Sea-Power and National Characteristics

By A. M. POOLEY, M.A.
(Late Scholar of Clare College, Cambridge)

The extent to which a country can develop sea-power is dependent very largely upon certain national characteristics. These are—Geographical position; Physical conformation; Extent of territory; Population; Character of people; Character of the Government. With each of these characteristics I will deal briefly:—

Geographical position is a prime factor in the development of sea-power. The nation which, like Britain, has no land frontiers and is dependent upon the sea for its communications with the world, must naturally have the greatest incentive to the creation of maritime interest, mercantile and naval. But this interest will be largely proportionate to the distance of the great producing centres from the sea-board. In the United Kingdom, the nearest sea is never more than a couple of hundred miles distant from the most remote part. In Australia, which is also and equally dependent on the sea, the distance is many times more, and those who live most remote from the coast have at best only an academic interest in maritime affairs. In America this is strikingly exemplified by the positive antipathy of the people of the Middle West, which is almost entirely dependent on shipping for its economic life, to the creation of an American mercantile marine.

A nation which has land as well as sea frontiers must divide its energies between the two, devoting the greater share to land or sea as may be most important for the satisfaction of its economic and political requirements. In France the division of maritime interests between two seas, the Mediterranean and the Atlantic, whilst it has necessitated heavy expenditures on naval armaments, has contributed a real weakness of French sea-power, which in any case had to be subordinated to land requirements. The same condition prevailed in the cases of Germany and the United States, previous to the construction of the Kiel and Panama Canals. A similar project for the union of the Mediterranean with the Atlantic by a Canal having its terminals at Marseilles and Bordeaux has long been urged in France, and so far back as 1906 I went over the proposed route, but nothing has been done. It is worth noting that the decision to construct the Kiel and Panama Canals launched both Germany and America on important Imperialistic policies. Indeed it is doubtful if any nation can become a sea-power without at the same time being Imperialistic. This can be readily seen from the failure of Spain and Portugal to retain the Empires their explorers obtained for them and from the modern histories of Germany, the U.S.A. and Japan, as also of the British Empire. The U.S. built the Panama Canal originally for reasons of naval strategy but once she had it she was obliged to largely expand her navy, which in turn necessitated the acquisition of naval bases in the Pacific and the Caribbean, in
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with population and government I will deal in the concluding article of this series.
Where Should Australasia’s Naval Base be?

BY LIEUT.-COMDR. C. H. HOLLISTON, R.N. (RES.)

SECOND only in importance to the decision that there must be a British Naval Base in the Southern Pacific is the selection of the right place to establish that base.

At the outbreak of the Great War England’s Naval bases were at Plymouth, Portsmouth and Chatham. Rosyth base, in the Firth of Forth, was uncompleted, and the necessity for sending ships from the north of Scotland to the south of England for refits and docking seriously hampered the refitting programmes, besides depriving the Fleet for many possibly vital days of the services of very necessary ships, while the latter were on the long trip from the Orkneys round the west of Ireland to Plymouth or Portsmouth. In other words England found herself at the beginning of the war without an east coast naval base. The work at Rosyth was, therefore, accelerated. A large floating dock was sent to Invergordon in Cromarty from the north of Scotland to the south of England ideally from the geographical point of view, was really efficiently, that Rabaul, though situated war purposes with a Naval Dockyard all the better. And if Australasia can combine a Fleet base for refits and docking seriously hampered the necessary ships, while the latter were on the long trip from the Orkneys round the west of Ireland to Plymouth or Portsmouth. In other words England found herself at the beginning of the war without an east coast naval base. The work at Rosyth was, therefore, accelerated. A large floating dock was sent to Invergordon in Cromarty Firth, and eventually the problem was solved, but not before, I think, every important unit of the Grand Fleet had been forced to make at least one trip to the south of England, during which she was anything from eight to ten days absent from the Fleet on passage only.

An ideal place for Fleet headquarters was found in Scapa Flow in the Orkney Islands, and had there been docking and repairing facilities there—a properly equipped Naval Dockyard in fact—the place would have been ideally perfect in every respect. As it was, however, the Grand Fleet, assisted by an incomprehensible German inactivity, did a good deal more than just muddle through, and I have only touched more or less briefly in order to bring out the very great importance of Australasia making a correct selection of the position for her Naval Dockyard. And if Australasia can combine a Fleet base for war purposes with a Naval Dockyard all the better.

In my last article I endeavoured to show that New Zealand’s harbours could not fill the bill really efficiently, that Rabaul, though situated ideally from the geographical point of view, was unsuitable on account of earthquakes, even if the League of Nations permitted a base being established in Mandated Territory, and that, therefore, the coast of Australia must be examined for the most suitable harbour.

I do not pretend that this subject has not been discussed before, and I propose to take the most recent suggestions on the matter that have come to my notice, namely, in evidence given before the Cockatoo Dock Commission. At that time Admiral Clarkson mentioned Port Lincoln, Hobart, Jervis Bay and Gladstone. Port Lincoln would be an idiotic place for the primary naval base.

Why should ships damaged in action somewhere up by the Equator—the most likely locality—be obliged to go right away down to South Australia for repair, thereby running the risk of submarine attack for hundreds of unnecessary miles?

Much the same applies to Hobart.

Jervis Bay is better situated strategically, but it is, as Sir William Clarkson inferred, little more than an open roadstead, and a huge breakwater would have to be built before ships could lie there or take in coal or oil during an easterly or southerly blow. As an instance, it may be mentioned that the 34,000-ton “Renown” rolled several degrees each way while anchored in Jervis Bay after only a moderate blow was over; and it would have been impossible for a collier or oil tanker to have lain alongside with safety.

Gladstone is still better situated from the stratagetic viewpoint; but it is in the tropics where the white man would break down if called upon to do any excessive amount of hard work—such as a dockyard is required to do in war time, and where even the ordinary manual work of a dockyard under peace conditions would be deuterious. In time of war it would probably be exceedingly useful to have a big floating dock at Gladstone for emergency use, but Rabaul or Port Moresby would be better for this purpose.
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Cockburn Sound which has also been mentioned is on the wrong side of Australia.
Admiral Clarkson's statement that Australia wants both an east coast and a west coast base may be true, though I fail to see any urgency about the western one. But, inferring that we cannot have both, the idea of "splitting the difference," as it were, and making the base in South Australia is particularly foolish. If the scene of the next naval war is to be west of Australia, then, other things being in its favour, Cockburn Sound would do splendidly. But if that war—should it come—is to take place east of Australia, which any sensible person will admit, then Australia’s base must be on the east coast.

When Australia is expecting an attack from the inhabitants of the Antarctic Continent—penguins and seals presumably—then Port Lincoln can come into its own. Meantime, for heaven's sake, let us shed the light of a little common sense on the question.

The man in the street may say: "Why not Sydney?" The reasons are many—and most of them are of minor importance, but when added together become formidable. Firstly—Sydney is a big city, and one of the great advantages of Scapa Flow in the Great War was that the conveniences and temptations of civilization were out of reach. Therefore, being insensible they were largely out of mind, with the result that both Officers and men were thrown back, willy-nilly, on the necessity of training and perfecting themselves and others in the arts of war, and keeping pace with developments, if for no other reason, then at least for the sake of having something to do. I venture to say that when Lord Beatty moved the Fleet to the Firth of Forth after he succeeded Lord Jellicoe as Commander-in-Chief, the efficiency of every Officer, man, and boy suffered severely by reason of the distractions provided by Rosyth, Dunfermline, Edinburgh, golf links, wives and a hundred and one other factors connected with civilization. Thank heaven, there was no more fighting to speak of after the change of base was made.

