just over 129 years ago.

In the concluding remarks the lecturer paid a fine tribute to the loyalty of the people on the Island when the War broke out, for no less than a hundred of a population of only a thousand people volunteered for Service to the Empire, and few ever returned to their beautiful Island home.

Sir Albert Gould then moved a vote of thanks to the Lecturer which was seconded by Mr. Murphy—the late Administrator of Norfolk Island, and carried with unmitigated applause by the audience, amongst which, a sprinkling of Navy Leaguers was noticed.

Teacher: Can any one tell me what a fishing net is composed of?
Little Boy (in the back row): A lot of holes tied together with a piece of string.
The Story of the Costa Rica Packet

THIRTY years ago, in reading the newspapers of the day, there was frequently to be met with the heading "Costa Rica Packet Case" followed by a paragraph, which few read, and not one reader in twenty knew or cared about what it meant; it appeared so often that it was passed as something inserted to fill out a column.

Today not one in a hundred will have any idea of what it alludes to, but at the time, that is between 1891 and 1897, there was one man at least on whose mind the "Costa Rica Packet Case" lay heavily, and that was Captain John B. Carpenter, of North Sydney, master mariner, who died last year.

Briefly told the story is this. The Costa Rica Packet was one of the last, if not the last, of the whalers which made Sydney their home port.

When built in 1861 she was ship rigged, but in 1877 the square sails were taken off the mizen and she became a barge. She was a Guernsey built vessel of 531 tons, and when our story commences she was owned by Messrs. Burns, Philp & Co., and commanded by Captain Carpenter, she sailed on July 15th, 1891, on a whaling cruise in the Malay Archipelago. Captain Carpenter had been so often in those waters that he was very familiar with the islands with which it was studded and with the people who occupied them.

On the 1st November he anchored off the island of Ternati, in the Molucca Passage, in accordance with his custom he landed. This island is a Dutch possession and a Resident lives there. As soon as he stepped ashore he was met by officials and informed that the Resident wished to see him, and on arrival at his office he was informed that he was arrested, no reason being given beyond that it was by orders received. He was put in prison in spite of his protest. Bail was offered, but he was told that Dutch law knew nothing about bail. He then put in a written protest and said he would hold the Dutch Government responsible, but this had no effect, and for four days he was confined in the common gaol. He was then put on a steamer to be taken to Macassar, and was placed among the dirty native deck passengers, for a voyage occupying some days; but eventually after some trouble he managed to get accommodation below. He was still under arrest and in charge of a native gaoler. He found before leaving Ternati that he was charged with piracy, which said act was supposed to have been perpetrated nearly four years previously, and to clear himself he had to take three officers and two seamen of his ship, who had been on the vessel on that voyage and were still with him, to prove his innocence, these were on the steamer also. On arrival at Macassar he was taken to the prison and put in a cell with a sick Malay soldier, where he remained for twelve days, the other prisoner being there all the time.

The details of his altogether twenty-six days' imprisonment are unpleasing to read; it is hardly conceivable that such could have taken place.

The case for which he was arrested was this, that on January 24th, 1888, when thirty-two miles from land, and off the island of Bocone, a derelict prow was sighted, and being put into was sent to inspect her, the only things left on board worth taking were a few cases of areack, which were brought away and taken on board the Costa Rica Packet, but as this liquor was got at during the night, and some of the crew got drunk, what was left was thrown over the side.

This story of a four-year-old had travelled through the islands till it had grown into a daring act of piracy which, when Captain Carpenter was placed on his trial, the Dutch authorities could call no one to prove, whilst he had five witnesses to give the true facts. The captain was of course released, but with no redress.

In the meantime the whaling season had been lost, the captain had to incur great expense in his defence, the fares of his witnesses and hotel expenses, so he took the ship to Singapore and there sold her for £1,150.

Before the owners or the captain could get any recompense a long period of the law's delay had to be faced, and it was not till Dr. J. M. Creed took the matter up that it was brought to a conclusion. It was in October, 1893, that he, as a member of the Legislative Council, moved in the Chamber for a Select Committee to inquire into it. A great deal of evidence was taken and the whole circumstances came light, and were published throughout the world, but it was not till early in 1897 that the final stage was reached.

Of course this State could make no demand on a foreign Government, but the case was so strong that at this end that the English Government took the matter up. In the final stage the amount to be paid was referred to the Court of Russia, and the meetings were held in Brussels to suit the convenience of the British and Dutch Governments. The result was that the sum of £8,550 and £250 costs, made up by Captain Carpenter getting £3,500, officers and crew £1,600, owners £2,800, with interest 5 per cent. from November 2, 1891, and expenses. Captain Carpenter, who was a member of the League of Ancient Mariners, died in April last year at the age of 78 years.
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the Royal Sydney Yacht
Squadron and a Vice-President
of the Navy League, N.S.W.
His Excellency The Governor-
General, Lord Forster, hoisted
his flag as Commodore of the
Royal Sydney Yacht Squadron
on Mr. Simpson's yacht on
the occasion of the opening of
the Sydney Yachting Season
recently.

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THE NAVY LEAGUE JOURNAL

MISTRAL II.

THE NAVY LEAGUE JOURNAL
AN EXILE'S THOUGHTS.

O, to be in Glen Auldyn now
Where gracious trees their shade allow
To those who walk in deeper calm
Than can be found in lands of palm.
Of myrtle, and of orange groves,
And gaudy birds and shining coves.

To be near Auldyn's pebbled bed
Forgetful of the tears we shed.
And dream a sleep of things to be,
Of sweeter life when men agree
To form a world-wide Brotherhood
Far stronger than the ties of old.

To dream of life when pride of birth,
And rank and wealth are of no worth:
When opportunity to learn
Is shared alike by all who yearn
For intellectual strength and light;
And Truth to set religion right.

For me these things may never be.
This favored life I'll gladly flee
For swift: Mann streams and changeful skies
That with my soul do harmonize.
But well I know my heart must weep
Till earth shall call it home to sleep.

New Guinea. August. "Shipman."--
"The Auldyn is in the Isle of Mann. The dance of the same done through it."

AUSTRALIA'S DWINDLING NAVY.
The following is a comparative table:

<table>
<thead>
<tr>
<th>January</th>
<th>November</th>
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<tbody>
<tr>
<td>4841</td>
<td>4000</td>
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Navy Leaguers should ask their Parliamentary representatives what they did to prevent such drastic reductions. We earnestly urge our members to vote their votes at the forthcoming Federal Elections, to men, irrespective of Party, whose aims are the acts of real patriots.

REMEMBRANCE.

Four years ago—the eleventh hour of the eleventh day of the eleventh month of the year 1918, the Armistice was signed and the Great War ended. Peace was officially proclaimed in June the following year.

Eight years ago—the 9th November, 1914—the German raider "Emden," was destroyed by the Australian light cruiser, Sydney, after a deadly contest.

The NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

Its objects are:

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee national and imperial security.

3. To bring home to every person in the Empire that commerce cannot be guarded from any possible attack by a Navy, in conjunction with the Air Forces, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that "the existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the Merchant Service, which, under the Sure Shield of the Royal Navy, weirs us into one Imperial Whole.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their Motto—"For God, for the King, for the Empire."

6. To assist the widows and dependants of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.
THE first real Navy League Camp was held recently at Killarney on the upper shores of Middle Harbour. About seventy cadets, mainly from Drummoyne, with a sprinkling of North Sydney and Richmond boys among them, were under canvas. Weather conditions were ideal, and when off duty, swimming, fishing and other healthy pastimes were freely indulged in by the campers.

The advance party, consisting of Messrs. A. Otter and G. Wallace and a dozen cadets, left Drummoyne at daybreak on board a motor launch, to prepare camp and have dinner waiting the main body that was due to arrive at noon.

The main party under the Senior Officer, left Drummoyne on the steamer "Ina," calling at Man-of-War Steps and at The Spit to pick up the Richmond and North Sydney lads.

Camp routine was carried out from the time of arrival, Mr. G. Wallace accepting responsibility for cooking and messing arrangements, while to Mr. A. Otter was allotted the duties of

Continued page 18.

THE FRENCH FIVE-MAST BARQUE "FRANCE."

The FRANCE, which nosed her way on to the Mara Reef, off the coast of New Caledonia, in July last and is there still, has been sold. Her new owners hope to refloat and recommission her. The wreck of the France recalls to mind the total loss of the world's previous largest sailing vessel, the Preussen, which belonged to the Germans, and was beached off Dover, in the English Channel, after being in collision with a cross-channel mail steamer. The Preussen was one of a fleet of magnificent sailors belonging to Hamburg and was regularly employed between that port and the West Coast of South America, in the nitrate trade. The France, on the contrary, was not confined to a particular trade, but voyaged to any part of the world where a payable freight offered.
Camp Orderly Officer. Military bell tents pitched in true service fashion, and with a flag pole from which floated the Corps' flag, attracted the attention and favourable comment of a large number of visitors from Sydney's Northern suburbs.

After breakfast, prayers and tent inspection, then a free day for the lads with the exception of a small fatigue party required to carry water, tidy camp, assist cooks, etc. Drummoyne's cutter was much in demand, pulling by day, and for fishing on the shallows at night.

Large bon fires were lit, and kept burning till 10 p.m. on Saturday and Sunday nights. Sing songs were in favour, and three cases of apples were sufficient bribe to bring budding Carusos out of their shells.

C. P. O. Vincent, North Sydney Corps, was responsible for a fine display of fireworks, the firing of a number of rocket signals was also much enjoyed.

Mrs. Mellor was kept busy in the First Aid department—thirty-two cases were dealt with, from cuts to a case of whooping cough.

The Camp was a huge success, ample accommodation, plenty of good food, heaps of enjoyment, and beneficial results.

Another camp is planned for Christmas, when it is hoped one hundred cadets and ten officers will attend.

Balmain Corps.

WATCHWORDS.
Godliness. Courtesv.
Clearness. Orderliness.

Officer-in-Charge: Mr. P. Macdonald.

A very pleasant function was held at the Drill Hall on the evening of 12th October. Mrs. M. Mayne visited the Unit and presented to the Corps four handsome pocket compasses for allotment as prizes to the lads whom the Officer-in-Charge might consider worthy on their advancement through the several classes. This lady also made handsome presentations to P. Macdonald (Officer-in-Charge) and Mr. M. Macdonald, this latter gentleman has taken up duty with the Unit and his services will be a great acquisition. Capt. W. W. Beale briefly addressed the boys after which cheers were given for Mrs. Mayne and the O. in C.

Mr. A. W. Woods, M.M., has joined the Corps as Physical Instructor and the lads are showing keen interest in his teachings.

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The Wireless Class under Mr. Stephens is well attended; this friend of the boys is making preparations for a Wireless Concert, when his arrangements are complete, and permission has been received from the Federal Authorities a suitable date will be fixed and a hall engaged for the occasion. On the afternoon of 21st October twenty-five of the cadets, under O. in C., visited the S.S. “Australian” at the disposal of the Corps, Officers and friends on the occasion of the Cutter Race on 28th inst., intends extending an invitation to the Richmond Unit for a day on the harbour, at a date to be fixed.

Mr. Gilmour of H.M.A.S. “Tingira,” has visited the Corps and seen the boys at their different duties. He has kindly offered to assist the lads in any way possible.

On October 16th and 17th, there are to be ten races for the trophy presented by the Royal Victorian Yacht Club, and for Mrs. Mayne, the latter gentleman taking part.

Drummoyne Corps.

Officer-in-Charge and Senior Officer N.L.N.C. Corps:

Mr. A. Mellor, late R.A.N.

APPOINTMENTS—Major W. Vickers, D.S.O., to Honorary Surgeon; Mr. Boulton to Hon. Dental Surgeon; Mr. E. Tibbett to 3rd Officer (Hon.).

NEW ENTRIES—H. Wilson, L. Train.

PROMOTIONS—Cadets L. Jackson and R. Skeet to Ldg. Sea Cadet (Act.).


The great problem exercising the mind of the O. in C. on October 26th was how to get the Corps’ two cutters from Drummoyne to Cremorne wharf to enable them to take part in the Navy League Cutter Race for the trophy presented by the Royal
Sydney Yacht Squadron. Much to the relief of the O. C., and to the great pleasure of the cadets, the problem was not insuble.

Mr. Shelley, with customary generosity, had a motor launch placed at the Corps’ disposal, and amid great enthusiasm, the cutters, at the end of a tow-line, followed swiftly in its wake down stream and on to their destination.

Another well-wisher, in Mr. A. C. Saxton, has very kindly offered a set of masts for our cutter, No. 1. And still they come. Mr. B. Thorne has signified his intention to present a Silver Cup for competition among the cadets. Officers and boys alike are very grateful for these kindly acts.

On Saturday, 26th November, a procession and sports will be held at Drummoyne in aid of proposed Drummoyne Dist. Hospital. Other Units are invited to participate, and officers are invited to get into touch with Mr. Mellor on the subject. Events for Cadets, carrying fine prizes, are offered.

Naval Notes.