Again, Sydney is a Commercial Port, and the Fleet if based there would be under the eyes of goodness knows how many foreign agents who might be able to report its movements.

Also, it is open to doubt if Sydney Harbour could really accommodate the Fleet that should be based on Australia. It certainly could not hold a small fraction of what constituted the Grand Fleet during the war.

In the opinion of the writer only one place fills the bill—Port Stephens. And in many respects I would compare it favourably with Scapa Flow—the ideal. The actual area to high water mark is about twice that of Scapa, but the shores of the latter were steep to all round, while Port Stephens contains large areas of sand banks and shoal water. In spite of this, however, the Australian harbour possesses a very large area of deepwater anchorage, with plenty of room for ships to manoeuvre. Being also divided into two approximately equal halves there is a decided advantage at Port Stephens, in that the big seas that used to get up in Scapa Flow and cut off inter-ship communication are impossible. The writer was in a 22,500-ton battleship—the “Collingwood”—at anchor at Scapa Flow when such a big sea was running that not only could no boats be hoisted out, to the detriment of Fleet communications, but the waves were actually washing in through the main deck ports. The place was too big, thus enabling the prevailing strong winds of the Orkney's nine-month winter to get up a big sea and hamper operations, besides endangering the ships themselves, owing to the frequent dragging of anchors. This could not happen at Port Stephens.

But Scapa's principal asset as a Naval base was the natural protection afforded to it by the strong—very strong—tides of the Pentland Firth, which swept past the entrances and render the place almost impossible of attack by enemy submarines.

Port Stephens has only one entrance with a narrow deep water channel and anti-submarine protection in spite of the difference between Pentland Firth and Port Stephens tides, would be a matter of simplicity.

Another very great advantage of Scapa Flow was that the harbour was so big that extensive gunnery practices could be carried out inside the harbour, thus reducing the necessity of taking the fleet or individual ships outside the anti-submarine defences except for practice with the heaviest guns.

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Port Stephens is not so ideal in this respect but a very good light gun range could be laid out and "sub-calibre" practices could be handled to a certain extent.

Another immense advantage of Port Stephens is its proximity to coal and the Newcastle Steel Works—these are quite patent advantages and need no elaboration.

Lord Jellicoe reported very favourably on Port Stephens, and no Naval man will, I think, deny that this magnificent harbour is fit to rank with Scapa as a base for a big fleet. Who knows how soon Australia and the Empire may want such a base?

Why then has the area at Salamander Bay, Port Stephens, which was earmarked for Naval purposes been abandoned as such? Because in my opinion politics, and more particularly the vested interests of Sydney and Newcastle, have set their faces against the development of the most magnificent harbour on the east coast of New South Wales.

Many people are afraid that if a Naval base is established at Port Stephens, commercial development will follow, the New England farmers will save scores of thousands of pounds yearly in railway freight on their produce by shipping from Port Stephens instead of Sydney, and Sydney interests will suffer in consequence; ships will be diverted from Newcastle when there are railways and wharves at Port Stephens, and Newcastle will suffer.

No other reason for the absolute neglect of Port Stephens can be seen, and if the people of Australia are going to allow vested interests and commercial advantages to interfere with the necessities of Naval Defence, then Heaven help Australia.

ADMIRAL SIR LEWIS ANTHONY BEAUMONT'S ESTATE.

ADMIRAL SIR LEWIS ANTHONY BEAUMONT, G.C.B., G.C.M.G., of St. George's, Hurstpierpoint, Sussex, formerly Commander-in-Chief in the Pacific, at Devonport, and on the Australian Station, and Principal A.D.C. to the King in 1912, when he retired, who died on June 19 last, aged 75 years, left property of the value of £32,953, of which £1,784 represented personal property. After directing the executors to return his Collar and Badge of the Grand Cross of the Bath to the Chancellor of the Order, he gives:

£300 to William Joseph Hailey, his butler and steward since 1891, and £500 to his wife, and £300 to his sitter, Nellie Elizabeth Blake, £200 to Whitby F. King, his cook since 1890, and £100 to his daughter, Eleanor Mabel Kin, "my wife's godchild"; and a year's wages to each of his indoor servants.
GLEANINGS FROM MEMORY.

BY W. W. WELBE (N.S.W., MIL.)

II.—CHILE.

The earthquake in Chile brought that country into world-wide prominence unasked, unsought, by its citizens. Nearly eight thousand miles away from the centre of the great disaster, yet it was recorded in Sydney, and its violence gauged.

When such an appalling catastrophe overwhelms thousands of women, children and men, together with bird and animal life, and property totalling in value immense sums of money, it strikes thoughts into our being that stir our wonder at the immense numbers of people, together with the other side of the Pacific have set to work to remove the debris and will build again, too. But they, unlike the ants, will erect their dwellings over the scarcely healed scars of the very places where they so recently were smitten. However, as the whole of Chile is more or less subject to periodic earthquakes of varying degrees of intensity and danger, it would seem that foresight in the inhabitants would be of little avail against the unrelenting ravages of such a terrifying and uncertain visitor.

This South American land, this Republic of Chile, is an extraordinary country. Stretching as it does, from the Southern boundary of Peru, in or about 18 degrees South latitude to the storm lashed waters of the great grey Southern Pacific Ocean, where the rock sheathed point of the far famed Horn pierces its flank under cover of the far famed Horn pierces its flank under cover of the far famed Horn pierces its flank under cover of a cloudless sky; while in the South central uplands a climate equal to any on earth, a climate that is at once delicate, subtle, elusive as some rare perfume, fills the senses with an overflowing satisfaction and an indefinable peace; and in the extreme South, fogs and frosts and dripping days make gloomier the gloomy earth. It is slightly smaller in size than New South Wales. Its interior is almost wholly given up to agriculture and mining for copper ore and nitrate of soda. The nitrate fields are very extensive and of incalculable value. Immensely away from Newcastle Harbour was waiting its turn to load coal for the West Coast of South America, the bulk of it for Chile. As Chile does not produce coal herself it is of course necessary for her to import it. In this connection it is interesting to relate that not very many years ago Newcastle Harbour was almost constantly crammed with ships of many nations, sail and steam, with sail predominating, waiting their turn to load coal for the West Coast of South America, the bulk of it for Chile. There is much beautiful and rugged scenery in Chile, but along the coast north from Valparaiso
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work. A severe rainstorm (where it does rain) usually plays havoc with the outer walls.

Lack of space has precluded a comprehensive survey of the country and its people, but before concluding we would mention three things which all men are not given to see—The island of Juan Fernandez, wooded and hilly, less than 40 square miles in extent and about 30 miles west from Valparaiso, celebrated by Defoe as the home of the castaway "Robinson Crusoe."

Secondly, the fine statue of a manly figure representing Christ the Redeemer standing on its pedestal on a lonely height of the solemn Andes. There the scythes and pharisees and usurpers of our vaunted civilization are not. And there with the holy silence of the great mountains crowning upon him, the awed wayfarer will attune his soul to the wholesome sweetness of the inspiring breath of the Infinite, as Moses on Mount Sinai may have done ages ago, and fortify his faith in God.