Six units of the Australian Fleet, the flagship Melbourne, the cruisers Adelaide and Sydney, the destroyers H.M.S. Nase, Keppel and Tanjung, and the supply vessel Platypus are on a visit to Victorian and South Australian waters.

Commodore Edwards, R.N., senior Naval Officer for New South Wales, returns to England in March next year.

The British battleships Hood and Repulse visited the principal ports in the West Indies, after presenting the Royal Navy at the Brazilian Centenary Celebrations, which took place at Rio de Janeiro.

The battle cruiser Indomitable has been towed away from Sheerness to be broken up. She took part in the Dogger Bank action when the German cruiser Blucher was sunk. The Indomitable’s maiden voyage was in 1908, when she took the King (then Prince of Wales) to Canada.

North Sydney Corps.

C.P.O. in Charge: L. VINCENT.


Discharges—P. O. Mundy (non attendance); S. C. Kelloway, H. Sheer (left district); C. Bagby, V. Sheer, M. Leslie, C. Hudson (own request); C. Shea (insubordination).

Promotions—Idg. S. Clayton to P.O. (Act.), Idg. S. Wallis to P.O., writer duties (Act.).

Reversions—Idg. Seaman Blackman to Sea Cadet, P.O. Ellis, who was suspended for 1 month, to resume his rating again.

Standard Bearer—S. C. Moore has been appointed Standard Bearer from 1st November, 1922.

The 50-f. cutter has arrived at last. To say that the boys of this Unit are pleased to have it conveys but a fraction of their feelings. One must see them afloat on the harbour, bending their young backs to the oars, to joy with them.

North Sydney in common with other Units, has its good friends. A few days ago, Messrs. Broomfields, Ltd., through Mr. Josling, placed their launch “Joybee” at the Corps disposal for the purpose of towing two cutters from Garden Island to Berry’s Bay. The Corps also records its thanks to Mr. Clayton for his useful gift of drill cards.

Mrs. Mayne continues to interest herself in our boys. Recently she visited the Corps and presented a very fine jack knife to the Standard Bearer with his name engraved on it. Capt. Beale, who was present, gave a short address to the cadets.

Maps show the land at high tide, charts show it at low tide.
An interesting fact connected with Richmond is the keen demand for rifles for instructional purposes. Every race day at Richmond the cadets make it their business to erect the refreshment tent for the ladies of the Comforts Fund.

The art of knotting and splicing many of the cadets are becoming adept. Others delight in solving the problem of "boxing" the compass.

There is a keen demand for rifles for instructional purposes, but at present the League has no authority to issue firearms even if it had them in its possession. The rifles used by the Guard of Honour at the Review were loaned to Drummoey for the occasion.

The local Navy League boys, are nothing, if not useful. Every race day at Richmond the cadets make it their business to erect the refreshment tent for the ladies of the Comforts Fund.

In the art of knotting and splicing many of the cadets are becoming adept. Others delight in solving the problem of "boxing" the compass. The boys feel the want of a boat wherein they can get some practical experience with oars and tiller.

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PYRMONT, SYDNEY.

 özellik View

Sergeant A. Penland said it would give him the greatest pleasure to have the above sent to his descendant on the maternal side, of Henry Trengrouse, of Cornwall, who is celebrated as being the inventor of the Rocket Apparatus for saving life during shipwreck. Trengrouse first conceived the idea in the year 1807 at the time of the standing of the frigate "Anson," with disastrous results, about 100 of the crew perishing. Subsequent improvements have made the Rocket Apparatus what it is to-day, but Trengrouse was the originator.

Naval Comrades' Association.

(Contributed by Mr. L. Dale.)

At the Annual Dinner, which was held at the Burlington Cafe, George Street, on the 21st October in commemoration of Nelson's greatest victory, the President, T. D. Edmond, took the opportunity of asking Commodore Addison, Commodore Edwards, and Dean Talbot, also life membership. In response, both Commodores spoke in true sailor fashion—brief, and to the point. They said they appreciated the honor conferred upon them by the members of the Naval Comrades' Association of New South Wales.

Dean Talbot said he was indeed very grateful to be made an hon. member, also Chaplain to the Association.

Other speakers were Commander Lambton (retired). He said he was indeed proud to be amongst so many of his old shipmates. He could see sitting around him that night men of all ranks who had served with him during the recent Great War, also as far back as the South African (1899) and China wars of 1900. He hoped all would live to spend many more anniversaries of Trafalgar Day.

Mr. Partridge also spoke in glowing terms of the Association's action in being the first to recognise the noble deed of Sergeant Penland.

Various toasts were honored during the evening. Songs and recitations being added, and a fairly good evening was got through. At the conclusion three cheers were given for the Committee, who had worked very hard to bring about a successful evening.

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**THE NAVY LEAGUE JOURNAL**

**THE BOY SCOUT—CAMP OUTFIT.**

BY F. DARRELL POWER.

"What shall we take to camp?" This is a question which is bound to crop up sooner or later with regard to clothing equipment and food. It is not a question that can be answered off hand, for it is first necessary to know what sort of a camp you propose to make; whether temporary as for a week end, or for a longer period; the time of year, and sort of weather to be expected, the locality of the proposed camp, whether you can get provisions in the district or must carry all you want with you; the number going into camp, and whether you club together and have one kitchen in common, or whether the occupants of one tent attend to their own culinary arrangements, or whether each boy cooks for himself.

Naturally one wants to travel light, and in many cases it may be possible and advisable to send your camping equipment, clothes and food by some conveyance; but we must not forget that one of the chief lessons to be learnt from camping is to be independent and shift for oneself. There is an art in making up a swag and carrying it so as to carry what is required with the least possible fatigue. It is not an unusual thing to see a boy going to or returning from camp with his clothes and blankets dumped into a chaff bag, which has been pressed into service as a kitbag, thrown over his shoulder; he becomes hot and tired, the bag slips and requires frequent adjustment, the boy gets bad tempered, and much of the good obtained from a free and open life is spoilt. Of course a scout would know better than to act in such a manner; he would spread out his blanket, fold his clothes neatly and tightly in such a manner that they can be packed so as to lie evenly and balance the swag when the sides are folded over and the whole rolled up. The blanket is now covered with the sack to keep it clean and from being torn, the towel is folded lengthways, and laid along the swag which is now fastened round the middle and near each end with cords or straps. The ends of the towel are tied together and an arm passed through the loop thus formed. A towel is softer than a strap for supporting a weight on the shoulder.

This method of carrying a swag enables you to shift it from one shoulder to the other when you get tired. In rough country you require both hands to climb rocks or push through scrub; in such cases, it is advisable to have two towels, and to put an arm through each loop so that the swag can be carried as a knapsack. This method also tends to keep the shoulders back and so enables you to breathe freely. A loosely made swag hags the body and makes the carrier unnecessarily hot in addition, to making the weight appear heavier than it really is.

If the weather is fine and warm, all the protection you may require at night may be just sufficient to keep the dew off you; for this a tent-fly or even a bush shelter may suffice if only for a night or two; an overcoat will be unnecessary under such conditions, likewise a ground sheet, for a thick layer of guim leaves will serve to keep off the small amount of moisture drawn out of the ground by the heat of the body.

The following is a list of personal effects which should be taken to a camp of say a week or ten days duration; for a shorter period the list can be modified:

- A waterproof ground sheet to place below your blankets at night.
- Two chaff bags to fill with leaves so as to keep you bedding off the ground.
- A pair of blankets.
- One sleeping suit.
- Two towels.
- One cake of soap in a small bag.
- One pair of bootlaces.
- A tooth brush.
- A sharp knife, fork and spoon.
- One pair of stockings.
- A great coat or mackintosh.
- One old jacket.
- One old pair of knickers.
- One old pair of bootlaces.
- One pair of overhanders.
- One old pair of knickers.
- One pair of handkerchiefs.
- One basting suit.
- Knife, fork and spoons (dessert and tea).

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- Newcastle and Hunter River Steamship Co., Ltd., 147 Sussex Street and 64-66 Day Street.

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Definitions of Sea Terms, taken from Doane's Book on "Seamanship.
(Continued from our last issue).

GUNMETAL—A large rope used for various purposes, as warping, for a spring, etc.

GRAPNEL—A small anchor with several claws.

GRAPPLE—A large iron, with lanyards, rings and chains, by which a vessel is hauled to the ring boll of the deck.

HAWSE-HOLE—The hole in the hull through which the anchor cable runs.

HAYSE—A rope used for various purposes, as warping, for a spring, etc.

HEAD—The place where a vessel is moored.

HAWSE-HOLE—The hole in the hull through which the anchor cable runs.

HEAD-BOARD—A block of wood fitted into a hawse-hole, to hold vessels fast.

HAWSE-HOLES—Blocks of wood fitted into a hawse-hole, to hold vessels fast.

HAWSE-HOLES—Ropes or tackle used for hoisting and lowering yards, gaffs and sails.

HATCH—A piece of canvas, suspended by each end, in which seamen sleep.

HATCHWAY—An opening in the deck to afford a passage up and down. These openings over these openings are called hatches.

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JURY MAST—Temporary mast rigged to replace one lost.

JIGGER—Fourth mast in a square-rigged vessel; small.

JIB BOOM—Boom rigged to lower the sail on the bowsprit to which the lack of jib is secured.

JIB—Chief headsail running on a stay to bowsprit.

JACOB'S LADDER—Flexible ladder made of rope with crosstrees.

HEELING—The square part of the lower end of a mast, through which the tiller hole is made.

HEM—The machinery by which a vessel is steered, including the rudder, tiller, wheel, etc.

HELM—Port in the head of the windlass, through which the cable is passed.

HIGH AND DRY—Situation of a vessel when she is aground, above water, etc.

HOG—A flat, rough broom, used for scrubbing the poop.

HOLD WATER—To stop the progress of a boat by keeping the oar blades in the water.

HOLY STONE—A large stone, used for cleaning a ship's decks.

HOME—A place of rest where the anchor is set in the bottom.

HOUNDS—Projections at the masthead serving as crossbraces.

HULL—Body of the vessel.

HOG—A flat, rough broom, used for scrubbing the poop.

HOUSE—Lowering a mast and securing it to the spar or masthead.

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Nothing will give your boy such healthful amusement and genuine pleasure as a Malley Redwing Canoe. Made of galvanized iron and so constructed that they cannot sink, REDWINGS are delightfully easy to paddle and sail. Weight only 70 lbs., easy to carry. Good for harbour, stream, lake or river. GET ONE FOR YOUR BOY. WRITE FOR PARTICULARS.

Malley's Ltd.
86 LIVERPOOL STREET, SYDNEY.
Glyn's English Felt Hats.

Be in tune with Spring: In the attire of the smart dresser there should be no discordant note. The dignity and character resulting from faultless craftsmanship in Glyn's English hand-made hats add refinement to one's appearance. Fine quality felt, in distinctive shapes, with smartly bound edges; many fashionable grey shades. Very keenly priced ... ... 30-, 35-

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At the Men's Hat Counter, Ground Floor, Market Street, a full range of well known makes of safety razors, blades, strops and accessories is exhibited. A special feature is the "one-day service" with regard to re-grinding razor blades, which, if left before the luncheon hour, will be ready at mid-day the following day.

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SYDNEY, DECEMBER, 1922.
Price 3d.

THE ELEMENTS OF SEA POWER.
By A. M. POOLEY, M.A.
(Late Scholar of Clare College, Cambridge)

[A Second Article from this well-known Writer and Traveller, dealing with the Six National Conditions
for Sea Power, will appear in our next issue.—Ed. N.L.J.]

HISTORY teaches that the three elements
of Sea Power, which throughout the
ages has been the deciding force of national
life, are trade, trade routes and trade stations.
The nation which has or can control these
three essentials can be, and probably will be,

THE NAVY LEAGUE JOURNAL

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the elements of sea power.

by a. m. pooley, m.a.

(late scholar of clare college, cambridge)

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three essentials can be, and probably will be,

great sea power.

of these, of course, trade comes first be-
cause without trade a navy is largely a luxury
and often an incubus. trade, foreign trade,
means access to foreign markets for the pur-
chase of raw materials and the sale of manu-
factures and products. the modern develop-
ment of history since the middle ages has
been on lines of commercial development.
commercial as an incentive to national pro-
gress has completely displaced politics. the
rise of modern england really dates from
about 1350, when after the black death the
industrial position at home became so bad that
it was only by obtaining markets abroad that
england survived at all. from that date en-
lish industry broke free from the cramping
fetters of the medieval system, and its rep-
sentatives, trading abroad and speculating in
the unknown, built up that commercial, finan-
cial and imperial strength, which was vindi-
cated in 1914 and the years that followed.

first the hansa league was fought, then
spain, then holland, later france, and finally
edenland, and what proved the key of victory
in every fight was the sea power which eng-
land had attained, and that sea power was
the direct and logical conclusion of the adven-
turous trading policy which britain followed
abroad from 1350 onwards.

trading, which commenced with the ex-
change of goods, and later expanded into the
carriage of goods, at first only our own, but
afterwards those of all nations, expanded into
the factory system and then into the colonial
system. the factory system, the remnants
of which may be seen to-day in the treaty
ports of the china coast and in the capitula-
tions of constantinople, was the establish-
ment of trading centres in distant lands, where the
representatives of the great companies, as the
levant company, the baltic company, the
east india company and others had their
residences and warehouses, and from which
fleets were dispatched homewards with the
goods collected in the different countries.

naturally there was great competition among
the leading countries for the privilege of estab-

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looking well, after an extended trip abroad.

mr. and mrs. kelso king, accompanied by their family, returned to sydney recently. during his stay in london, he attended meetings of the navy league at the head office of the organisation and also at the residence of the duke of somerset, who was until recently, president of the league.
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THE NAVY LEAGUE JOURNAL.