Lastly, as seen from the Pacific, the mighty done of Mount Aconcagua the culminating peak of the Andes, pearl swathed and capped with silver—a jewel of rare earthly beauty set in the unpillarcd arch of flawless blue immensity more than 25,000 feet above ocean level, silhouetted seaward by the rays of the rising sun—this august isolation of America's highest grandeur sits throned in a mantle of eternal snow, while in its rock ribbed loins slumbering fires lie.

ACROSS SOUTH AMERICA.

Years ago the writer journeyed by train from the very excellent seaport town of Valparaiso, the Vale of Paradise of the early Spanish settlers, to Santiago de Chile the capital of the Republic, distant about 1,000 miles to the east-south-east and probably 80 miles inland from the Pacific coast as the crow flies, and from there with a friend footed it to Rosario for Mendoza, finishing the journey to Buenos Ayres on the Atlantic side by train. It took two months to accomplish the whole journey of about 1,000 miles.

In a subsequent issue of the journal the story of how 300 miles was covered on "shanks pony; how work was obtained on the great hacienda's or ranches of the rolling pampas of the Argentine, and how death overtook a thief in our camp, will be told.

—W.W.B.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

Drummoyne Corps.

Officer-in-Charge (Acting): MR G. WALLACE.

New Entries—Frank Hopkins, Douglas Hopkins, Jeffery Harry.

Discharges—Leslie Johnstone (left District), William May (own request).

Class Nights—On Fridays the Bugle Band and Signal Section Parade for Instruction. Seamanship Classes on Wednesdays. Swimming Parade held every Saturday morning at Drummoyne Baths at 7 a.m.

After a successful year the Corps went into recess for a month. During that period stores and equipment have been surveyed and syllabus of training for the year 1923 arranged. We have every hope that the new year will be a prosperous one.

The formation of a Parents and Supporters Committee will be of great assistance to the O.C.

Sailing is proving popular with cadets and officers. The afternoons of Wednesdays and Saturdays of each week are usually devoted to giving the boys instruction in the handling of a boat under sail. Trips down the Harbour as far as Clifton Gardens and Shark Island have been taken.

A miniature ship's mast, with metal Int. Code flags, has been made by the O.C.; this will be an asset to the Signal Section, which will commence this subject early in January.
THE MORSE CODE OF SIGNALS.

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The short flash is of about one second duration; the long flash of about three seconds. There should be an interval of a second between each flash or sound, of three seconds between each letter, and of six seconds between each word or group.

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The Lizzie Webber, a brig of 214 tons, left Sunderland, England, on the 1st of August, 1852, for Australia. Her passengers totalled 65 souls. She called at Capetown on the voyage out, and left there on the 2nd November for Melbourne, where she arrived on the 15th December. For the size of the vessel and the nature of the weather encountered, the passage was considered satisfactory. There was very little sickness on board, and only one death.

The Lizzie Webber was under the command of Captain S. Rowntree, and arrived in Sydney from Melbourne in ballast on 21st January, 1853, after a passage of eleven days, due to delay at Westernport, where she sought shelter from the heavy weather raging along the coast. Present day passengers prefer to face the long journey on sumptuously fitted steamers of 10,000 tons and upwards.
Naval Notes.

Commodore H. M. Edwards, R.N., who for the last three years has been the Commodore Superintendant of H.M.A. Naval establishments at Garden Island, expects to leave Sydney in March on his return to England.

Captain Crawford, R.N., has been selected to take over from Commodore Edwards.

The visit to Sydney of the French cruisers, Jules Michelet and Victor Hugo, under the command of Admiral Gilly, created a tremendous amount of interest. The Admiral, his officers and men were most enthusiastically welcomed by Frenchmen in Sydney, and also by Australian admirers of France.

All the commissioned ships of the Royal Australian Navy are at present in port at Sydney.

Commander Alick Stikes, R.N., has been lent to the R.A.N. as Director of Naval Ordnance, Torpedoes and Mining.

NEW DISTRICT NAVAL OFFICER.

Commander H. L. Quick, R.A.N., recently succeeded Commander Racegrove, D. S. O., R.A.N., as District Naval Officer of New South Wales.

To meet Commander Quick is to meet a magnificent specimen of a Briton—an inspirer of confidence.

Formerly an officer in the world-famous P & O Company, and holding a commission in the Royal Naval Reserve, Commander Quick was appointed to the Australian Navy in February, 1913. He served as assistant gunnery lieutenant on H.M.A.S. Australia on the arrival of the first Australian fleet in Australia. Upon the outbreak of war he continued to serve on the flagship in the New Guinea and Pacific operations, and afterwards when that vessel was flagship of the Second Battle Cruiser Squadron, in the North Sea, until August, 1916. From November, 1916, to September, 1919 he served as first lieutenant of the boys' training ship Tingira, and for a year after that with the same rank on the Encounter, the seagoing training ship Australia on the arrival of the first Australian fleet in Australia.

The NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest possible 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 one 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.

To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, IN CONJUNCTION WITH THE AIR FORCE, 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 people, NO LESS DEPENDS ON THE MERCHANT SERVICE WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS 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 dependents 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.

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P. & O. BRANCH SERVICE

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Third-Class Passengers only carried.

A popular and cheap way of travelling.

Fares to London £17 to £15 Single.
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NAVAL APPOINTMENTS.

The following appointments to the permanent naval forces of the Royal Australian Navy are announced by the Navy Office, to take effect from the dates mentioned:

Captain: Edward G. Hyde, to Cerebus, additional, for duty at Navy Office, December 14.

Engineer Commanders: Percy J. J. Hogan, to Melbourne, January 1; Edward R. McNeil, to Penguin, additional, January 1; and as Fleet Engineer Officer, January 10; Edward R. McNeil, to Penguin, additional, to await passage to United Kingdom, February 15.

Sub-Lieutenants to Lieutenants: John Robert Miller, Lieutenant; Athelstan Paul Bush, D.S.O., to be Acting Commander, December 7.

Lieutenant: William Cuthbert Jules, to be Lieutenant-Commander, November 30.

Commissioned Gunner: Ernest James Evans, to be Lieutenant, August 12 last.

In the auxiliary services the following promotions have been made:

 Lieutenant-Commander: Reginald G. Creer, to be Acting Commander, December 7.


MURDOCH'S STAR QUALITY SOFT HAT.

Style combined with Quality, hand finished. First-class trimmings, medium brims, cut or stitched edges, in slate, steel, fawn, grey, medium brims, cut or stitched edges. Sizes 6 1/2 to 7 1/2.

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Attention is drawn to the reduced scale of fares to England and South Africa in the magnificent steamers of the P. and O., the Blue Funnel Line and the Aberdeen Line. Intending overseas travellers are invited to write to the Shipping Companies advertising in this Journal for full particulars.

A reduction in freight from the United Kingdom to Australia of 3s. per ton for both measurement and deadweight tonnage has been announced in Sydney. Companies affected are the P. and O. S. N. Company, the Orient Steam Navigation Company, Limited, the White Star and Aberdeen lines. The reduction applies to almost all classes of cargo.
The Boy Scout—What am I Going to Be?

By P. Barsey Power.

The great pitfall a boy has to avoid falling into is taking up some means of livelihood that has no future prospects for him. When once you get into a groove, it is not easy to get out of it. At a certain age one does not like to commence at the bottom rung of the ladder, which is always overcrowded, where you have to compete with those much younger than yourself, and are looked on as more or less of an interloper.

There are many cases where a boy has to accept any position he can get in order to help the family finances; but even that need not debar him from eventually taking up some means of gaining a livelihood for which he has ability and preference.