Australasia Must Have a Naval Base.

BY Lt.-Cdr. C. H. Holker, R.N. (Retired).

IT is abundantly evident that, treaties, arrangements and disarmament conferences aside, the Naval strength of the British Empire should be concentrated in the Pacific Ocean.

Before the Entente the Mediterranean was the scene of possible action, and consequently British Naval Power was concentrated there; the Fleet consisted of 13 battleships and necessary attendant craft, and was the strongest Fleet in existence. Then came the Entente with France, for which our cosmopolitan King Edward deserves unbounded credit, coinciding with the real advent of Germany as a Naval Power. From then on British naval strength was centred in the North Sea, and the policy which directed the move was abundantly justified on 4th August, 1914.

What is the situation now? Germany has disappeared as a Naval Power. Our friendship with France will survive all the squabbling of politicians and has been recently greatly strengthened by the downfall of Lloyd George, for whom the French have lately conceived an intense hatred. In Europe there remains no other adversary worthy of the name. Whence then can an attack come? Only in the Pacific—because it is only in that ocean that any real naval power remains.

Our opponents might be the Americans, though that is exceedingly unlikely, nevertheless sentiment should not be allowed to enter into naval strategy. If America and ourselves were the only Naval Powers left it would still be foolish for us to bank on the apparent impossibility of our quarrelling with the United States, and Japanese or American, and as Japan's objective will undoubtedly be either Australasia or some of the British Island Groups, it stands to reason that our Fleet should, if possible, be stationed in peace time between Japan and her objective, or in such a spot that our Fleet can place itself between the Japanese Fleet and its objective as soon as possible after the outbreak of war.

Much the same applies to Singapore, the only other possible place at present. The passage from Singapore to the Pacific lies through many comparatively narrow channels, where submarines and destroyers would have a pretty fair chance of hiding prior to the outbreak of war and of taking toll of our Fleet before it rounded New Guinea.

At Rabaul our Fleet would be ideally situated, but, apart from the fact that the League of Nations forbids the erection of naval or military works in mandated territories, the prevalence of earthquakes in New Guinea would preclude the establishment of any extensive naval dockyard.

There remain New Zealand and Australia. In the former country only Auckland would do. Wellington is unnecessarily far south, but even Auckland compares unfavourably with the Australian coast. Its harbour opens to the south and east, and many hours would elapse before the Fleet was clear of land and northward bound. The
same applies in a more marked degree to Wellington.

New Zealand, therefore, must be ruled out, and only Australia remains, and such being the case it is the clear duty of Australia to take some active steps in the matter.

Some years ago Australia set herself the task of establishing a Navy, and her work in that direction was amply sufficient for the needs of the time.

The docking and repairing facilities of Australia are adequate for what remains of the Australian Navy. But with the shifting of the possible storm centre from the North Sea to the Pacific both the Australian Navy and the Australian dockyards became hopelessly inadequate. The money being spent by Australia on her Navy is being thrown away, when one considers the purpose to which it should be put—namely, the building of a naval base and dockyard.

Not being behind the scenes the writer cannot say whether the question is not now under discussion between Australia and England. One can only judge by what one sees and hears and in respect to this urgent matter one sees and hears oil.

Before the recent war Australia may be said to have been capable of protecting British interests in the South Pacific. To-day she cannot because these interests are no longer local, but are of Empire-wide importance. The time has come for Australia to decide to discontinue maintaining a Navy of her own and spend this money on the establishment of a proper Naval base prior to the stationing of a strong Empire Fleet in Australian waters.

If that base should never be required for use in wartime so much the better and if the problem is faced boldly now on the “Si vis pacem bellum” principle, the chances of war will be reduced.

Whether Australia or England takes the initiative does not matter. The responsibility rests perhaps equally on both, but the bare facts remain, namely: “that the fleet should be in the Pacific, but that it cannot be maintained there, owing to lack of repair and docking facilities, even for peace requirements.”

The matter has a domestic aspect too, as far as Australia is concerned, and the commencement of this important work with the least possible delay, will have a very beneficial effect on Australia’s unemployed problem, besides bringing a large amount of money from other parts of the Empire into Australia. For I do not propose that Australia alone should stand the cost of building the necessary base. It is an Empire matter and every Dominion of the Empire should contribute towards it. The Australian, New Zealand, and Canadian Navies should be abolished. Effective ships should be absorbed in the Empire Navy and the remainder laid up or broken up. Except in the case of ships which were given to the Dominions by the Admiralty they should be taken over for a cash consideration on an agreed valuation. Thereafter each unit of the Empire should pay a fixed sum annually to the British Admiralty, the whole of such Dominion contributions, backed up by at least a pound for pound contribution by the Admiralty should be allocated to the construction of a Naval base in Australia. At a guess this would provide a sum of approximately £5,000,000 per annum, all of which would be spent in Australia.

Australia has every raw material required for the work—iron, coal, stone, timber—everything—and has men and to spare to employ on the work. What would it not mean to the Newcastle Steel Works alone to obtain a contract for such a work as this? What would it not mean to the thousands of good men, craftsmen and labourers, ex-A.I.F. and ex-Imperial service men for such a work to be started?

But the best argument of all in favour of the undertaking is that common sense and the protection of the Empire absolutely demand that it should be done.

Rowing Race for Sea Cadets.

The Committee of the Anniversary Regatta has very kindly included in its programme, a cutter race for Navy League Sea Cadets.

Four cutters, representing Balmain, Drummoyne, North Sydney and Richmond Units, will compete. It has been decided that each boat shall carry a double crew with the object of double banking the oars.
Gleanings from Memory.

BY W. W. BELL, O.R.E. (M.I.)

I.—THE PANAMA CANAL.

WHEN "stout Cortez...with eagle eyes...stared at the Pacific," from "a peak in Darien," did he or any of his band of swarthy complexioned adventurers foresee the time when the strange and mighty ocean upon which they "stared" would be linked up with their already familiar Atlantic, by a waterway across the isthmus upon which they stood? If they did, history has not recorded it.