Though a boy may not have detailed knowledge of any particular vocation, he may have a decided taste for some group—such as metal worker, which includes such trades as mechanic, fitter, blacksmith, etc.; or wood-worker—such as carpenter, cabinetmaker, turner, carver, etc. If he is not sure what branch he prefers, it might be advisable for him to shift about from one to another until he collects sufficient data, in spite of the old proverb about a rolling stone gathering no moss, for at this stage he is gathering information with the object of selecting a vocation.

At first, a boy with no experience of what he is to deal in, is worth very little to his employer. He takes up the time of an experienced man to teach him, and often spoils tools and material which a more skilful person would not do. Some employers do not care for apprentices—for as soon as an apprentice feels he can earn man's wages in any particular branch, he leaves to take up work elsewhere at a higher wage; the consequence is he never becomes a qualified tradesman, so unless he has exceptional ability he will help to swell the crowd of incompetent men.

There is always room at the top of the tree, because to get there one has to work hard and be capable; the higher places are not to be reached and maintained by influence pure and simple. Many of our successful men have reached their present positions in spite of adverse conditions.

When you consider that about a quarter of the one million boys who left school and are now looking for remunerative work.

This is always an important time in the life of a lad, and in many cases his future success and happiness depends on the step that he takes. Curiously enough, it is not always the boy who gets on well at school who is the successful businessman, for the qualities required in the one case are not necessarily those required for the other.

A boy seldom knows much about a trade or profession which he proposes to adopt, and unless he really has a liking for it the chances are against him being a success. If a boy has made up his mind what he really wishes to be he is fortunate—for he has a goal to aim at, and can direct his studies accordingly.

As a rule, a boy has no distinct liking for any particular vocation, he may have a decided likelihood for which he has ability and preference. A boy never takes up some means of gaining a livelihood that has no future prospects for him.

Many of our successful men have reached their present positions in spite of adverse conditions.

When you consider that about a quarter of the one million boys who left school and are now looking for remunerative work, it is worth very little to his employer.
or, better still, have the letter typed, give the employer, who has to pay many other expenses, paid, otherwise you will be of no use to your keep it. Make yourself worth more than you are remembering it is worth while going to some pains to enclose copies of testimonials likely to have a clearing on the position, keeping the original testimonials in case they go astray.

If you apply for a position personally a great deal depends on your manner as to whether you get it or not. Always be cheerful, no matter how many rebuffs you have received during the earlier part of the day. An employer does not want a gloomy individual about the place. When replying to questions, look your interrogator in the face, speak distinctly, and say what you have to say clearly, concisely, and to the point—and go armed with references from people easily reached.

If you are told to reply by letter, write legibly; or, better still, have the letter typed, give the information required concisely and clearly, and enclose copies of testimonials likely to have a hearing on the position, keeping the original testimonials in case they go astray.

If you secure a position likely to suit you, remember it is worth while going to some pains to keep it. Make yourself worth more than you are paid, otherwise you will be of no use to your employer, who has to pay many other expenses besides wages.

**THE BOY SCOUT—**

Continued.

certain lines—temperament, taste, and lack of ability may keep you from others. Then one has to look to the future: Is the calling you propose to follow likely to last your lifetime? Many trades of old have died out or become so modified as to be practically new trades—such as the armourer, the maker of bows and arrows; motor drivers are taking the place of calummen, and in many cases concrete is now used for building purposes instead of bricks.

If you apply for a position personally a great deal depends on your manner as to whether you get it or not. Always be cheerful, no matter how many rebuffs you have received during the earlier part of the day. An employer does not want a gloomy individual about the place. When replying to questions, look your interrogator in the face, speak distinctly, and say what you have to say clearly, concisely, and to the point—and go armed with references from people easily reached.

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**THE NAVY LEAGUE JOURNAL.**

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**THE "SUCCESS."**

Lying in New York Harbour is the venerable ship Success. It is said that her teak hull is in an excellent state of preservation. In the year 1912, the Success left England for the United States, where she arrived after making one of the longest passages on record for the North Atlantic.

There is a story that the Americans, during the shortage of tonnage in 1917, proposed to fit Diesel engines inside her white whiskered hull, and turn her again seawards to earn a few dollars in trade.

This was too much for the old ship—she jibbed—and was built on ice by the ice, and sank at her moorings in the Ohio River.

Even then she did not escape the job of placating Mammon. She was resurrected, and is now on show. The history of her career has lost nothing in the telling, and doubtless the tellers have gained materially at the expense of their souls.

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**Definitions of Sea Terms, taken from Doane's Book on "Seamanship."**

(Continued from our last issue).

**SLIP**—To let go a cable with a bawy and not wait to hoist the anchor.

**SLOOP**—Small vessel with one mast carrying at least jib and mainsail.

**SLOOP OR SLOUCHSHEET**—Emergency clothing carried by the captain and sold to the men on credit against their wages.

**SMALL STUFF**—Spunyarn, marline and other light rope.

**SNATCHBLOCK**—Single block made so that the shave can be opened and the hight of a rope lead through.

**SNOB**—To check a rope suddenly.

**SO**—This order means 'enough, stop.'

**SOUND**—To get the depth of water in the hold.

**SOUNDINGS**—The sea where the depth may be uncertain by ordinary means: usually one fathom shallower.

**SPANNER**—Fore and aft sail on ship or lark furthest aft.

**SPARKER**—Fore and aft sail on sloop, sloop, etc.

**SPARKS**—General term for masts, yards, gaffs, booms.

**SPREEL**—Length of time at work. As verb, to relieve.

**SPENCER**—Fore and aft sail on sloopers, but not a handail.

**SPILL**—To shake wind out of sail by luffing.

**SPINDrift**—Water swept from crests of waves. Flying clinea.

**SPRAY**—Water blown from waves.

**SPRING**—How to use to check a vessel, leading from bow, or from stern forward. Also means to crack, as to "spring" a mast; also to leak, as "spring" a leak.

**SPRIT AND SPIRITSAIL**—Sail used in small boats rigged on a sprit. Differs from "lugs" and "lugsail." It is in the spirit is stepped in a keel, or at foot of mast.

**SPUNYARN**—A rope formed by twisting together two or three ropes together.
SQUARE—Yards are "squared" when they are horizontal and at right angles with the keel. Squaring by the lift makes them horizontal; and by the breeze, makes them at right angles with the vessel's line. "To square a yard" means to bring it in square by the breezes.

SQUARE SAIL—A temporary sail set at the foremast of a schooner or the mainsail of a ship, when going before the wind.

STABLE—Stability of a vessel.

STAFF—A pole or mast, used to bring flags upon.

STANCHIONS—Upright pieces of timber, placed along the sides of a vessel, to support the bulwarks and rail. Also, any fixed, upright support.

STAND BY—To be prepared to act at once.

STAND RIGGING—That part of a vessel's rigging which is made fast to the sides.

STARKBOARD—The right side of the vessel looking forward.

STATION BILL—A list showing the station of every man, for duty, or in case of accident.

STAY—To tack a vessel, or part her about, so that the wind, when being on one side, is brought upon the other, around the vessel's head. "To stay a mast" is to incline it forward or aft, or to one side or another by the stays and backstays. A mast is said to be "stayed" too much forward or aft, or to much too port, etc.

STAYS—Large ropes, used to support masts, and feeding from the head of one mast down to another, or to some part of the vessel. Those which lead forward are called "fore and aft stays"; and those which lead down to the vessel's sides, "lackstays." In stays, or hove in stays, a vessel when she is "staying" or going from one tack to another.

STEADY!—To keep the helm as it is.

STEERING—That part of between-decks which is just lining up to the helm board of a vessel, and is placed at right angles with the keel. Also, upright and at right angles with the vessel's line. "To square by the helm" means to bring it in square by the breezes.

STERN POST—Aftermost timber in a vessel.

STERN—After the end of a vessel. (Never say rear, back or aft)

STEP—Block of wood at the base of a mast that holds its heel in the capstan or hawse hole.

STEERINGBOARD—The bar or bar that holds the tiller or rudder. Also, a piece of wood or iron put into the head of the helm or rudder to which the tiller is fastened.

STEERING GEAR—The mechanism by which the helm is operated. Also, the arrangement of blocks, ropes or tackles to control the movement of the rudder.

STEERAGE—That part of between-decks which is just lining up to the helm board of a vessel, and is placed at right angles with the keel. Also, upright and at right angles with the vessel's line. "To square by the helm" means to bring it in square by the breezes.

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PM1—Towelling Bath Gowns, cut on comfortable lines; made for service and washing qualities; closely woven towelling, on light grounds, with various coloured stripes. Usual Price, 32/6. Sale Price ... ... 30/-
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And less 10% Cash Bonus.

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Ready-made Cream Trousers, smartly cut; with side and hip pockets, side straps, belt loops, and cuff bottoms.
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Deduct 10 % Cash Bonus.

Blazers.
PM7—Navy Flannel Blazer, with maroon, red, gold, white, sky, or royal blue cord edge. Usual, 35/- . Sale Price, 32/6
PM8—Navy Flannel Blazer, with dark red, navy, white, or gold bindings. Usual Price, 37-6. Sale Price, 35-
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The official organ of the Navy League
New South Wales Branch
Sea-Power, Population and Governments.

By A. M. POOLEY, M.A.

(The Scholar of Clare College, Cambridge)

THE two last national influences on sea-power which we have to consider are population and government.

Population is of great importance not only as to its size but as to its character. It is naturally a matter of great importance that a country which aims at sea-power should have an adequate proportion of its population following the sea as an occupation, either as fishermen or in the mercantile marine. Great Britain, France, Japan, Norway, Holland and Germany all are advantaged in this direction, but it is worthy of note that until the era of iron and steel ships German professional or occupational interest in the sea was only slight. Before that time the principal German centre of shipping was on the Baltic, but with the entry of iron the centre of interest shifted to the west. That was because the wood used to build ships came from the eastern provinces, whilst the iron came from Westphalia.

But it is not sufficient that there should be a seafaring population. There must be allied industrial interests, not only those directly associated, as shipbuilding, engineering, etc., but a general industrial reliance on shipping. In this respect probably only Great Britain and Japan qualify. Norway ought to qualify, because shipping shares are by far the largest and most widely spread investment in the country, but there is not in Norway the industrial dependence on shipping that exists in Britain and Japan. In Germany interest in shipping was largely confined to the ports, whatever interest there was in inland being political. In France there is no maritime interest at all. In America there is a positive distaste for shipping. In Holland, on the other hand, interest is general, partly because Holland has so great a coastline proportionately, and partly because it is entirely dependent for prosperity on either ocean or inland navigation.

This population question is important too, because of the necessity of having a reserve of personnel for the Navy. The experience of the war proved how widespread was interest in shipping in Britain, for the R.N.V.R. was largely made up of men who had no immediate connection with the sea, but nevertheless had a hankering after it. Population, the
right population for a sea power, provides the organised naval reserve, the unorganised reserve of seafaring population, the mechanical reserve to increase the output of ships and engines and to effectively and quickly carry out repairs, and finally that reserve of wealth which is so necessary in wartime. On the other hand, however adequate the population may be, it will be useless unless the initial force is sufficient to endure long enough for the reserves to be brought into play. Holland, for this reason, fell from her proud estate.

The duty of preparing those reserves is that of the government. A government which recognises the importance of maritime commerce and naval force to the existence of the country will do everything to promote the development and protection of that commerce, even to regarding with an extreme jealousy the maritime expansion of any other nation likely to compete with its own. This has been, since the days of the Commonwealth, the policy of the British Government, and accounts for its attitude in recent years towards Germany and towards Japan. The former country directly competed with Britain, the latter did not. In the same way, during the Napoleonic wars, it made a mistake in allowing France a breathing space to restore her navy, the destruction of which had to be done all over again after the breach which followed the Peace of Amiens. The same motive inspired the British policy towards the development of naval power and the mercantile marine. Aristocratic governments, which may be because, as it has been written, the business of an aristocracy is "to prepare for war, to lead and to die in war." Democratic governments, on the other hand, are often credited with being more the victims of party politics, which are nearly always internal matters, whilst sea power is generally considered to be an attribute of foreign politics; also they are more likely to give weight to cranks and intellectuals.

However, modern history has provided us with very little material on which to judge the records of democratic governments in this matter.

CUTTER RACE.

The Inter-unit Cutter Race was contested under the auspices of the Anniversary Regatta Committee over a half mile course on January 26, and was won by Balmain, with Drummoyne No. 2 cutter second. North Sydney and Drummoyne No. 1 also competed. The coxswains and crews of all the boats shaped splendidly, and deserve great credit for their able handling of the cutters in the face of a strong breeze and choppy sea.

The first prize, a ten guinea set of cricket material, very generously donated by Messrs. A. G. Milson and H. M. Shelley, members of the Executive Committee of the Navy League, will be presented to the winning crew by the Lord Mayor of Sydney at an early date.

At the Lane Cove Swimming Carnival, held on 26th February, Drummoyne Cadets were successful in winning the prizes presented by Mr. Harry Shelley.
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THE VISIT OF FRENCH WARSHIPS.
A RETROSPECT.
BY CAPTAIN JAMES H. WATSON, J.P., F.R.A.S.

The arrival in Australian waters and the entry into Port Jackson of two French warships recently taken the mind back to those far-off days when there was no such place as Sydney and when the "harbour beautiful" had not been visited by anything larger than a ship's boat.

On two occasions, in years not far from each other, in 1788 and in 1802, two ships flying French colours visited the coast, the first two under the command of Jean-François Galaup, Comte de Laperouse, which came to an anchorage in Botany Bay on January 26th, 1788; and the second two commanded by Commodore Nicholas Baudin in 1802, the corvette Le Naturaliste on April 25th, Emanuel Hamelin in command, and the corvette Le Geographe with Baudin in command on June 22nd. The visit of these vessels is full of interest to the Australian reader, and if events in Europe had a different result to that brought about by England's naval operations the names on the coast line of Australia would not be now what they are.

The first thing that strikes the student of history is the difference between the two battle cruisers Jules Michelet and Victor Hugo when compared with the Boussole and the Astrolabe of 1788, seeing that it would take 35 vessels of the latter's tonnage to equal one of the cruisers. Of the officers and men there probably is no change, the same love of country and devotion to duty animates Admiral Gilly, his officers and crews, as it did M. De Laperouse and his officers and crews.

When the first expedition sailed on its voyage of discovery Australia was unknown to the world, except the little that was learnt from Cook's voyage, and Laperouse's instructions, like Cook's, did not mention Australia (or New Holland as it then was). But like Cook, who came on to this coast by exercising a discretionary power given him, he fortunately reached and anchored in the same port, Botany Bay, as the great navigator had done 18 years previously.