It was not until about three and a half centuries later that a great French engineer, Ferdinand de Lesseps, some years after his epoch making achievement—the plan and construction of the world famed Suez Canal—tackled the gigantic and more difficult problem of piercing, from ocean to ocean, the solid spinal column of the two Americas.

This celebrated Frenchman, in his pen and paper solution of the problem, reckoned without the ubiquitous mosquito. From its domain, (letting in the first blow, it routed the picked engineers of France and their polyglot army of workers; it had driven them without fear or favour, attacked every living man in the canal zone.

One who was there (himself a fever wreck) in the late eighties of last century, has assured the present writer that a man might be sitting down in the canal zone. He came again richer in experience, and without fear or favour, attacked every living man in the canal zone.

Thousands of lives stilled forever, vast sums of treasure expended, machinery throbless, work abandoned, men departed; silence, brooding...
Coast of America — no better and no worse. Before the Canal came, the town was fast slipping into decay; it has now taken a renewed lease of sultry and dusty existence.

From Panama to Colon, at the Atlantic door of the Canal, the distance is about 46 miles, steamships taking from six to twelve hours, according to circumstances, to complete the journey. Entering the Canal at Panama there is a stretch of seven miles or so to Miraflores, where the first two locks are met with. After release from the lifting locks the steamer passes into the artificial lake (the accumulation of the waters of the River Grande and its tributaries) and on to the Pedro Miguel lift, which lifts it into the notorious land-sliding accumulation of the waters of the River Grande. From Panama to Colon, at the Atlantic door of the Canal at Panama there is a stretch of seven miles or so to Miraflores, where the first two locks are met with. After release from the lifting locks the steamer passes into the artificial lake (the accumulation of the waters of the River Grande and its tributaries) and on to the Pedro Miguel lock, which lifts it into the notorious land-sliding accumulation of the waters of the River Grande.

The dam is crossed, Gatun Locks entered, and from Panama to Colon on the Atlantic Coast, a distance of six miles. At no part of its entire length is the Panama Canal of a less depth than 35 feet, and its width is such that two ocean-going vessels may pass each other without the least danger. The Canal has a total of six double locks, three on the Pacific side of the Gatun Dam or lake, and three on the side facing the Atlantic. These locks are constructed of concrete and electrically controlled. Ships entering them are towed through by hawsers attached to "mules" operating on lines on either side of the locks, on the principle of the electric train.

The scenery of the Isthmus, viewed from the deck of a ship passing along the Canal, or from the various control stations ashore, presents a rugged and densely wooded appearance. Brilliantly tinted butterflies and birds come within the observer's ken, and add a splash of color to the otherwise drab surroundings.

The Canal zone, that is, the territory stretching a distance of five miles from either bank, the waterway itself, and the railway are controlled and administered by the Government of the United States of America.
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Salmon

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A valiant heart with a mighty heart.
Rich and proud was her destiny.
Royally, nobly, she played her part.

Mother was she of a gallant race—
Brave, yet gentle, as knights of old,
Sturdy of limb and fair of face,
With aims of steel, but with hearts of gold...

Far and wide ranged her splendid cubs,

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Far and wide ranged her splendid cubs,
At a Meeting of Officers of the Navy League Sea Cadets held at the Royal Naval House, Sydney, on November 29th, the proposal to hold Inter-Unit Sports in February next, was discussed. There were present: Messrs. Arnold Mellor and Wallace (Drummoyne); P. Macdonald, M. McDonald, Smith, Wood, Greive, and Edgar Fidden, Honorary Secretary (Balmain); Reg. Wade and Ray (Richmond); I. Vincent (North Sydney), and Captain Beale.

It was decided to apply to the Trustees of Birchgrove Park, Balmain, for permission to hold the Sports on the Oval. The hope was expressed that Navy Leaguers and friends in sympathy with the Sea Cadet movement, would come forward with offers of prizes to be competed for.

After discussion, it was agreed that Officers-in-Charge should call for entries for the various events from among the Cadets of their respective units. All names to be lodged on or before 31st December. The programme of events will be arranged and finalised at the next meeting of Officers which is set down for January. In the meantime, the list of events printed hereunder, will give Cadets an opportunity of thinking things over and so deciding which events are likely to suit them best.

Here is the list:

1. Foot Race, 75 yards. (Juniors, under 13 years).
2. Foot Race, 100 yards. (Seniors, over 13 years).
3. Officers' Foot Race, 75 yards.
4. Relay Race, 440 yds. (Juniors, under 13 years).
5. Relay Race, 440 yds. (Seniors, over 13 years).
6. Open Championship, 880 yards.
7. Throwing Cricket Ball. (Open).
8. Obstacle Race, 75 yards. (Open).
9. Sack Race, 75 yards. (Open).
10. Officers' Sack Race.
11. Wheelbarrow Race, 50 yards.
12. Running Long Jump (Juniors).
13. Running Long Jump (Seniors).
14. Tug-of-War—Heavy—Teams of 8 aside; each team aggregating, approximately 60 stones.
15. Tug-of-War—Light—Teams of 8 aside; each team approximating 40 stones.
16. Relay Race: Underpassing with medicine balls. 4 teams of 15 cadets each, one from each Corps.

Addressing the officers and cadets, Mr. Fox congratulated them on their efforts to keep Balmain Corps in the foreground, particularly in a sporting sense. Balmain, since its foundation, has proved itself the suburb of sport, and the winning of the Cutter Race (which was contested for the first time) added fresh laurels to Balmain's fame. He was greatly pleased to witness the splendid display of physical drill that Officer Woods had put them through. He intended to donate half-a-guinea to the Cadet showing the best improvement in the Wireless Telegraphy Class, and one guinea to the Cadet showing the best all-round improvement. Mr. Fox was cheered to the echo. Mr. P. A.

The above photograph was taken from H.M.A.S. Brisbane, and depicts the celebrated Goeben. It will be recalled that in the early stages of the Great War, the Goeben, then under the German flag, escaped from the British Mediterranean Fleet after an exciting chase and passed through the Dardanelles to the Golden Horn.

Balmain Corps.

WATCHWORDS.

GODLINESS. COURTESY.
CLEANLINESS OBEEDIENCE.

Officer-in-Charge: Mr. P. Macdonald.
Res. Secretary: Mr. E. Fidden.

A PLEASANT little function was held at the Drill Hall on Thursday evening, 9th inst., when the Trophy recently won by the Cutter Crew was handed over.

The Rev. G. F. B. Manning, Rector of St. John's, Balmain North, handed the handsome Aneroid Barometer, presented by the Royal Sydney Yacht Squadron, to Vice-President T. Fox. Macdonald, officer-in-charge, was then handed the Trophy by Mr. Fox.