On that 26th day of January, 1788, as the Boussole and Astrolabe sailed into the Bay they passed the Sirius, with her convoy of 9 transports and store ships, coming out on their way to Port Jackson, where Captain Arthur Phillip had preceded them the day before in the Supply.

The commanders exchanged courtesies, Hunter sending officers to offer assistance if required, Laperouse returning the compliment and his thanks.

Laperouse had heard at a port of call that the British were founding a settlement at Botany, and he thought possibly it had been done, and that he would be able to refit his ships and refresh his crews.

How different the advent of the present expedition. Let the Commandant, Admiral Gilly, tell the object of his mission, he says, "I am charged by the French Government to convey the thanks and the gratitude of France to Australia for the help that she gave us in the war to defend the cause of justice and civilisation."

Fancy, a country unborn in 1788 was able 126 years later to send an army of nearly 400,000 men to assist a great nation, two of whose ships had sought in Australia's uninhabited lands to recuperate the shattered health of their crews.

The story of Laperouse is one of the tragedies of discovery which will for ever remain untold.

His ships had been unfortunate before arriving here, having lost in the Samoan group Captain De Lange, of the Astrolabe, and twelve men by an attack on a watering party by the natives, several also being wounded, including a priest Pere Le Receveur, whose grave and tombstone at Lapère will be familiar to many. On arrival in Botany Bay, a piece of ground was selected on the north side, on which the tents were pitched and fenced in, two small guns being placed in position to defend it in case of an attack by the
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The sick were all sent ashore, the carpenters were set to work to put together two new boats, which were brought out in the frame to meet just such an emergency, a garden was laid out and vegetables grown as an antiscorbutic. Bass knew of this garden, for in his journal of "The Voyage in the Whaleboat," under date Sunday, 25th February, 1798, when off Botany Bay on the return voyage from Western Port, he wrote "The people seeming inclined to push for home rather than go up to the Frenchman's Garden we got upon the oars and rowed up to Port Jackson."

While at Botany Bay the most friendly relations were carried on between the French and the British officers, visits were exchanged. Captain David Collins, the Judge Advocate, with Governor Phillip, and the earliest writer of our history says, "We had, during their stay in this country, a very friendly and pleasant intercourse with their officers, among whom we observed men of abilities, whose observations, and exertions in search after knowledge, will most amply illustrate the history of their voyage."

But they left the country with a very different opinion of it to that expressed by our late visitors, for "in their whole voyage they no where found so poor a country, nor such wretched miserable people." The people alluded to were, of course, the aborigines.

Admiral Gilly, in an address to the members of the Chamber of Manufacturers, said that "France looked to Australia to supply them with wheat, wool and leather." At another function he said "they had been overwhelmed by the splendid and spontaneous receptions everywhere . . . . the longer we remained in Australia the more we felt at home."

Our early visitors, while at Botany Bay, had trouble with the natives, for Collins tells us that Laperouse had been compelled to fire upon the natives, who frequently annoyed his people who were working on shore.

At length, having finished their boats, and their sick having recovered health, with the exception of the priest who died of his wounds received at Tutuila, the expedition took its departure on Monday, March 10th, having been 44 days in port.

The record of their departure says "bound, as they said, to the northward," and as they sailed out of port, so they did out of human ken, to become for 40 years one of those mysteries to remain unexplained, for nothing was heard of Laperouse or the ships Boussole or Astrolabe until 1828, when a few remains of the ships were found off the island of Vanikoro, but no survivor was ever heard of.

The next expedition to visit Australia was the one under command of Nicholas Baudin. This consisted of two ships, Le Geographe and Le Naturaliste, the former commanded by Baudin and the latter by Emmanuel Hamelin. The ostensible object, according to the instructions given to Baudin by Napoleon's officials, was "the perfecting of scientific knowledge," but doubts have been thrown on the bona fides of the expedition by some writers, principally because some of its members were of too inquisitive a nature. So far as the officers in authority were concerned there is no cause for doubt.

The expedition, fitted out at a cost of half a million francs, left France on October 19th, 1800, Napoleon Bonaparte being at the time First Consul of the Republic; as Captain Cook's expedition originated with the Royal Society of London, so the Baudin expedition emanated from the Institute of France; it was sanctioned by Napoleon, and the instructions for the guidance of Baudin and his officers were drawn up in the office of the Minister of Marine.

Alluding again to the expedition of Captain Cook, which in its initiatory stage the Royal Society wished to have placed under the command of Mr. Alexander Dalrymple, and who, although one "having a particular turn for discoveries, and being an able navigator and well skilled in observation," was not a naval officer, and as the Royal Society had succeeded in inducing the Government to supply the ship, it wanted its nominee appointed to the command, but was informed that such an appointment would be "entirely repugnant to the regulations of the Navy," and one of the Admiralty is reported as saying that he would rather cut off his right hand than permit any one but a King's Officer to command one of the ships of His Majesty's Navy.
SEA CADETS VISIT TARONGA PARK.

On Saturday afternoon, February 10th, more than 300 Sea Cadets, and about 140 guests accepted the warm hospitality of Mr. and Mrs. Kelso King at Taronga Park. The weather was perfect, and the arrangements made by the Park authorities for the comfort of the guests contributed to no small measure to the enjoyment and success of the outing.

Cadets, drawn from Balmain, Drummoyne and Richmond units were conveyed to the Zoo by ferry from Circular Quay, while the North Sydney unit officers, formed them up. In a few words to the Zoo in their fine 30-ft. cutter, Mr. M. Macdonald, in the unavoidable absence of Mr. Mellor, took charge of the combined units on arrival at the wharf, and assisted by the respective unit officers, formed them up. In a few words Mr. Kelso King, on behalf of Mrs. King and himself, wished the cadets a most enjoyable afternoon. The rounds of lusty cheers that followed Mr. King's remarks evidenced the boys' whole-hearted appreciation.

Headed by their hand, and with half-a-dozen splendid “gift” flags waving in the breeze, the Cadets moved away with a swing in the wake of their leader.

A course was set for the refreshment pavilion where delicious cakes in almost endless variety—drinks, ice-cream and hosts of other eatables dear to youngsters' hearts and palates were awaiting them on excellently arranged tables. Between cakes, lemonades and ice-creams, cheers for their kind hosts were let loose from more than 700 young throats. After the Cadets had finished the work of demolition on the tables, they made the rounds of the various exhibits which they found fascinating, and by 4 p.m. the boys were thus employed, about 140 guests accepted Mr. and Mrs. King's invitation to partake of refreshments. The weather was perfect, and the arrangements made by the kind hosts were let loose from more than 200 odd Navy League boys on board a ferry steamer bound for the Zoo and a delightful afternoon's outing, as the guests of Mr. and Mrs. Kelso King.

Concluded on page 13.
After pursuing her work on the southern coast for another month, Le Geographe made for Sydney, where she arrived on June 20th, 1802. The first thing Baudin did on arrival was to write to Governor King asking permission to land twenty-three members of his crew who were suffering from scurvy. It is in this more than anything else that the difference is between Cook and Baudin, in that he was able to say when he reached Batavia, after being over two years on his voyage, that he had not lost one man from sickness, and on arrival in England that there had only been five cases of scurvy during the whole voyage.

The French officers of both ships met with a most cordial reception, and opportunities were afforded them of seeing all there was to show in those days. Monsieur Peron, the naturalist on the Geographe, after that vessel arrived at the Ile de France, furnished General Decaen with a report of a visit he paid to his countryman at Castle Hill, near Parramatta, the Chevaliere Verricourt de Clambe, who he found had "a beautiful plantation of cotton plants, yielding cotton of various shades, and especially that peculiar to the fine nankeen of China, a fast colour hitherto not obtained, whether by dint of culture or dyeing." This is very interesting in view of the action being taken at present with regard to cotton growing.

The Chevalier was enthusiastic in 1802 about the prospects of cotton, and who can say but that he might have been to the cotton industry what John Macarthur was to the wool, but it was not to be, for as one of the guests at the King's Birthday ball in March, 1804, at Government House, whilst "going down the room in a dance" he was seized with apoplexy and fell dead.

Whilst the two French ships were in Port Jackson Baudin was allowed to purchase a small colonial built vessel named Casuarina to be used as a tender on the coast.

The three vessels left Sydney in November, 1802, Baudin writing to Governor King expressing his thanks for the kindness shown them and "the indecencies of the French nation to him."

The ships had hardly left the port when rumours got about that they were going to hoist the French flag in Van Diemen's Land (Tasmania). King, on hearing this, sent the colonial built vessel Cumberland in charge of Mr. Charles Robbins, master's mate of H.M.S. Buffalo, to King's Island in Bass's Strait, where he found the French ships. Robbins delivered his letter, and hoisted the British flag. But Baudin had no intention of occupation, but as he wrote to King "Robbins was a few days late, as their tents were pitched and they practically held the territory; the whole visit was full of misrepresentations, and this only one more." Le Naturaliste sailed for France, Le Geographe and Casuarina for Ile de France (Mauritius). The three ships arrived at their destinations, Captain Baudin died at Mauritius shortly after his arrival.

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The attendances for the class nights and Saturday parades, for the opening of the New Year are very satisfactory. It is hoped that cadets will endeavour to keep the high percentage of attendance up. Parents who read these notes should assist the O.C. in C. by making their lads attend regularly.

We regret losing the services of C.P.O. Fred Cooksey, who recently passed the Leaving Certificate Exam, at the Drummoynne High School.

The Muscoota, it will be remembered, was run down off Wilson's Promontory recently by a Norwegian steamer, sustaining a broken bow-sprit and damaged forecastle head. (See illustration on page 25).

Readers will remember the nasty weather on Anniversary Day, and although getting into line, pulling in the race, and getting back to shelter, was a severe test on the physical endurance of the lads, the still greater problem of getting home to Drummoyne before nightfall, had to be solved, but the O.-in-C. was not to be outdone! Our two cutters, in company with North Sydney, pulled out in the teeth of the blow and headed for Garden Island under oars then No. 1 cutter shipped its forecast. No. 2 cutter, being without masts and

Our lads are delighted with their win in the recent Cutter Race, although it is regretted that owing to some misunderstanding two of the crews finished on the wrong side of the flagship, otherwise the race would have been more evenly contested. It was splendid to see the good feeling that existed between the different crews. The Trophy (a Cricket Set) presented by Messrs. Milson and Shelley, will be a very acceptable addition to the sporting outfit of the unit.

Mr. P. Macdonald visited the Anniversary Regatta flagship and handed to Mr. R. H. Wade, Officer-in-Charge of Richmond Unit, a flag-staff and trident, presented by the Officers of Balmain unit. Mr. Wade was profuse in his thanks, and after having congratulated the crew on its win, handed to the O.C. in C. a pound note to be used for the purpose of "Splicing the Main Brace."

Mr. P. Macdonald's resignation as Officer-in-Charge of this Unit has been received and accepted by Headquarters. Mr. Macdonald regrets that he was unable to devote the requisite amount of time to the duties of O.C.

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North Sydney Company.

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

The Corps will be losing its C.P.O. in two or three months, Mr. Vincent having decided to take up a career at sea.

During his connection with North Sydney, Mr. Vincent has worked very hard in the interests of the unit, and it is mainly due to his efforts that the splendid 30-ft. cutter has been improved and kept in such a praiseworthy condition.

Mr. Murdo McDonald, acting Officer-in-Charge of Balmain, has been appointed Officer-in-Charge of North Sydney Corps, and he will shortly take up duty with it. Mr. McDonald's wide experience, his war service, and his intimate knowledge of boat management, will be a great asset to the unit.

Opportunity is here taken to thank Mr. W. R. Elston, Headmaster of Neutral Bay Junior Technical School, Mr. Carey Taylor, Headmaster Intermediate High School, and Mr. Sweetman, Headmaster Burton Street School, for their interest in the work of the Navy League among the youth of the land.

sails, had to borrow No. 1's main-mast and sail. With the poppets shipped, and the crew well aft, and a "Soldiers' Wind," both cutters went helter skelter up the harbour on their seven mile run, with the wind right aft all the time.

An excellent model of a North Coast vessel has been made by Ldg. Sea Cadet Jack Wallace, and presented to the Corps for class work. Made entirely by himself, even to the anchors cast in lead, the work is well done, and the Senior Officer, Mr. A. McIlroy, was much impressed. Our young ship builder gets a No. 1 Seamanship Manual for his labours.

Although beaten in our last two cutter races, having to be content with second place on both occasions, we expect to do much better in the future. Our No. 1 cutter will be ready for sailing this month, and then trust that a sailing race between the Corps will be held.

Many thanks to Mr. W. Kelshaw, of H.M.A.S. Stalwart, for his assistance in constructing the Navigation Lights Model. This is a splendid asset to the Corps, being a five foot mast on a polished pedestal. Six miniature lights are fitted on the mast, with the side lights, Port and Starboard, on their respective sides in screened boxes.

Sir Thomas Henley, K.B.E, and Major W. Elston, Headmaster of Neutral Bay Junior Technical School, Mr. Carey Taylor, Headmaster Intermediate High School, and Mr. Sweetman, Headmaster Burton Street School, for their interest in the work of the Navy League among the youth of the land.

The following appeared in the Sydney "Evening News," recently:—

"INDIA'S REPLY TO WHITE AUSTRALIA."

"BOYCOTT AND RETALIATION."

At a special general meeting of the Indian merchants of Bombay a resolution was moved, advocating retaliatory measures against those British colonies where Indians were ill-treated, to urge the Government that if it failed to obtain equal treatment for Indians in other parts of the Empire, it should adopt similar restrictions against colonials in India, and that the Indian commercial community be called upon to carry out an effective policy of boycott."

And even if this resolution is only looked upon as a straw it undoubtedly does show whence the wind blows. But the real danger does not lie in an Indian boycott but in the attitude of Japan. The Japanese set great store by their claim to racial equality and are almost certain to challenge the White Australia policy on that ground just as they challenged the United States on the Californian question. The Allies were willing to accept Japanese aid during the war and this alone makes their exclusion from equality with the white races during peace time rather a piece of inconsistency. This is not a question where sentiment must be allowed to have free play. We admitted the Japanese as allies in wartime and it seems that whether we like it or not we must admit them now as equals. We consent to play games with them—they very nearly won the Davis Cup—and it would be so unfair to turn
our backs on them now in other matters that no independent tribunal could possibly decide against them.

Consider the situation now that America has refused to grant equal rights to the Japanese at present in the United States and Japan has been thrown back upon itself nursing a bitter hatred for the United States and through them, for all the white races. Do not imagine that such a people as the Japanese will lie down meekly under such a snub. What she is certain to do is to form, with the Chinese, an Asiatic Alliance—which, with China’s millions of population—who are eminently capable of being taught and led—and with Japan’s own brains and resource, will be an extremely formidable and essentially anti-white combination.