Officer M. Macdonald, Coach and Coxswain of the Cutter's Crew, was presented by the members of his crew with a silver-mounted pocket knife, suitably inscribed, as a mark of appreciation for the keen interest he had manifested in the training of the lads for the event.

Cadet Harley accepted from the Corps, on his father's behalf, a Smoker's Outfit as a token of esteem in which Capt. Harley is held by the Cadets, particularly by his kindness in placing his steamer "Yelra" at the service of the Cadets and their friends to view the cutter race on the harbour.
Drummoynoyne Corps.

Office-in-Charge and Senior Officer N.L.S.C. Corps:
Mr. A. MelLor, late R.A.N.

NEW ENTRIES—Jack Hegarty, Thomas Peaty.

DISCHARGES—Richard Atholwood, Fred. DaviCS (left district).


The following cadets, having obtained the approval of their parents, have decided to follow the calling of the sea:—Petty Officers J. Hannah, L. Hinchcliffe and C. Kelshaw. Unfortunately, the shipping trouble has prevented the lads getting away in the Mercantile Marine, but it is hoped that by waiting till early in the New Year that vacancies may be found for the boys in some of the fine vessels on the England to Australia run. Best wishes and success to these fine lads, they have been a credit to the Navy League Cadet movement.

On Saturday, the 29th November, cadets from Balmain, Richmond and North Sydney co-operated with this Corps in the Charity Carnival held in Drummoynoyne. Heading the procession, the cadets marched in splendid style, and were greeted with much applause from the large crowds of sightseers. The Senior Officer, in company with Messrs. Wade, P. Macdonald, M. McDonald and L. Vincent, were responsible for the fine parade. The Hugle Band, under Mr. P. Macdonald, was a great aid to the head of the procession, comprising Sea Cadets, Military trainees and Boy Scouts.

In the 440 yards Junior Relay, six teams entered, namely, Drummoynoyne High School, Moore Street, St. Bede’s Scouts, Balmain, Richmond and Drummoynoyne Sea Cadets. After a splendid race the Drummoynoyne team, consisting of P.Os. F. Roberts, G. Miller, J. Hannah and Sea Cadet Jackson, won in fine style. A silver cup and four medals were presented to the winners.

The Drummoynoyne Navy League decorated motor lorry, depicting Britannia and her consorts, won the first prize, a cheque for £12 5s. Miss Gwen Beare was splendid as Britannia, and the military trainees and Sea Cadets, with fixed bayonets, made a fine tableau. Our thanks to Mr. G. Day for kindly placing his large Leyland lorry at our disposal, also Messrs. Partridge, Supt. R. N. House, and J. Hinchcliffe.

Ldg. Sea Cadet George Wheaton, the Navy League champion distance swimmer, is leaving this month for a holiday in New Zealand. We hope that he will endeavour to get in touch with some of the N.Z. Sea Cadets, and that he will represent the League at swimming functions.

An enlarged and suitably framed photo of our lads at cutter practice has been forwarded our staunch friends, Mr. H. M. Shelley and Capt. T. J. Robson.

The League’s Lantern and Slides are available, and may be had on applying to this Depot.

The final parade for the year was held on Wednesday, 8th inst. After twelve months of splendid work this Corps will go into recess for three weeks. The prospects of good progress and results is favourable for the forthcoming year.
A Fictitious Nautical Yarn.

BY CAPTAIN J. H. WATSON, J.P., K.K.A.H.K.

It is astonishing how a story, providing it is interesting and romantic, will be repeated year after year in newspaper or magazine, without any one attempting to verify what are said to be facts.

The following is taken from a standard volume which is to be found on the shelf of any reference library in Australia, and every now and then appears in some journal or magazine. It appeared in the work mentioned under the head of "Wrecks and Shipping Disasters," and is as follows:

"The Mermaid, Colonial Government cutter, Captain Samuel Nolbrow, left Sydney for Raffles Bay, but on entering Torres Straits she got on shore and was lost October, 1829, all on board were saved. At last the Jupiter, which had left Hobart Town 10 days before. She was also unfortunate, and found the reefs in the

April 2, passing within sight, took the shipwrecked people belonging to the Mermaid and Swiftsure on board, but was itself wrecked May 18th at 3 p.m." The sensational part of this is that the Governor Ready saved the crew of the Mermaid five months before this last vessel was lost.

Had any of those who have copied this story, one from the other, during the last ninety-two years, taken the precaution of turning up the Sydney Gazette, newspaper, for 1829, which has been available in the various libraries which have existed in New South Wales since the Australian Subscription Library was inaugurated in 1826, they could have gathered the truth, and also the origin of the fiction.

The Sydney Gazette of November 3rd, 1829, gives an account of the loss of four of these vessels, which was brought to Sydney by the brig Amity, Captain Owen, which vessel "picked up some of the crews and landed them at Swan River." With the information contained in the account, a reference to the shipping columns gives the date of departure of all the vessels.

A newspaper published in Launceston re-writes the information as published in the Sydney Gazette, and it is this which appeared in this paper "The Tasmanian," which the book of reference quoted from gives as fact. Of the four vessels lost the first was the Governor Ready, which ran on a reef at 10 degrees South Latitude and 143 degrees 50 minutes East Longitude, between Murray Island and Half Way Island at the entrance to Torres Straits. The Governor Ready sailed from Sydney 18th March, 1829, bound for Mauritius, the Hobart Town, which she left on April 2nd, taking what was then the usual course, through Torres Straits, when on May 18th she came to grief. The crew, 27 in number, took to the only boat with the intention of making Melville Island, 900 miles distant, but were driven by gales to Timor 1,500 miles away. Here was found the brig Amity, and by her some of the shipwrecked crew were taken to the Swan River (now Perth), first calling at Raffles Bay. The Comet was the second of the ships, and she left Sydney for Batavia on April 12th, and would, therefore, not be far behind the Governor Ready, which had left Hobart Town 10 days before. She was also unfortunate, and found the reefs in the...
neighbourhood of the Boot Reef, about 100 miles east of where the Governor Ready rested, more than she could negotiate and piled herself on them. This was in the days when the reefs and shoals of Torres Straits were uncharted and unknown, before Torres Straits pilots were invented, and captains of vessels only knew of their existence by getting on them.

The absurdity of the story is made quite clear if the order of departure of the various vessels is compared with the story of the wrecks.

The Governor Ready sailed from Sydney on March 8th, 1829, and was lost May 18th. The Mermaid sailed on May 13th, just five days afterwards box-haul her and yourself into the berth and bring up.

LA PANTALOON—Haul upon the starboard tack, let the other craft pass, then bear up and get your head on the other tack, regain your berth on the larboard tack, and make all sail with your partner, box-haul her, wear round twice against the sun in company with the opposite craft and your own, afterwards box-haul her again and bring up.

LA PASTORALE—Shoot ahead alongside your partner, make a stern board, make all sail over to the other coast, let go the hawser and pay off into your berth and take a turn, the three crafts opposes range up abreast towards you twice and back astern again, now manoeuvre any rig you like, only under easy sail, as it is always a light wind (Zephyr as they call it) on this passage. As soon as you see their helms down hauled round in company with them on the larboard tack, and make all sail with your partner into your own berth and bring up.

La FINALE—Wear round to starboard passing under the partner's stern, sight the catheads of your craft on the starboard bow, then make sail into your berth, your partner passing astern your bows, now proceed according to the second order of sailing to complete the evolutions, shoot ahead and back astern twice in company with the Squadron in circular order of sailing.

As danced by the Elite of Sydney,
(Signed) E. W. Brooker.
H.M.S. "Havannah," 1849.

NOTE—Copied from the original in an old Family Album of date 9th October, 1849.

By W. M. Garling.
**THE NAVY LEAGUE JOURNAL**

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**THE NAVY LEAGUE JOURNAL**

**The Boy Scout—Bush Food.**

_**EVERY** Australian Scout should know how to obtain sufficiency of food in the bush to keep body and soul together, even if he does not get fat on it. It is reported that aboriginals laugh at the idea of certain white explorers dying of starvation while there was plenty of food about them. Man is such a slave to custom, and too often so unservient, that he is liable to suffer in consequence. Imagination is a good thing properly applied, but is liable to become a bad master. Most of our likes and dislikes are due to imagination. Why should we smack our lips over an uncooked oyster (possibly reared in water contaminated with sewage) while we turn up our noses at the idea of eating a clean feeding garden snail, which we all know the French regard as an article of diet? Have you ever tried eating snails properly cooked and served? If not, do not run them down till you know what you are talking about. We look on turtles as a luxury, yet most people are horrified at the idea of eating a snake, lizard, or even the leg of a frog: yet they are all good eating: try them. Such bush dishes if served up without a label to the most fastidious would be eaten with relish and the plate handed round for another helping.

Let us consider a few of these bush foods, remembering that they do not all occur in the same locality. Many edible plants are only eaten by people when forced to do so by hunger. Others occur in such small quantities that, though good to eat, they can scarcely be looked on as food. Some may be eaten raw, while others—such as the seed of the Zamia require prior preparation, otherwise they are poisonous. Some are wholesome while young, but become poisonous at a certain age. The white base of the inner leaves of the grass tree may be chewed with impunity, but the green portion is poisonous.

There are many imported plants which are looked on as weeds, that are found growing about places where man has lived or is living, such as milk thistle, stinging nettle, and fat hen, any of which when young make excellent spinach. Young bracken leaves can also be boiled and eaten, but it should be boiled in several lots of water or else with pieces of charcoal, to take away the offensive smell. The European mushroom when in season can also be found in places, but unless you have learnt to distinguish the non-poisonous from the poisonous fungi, it is better to leave these alone. Then imported wild fruits may be mentioned the prickly pear and the blackberry. Manna is a white substance which exudes from the leaves and stems of certain trees which have been pierced by certain insects. When dry, this substance, which is sweet to the taste, falls to the ground in white pieces.

Honey. The native honey-bag bee does not sting, but just nips. When a nest is discovered, the limb containing it may be cut off and an arm or stick dipped into it and turned round and round to keep the sticky mass from dripping off. To find the hive of a bee, watch a bee load itself with nectar from a flower and then note the direction in which it flies. Go, say, 200 yards on one side and seek another bee; when it is loaded up, note the direction in which it flies. Should both bees be from the same hive, the hive should be near where the two lines would meet. Look out for bees round the entrance of the hive. Listen for the hum of the insects through some natural orifice in the suspected tree. As it is not easy to follow the flight of a dark coloured bee for a long distance, it is not a bad idea to dust a little flour on the insect to be observed. As the imported bee stings, it is as well to stupify it with smoke from dry and green leaves stuck in the hollow and lighted before robbing its hive.

White Ants or Termites. The larvae of these insects are collected about the month of November and eaten.

The Bugong Moth, which some years occurs in such swarms as to constitute a plague, have their wings and the scales of the body singed off, while the body which is distended with eggs, is pounded into a paste.

Grubs. The large white grubs of beetles and some moths found in timber, such as bankia and wattle are roasted, the heads not being eaten. The grubs which feed on wood have more substantial bodies than those which feed on leaves. They may be dried in the sun and kept for a future occasion.

Grasshoppers. Any large grasshopper when they occur in large quantities are stupefied by making a smoke under the trees on which they collect. When they fall down, they are collected, the head, legs and wings pulled off, the bodies powdered and made into cakes.

Snakes. When you break the back of a snake, the tail end has no feeling in it. The head part,
Botanical Gardens.

The advisibility of becoming acquainted with the time of year when they fruit or seed. This information will draw on depending on what part of the country he is in; and I would here impress on my readers the advisability of becoming acquainted with the appearance of these plants, ascertaining the sort of country in which they are to be found, and the time of year when they fruit or seed. This information can be obtained at the museum of the Botanical Gardens.

Of fruits there is a great variety, such as the plum, native damson, pigweed, native elderberry, mulberry, native cherry, fig, quandong, native cranberry, native carrot, lilly-pilly, native scrub lime, Moreton Bay chestnut, five corners, native cherry, common bull-rush, are good to eat. Most ground orchids, alfalfa, various seashells, are good to eat. The true yam family are all climbers and make very suitable food. The native potato and the true yam family are all climbers and make very suitable food. The native potato and the true yam family are all climbers and make very suitable food.

Coming to vegetation, we can eat the roots and tubers of some plants, leaves and stems of others, and fruit—seed of others.

The roots of many water plants, such as the common bull-rush, are good to eat. Most ground orchids, alfalfa, various seashells, are good to eat. The true yam family are all climbers and make very suitable food. The native potato and the true yam family are all climbers and make very suitable food.

The centre or heart of the cabbage tree palm at the base of the leaves may be eaten either raw or cooked. The pith from the top of the trunk of the cabbage tree palm at the base of the leaves may be eaten either raw or cooked. The pith from the top of the trunk of the cabbage tree palm at the base of the leaves may be eaten either raw or cooked.

In our creeks one may catch yabbies, fish, and fresh-water mussels on the sea-coast, various fish, shell-fish and at certain times of the year sea-birds' eggs.

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