It might easily dominate the world; it will be utterly unscrupulous; and its hand and influence will, by reason of the very cause of its existence, be against many things that we hold sacred. Japan could not be blamed for an instant for bringing about such an alliance as an Asiatic League—because the means of preventing it are in our hands. The facts must be faced and they are as clear as daylight.

Neither must the effect of such a League on India be forgotten. The most natural and convenient place for the Asiatic League to stir up trouble for the British Empire is in India and it cannot but be acknowledged that the League will seize the first opportunity of doing so. Sympathy and help for the League will be readily forthcoming from India, especially in the present disturbed state of that country. And India is also asking for equality of treatment with other members of the Empire; and she too wants an outlet for her surplus population.

Where do Japan and India look for a place in which their right of equality can be exercised? Where else but in the enormous and thinly populated continent of Australia? It is the one country in the world that is capable of being comparatively densely populated but which yet only carries a mere handful of people, who have said to the Japanese “we will not have you: the door is shut.” Such an attitude must seem to the yellow races and to India the very embodiment of selfishness.

If Europe could ship the necessary white population to Australia, or there was any prospect of Australia obtaining, say, 20,000,000 more white people in the next five years, Australia would be justified in shutting the door to every other immigrant. But it cannot be done; or, at least, there is no prospect of its being done, and even if it could there would still be vast tracts of useful country in the north in which a purely white population cannot work and thrive.

By abandoning the White Australia policy—not wholly but in part—Australia will be performing an act of common justice to India, and will have taken a very long step towards helping the Home Government to find a solace for the troubled Indian Empire. And Australia will also be armed with an irrefutable argument to justify her refusal to allow the Japanese in.

What I suggest is that Indians should be allowed to settle in Australia north of a certain latitude, say, 20 degrees south. The average white man will not work in the tropics, and to ask white women and children of temperate climes to work there would be almost criminal. Unless tropical races who can work in Northern Australia are allowed to come and do so that part of the Continent will remain an unproductive waste, and a constant incentive to such a people as the Japanese to adopt when possible an aggressive policy whose object would be the ejection of the dog from the manger.

Profiting by the experiences of Fiji and of Trinidad in the West Indies, regulations could be made and safeguards devised which would obviate anything in the nature of an Indian domination of Australia. Indians could come mainly as native labourers for a certain number of years; they need have no votes, and even their pay could be remitted to the headmen of their villages in India on the completion of their contracts. By doing this Australia would also be arming herself with an argument—one which any tribunal would be bound to accept—with which to meet any Japanese or Chinese demand for facilities for settling in the country. “Preference within the Empire” would be Australia’s unanswerable retort: “We are allowing fellow citizens of the British Empire to colonise the northern part of our country, and...
we want the southern part for ourselves and our children, and for immigrants from Europe.

It must be done. A White Australia is like many other ideals—impossible of realisation, because it is so utterly selfish, and in an overcrowded world selfishness where expansion is possible cannot be tolerated. If Australia persists in this policy it will for ever be a rankling sore permeating and poisoning all her dealings with other nations—and possibly, also, with other Dominions of the British Empire. Who knows when Australia might want something from India some concession for trade, for instance? Is she not such fools as to neglect to take advantage of the capricious exclusion of her citizens from their natural sphere of expansion for the sake of an entirely selfish ideal? The cable quoted at the beginning of this article is a sufficient answer.

Should Indians be admitted it will be possible to deal in its infancy with any trouble that may arise. The power to expel and repatriate can be retained by Australia, and if the Indians are given a fair deal when they come that will indeed be a powerful threat.

Let Australia therefore adopt a generous spirit and sacrifice an ideal which cannot be realised because it flies in the face of all practical considerations.

Practically every other Dominion in the Empire has this problem of colour to solve and Australia should, for the sake of the solidarity of the Empire, be prepared to take her share of the responsibility, because, if she does not, the Japanese are not such fools as to neglect to take advantage of Australia's selfishness when the time for it is ripe.

Eventually the White Australia policy will lead to war with Japan, with an Asiatic League, or even with America, who will before long want an outlet for some of her surplus negro population, and it would be far safer if Australia would bid for a higher standing in the world's estimate by climbing down gracefully now. If it came to the question—"White Australia or war?" the other nations of the Empire could not and would not support Australia. There would be no "Little Belgium" to form a sentimental rallying point for the Empire. Australia would have to give way and the conditions that would be imposed on her then would be far more irksome than those which she can voluntarily impose upon herself now—before it is too late.

**COMMITTEE MEETING.**

At the monthly meeting of the Navy League Executive held at Royal Naval House, Sydney, on the 12th inst., there were present: Mr. Kelso King (in chair), Commodore Edwards, R.N., Messrs. A. G. Milson, F. W. Hixson, C. M. C. Stansoon, J. P. Franki, H. M. Shelley, G. E. Fairfax, J. Payne, and the Organiser, Capt. Beale. Apologies were received from Sir A. W. Meeks, Judge Backhouse, and Sir Frederick Waley.

Commodore Edwards was thanked for his kindly interest in and valuable assistance to the Sea Cadet movement. The Commodore was mainly instrumental in providing the cutters for the League, and also in obtaining the official recognition of the Australian Navy Board for our Sea Cadet Corps.

Proposed by Mr. A. G. Milson, and seconded by Mr. F. W. Hixson,—Commander H. L. Quick, R.A.N. (D.N.O.), was appointed as an Honorary Member of the Executive.

On the motion of Mr. J. P. Franki, supported by the whole Committee, a vote of thanks was accorded to Mr. and Mrs. Kelso King for their generous invitation to over 200 Sea Cadets and about 140 guests to an afternoon's "outing" at Taronga Park on the 10th inst.

The Committee expressed satisfaction at the progress of the Sea Cadet movement.

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Tracking is an interesting pastime, but it necessi-
tates a keen sense of sight, hearing and smell, the
ability to observe and note apparently unessential
points, and to form correct deductions. A tracker
must have a sound knowledge of the habits of the
animals he is tracking; he must be able to concen-
trate on what he is tracking and not be easily
obscured by similar—any peculiarity in the shape, dimen-
sions or markings of the boots worn. Then get
the same boys to make similar marks while carrying
a heavy weight such as another boy. Also, let
them run without a weight, and note the difference
in the length of stride, depth of impression, and
angle of foot. Impressions should be taken in
moist and dry ground, the former being sharper,
and lasting longer than the latter. Also, make
tracks in deep and shallow sand; that of a shod
horse in deep sand will show the frog of the foot
as well as the shoe, whereas in shallow sand only
the shoe will be seen; or, in the case of a wallaby,
all three toes may be seen in deep sand, while only
the middle and outside toe are to be observed in
shallow sand. After some simple tracks have been
made by say, two boys who have acted some
episode, others who have not been looking on may
be called in to interpret what has happened.

When tracking, one does not want to jump to
conclusions from one fact; you want the facts
repeated, or at least supported by some other fact
if available. It is always easier to track against
the sun, as then you can see the shadow of a slightly
impressed otherwise not visible. Also, it must be
remembered, that a track which cannot be seen at
close quarters may be readily seen a short distance
away. Besides footprints, one should be on the look
out for other traces of animals—such as their runs,
lairs, and even their droppings. The latter give
much useful information. The dung of herbivorous
animals is generally better formed than that of
carnivorous; the shape may be indicative of the
animal. The manner in which the deposit is made
also helps one to draw conclusions. While the freshness
of the deposit, taking the weather into con-
sideration, gives an idea what period of time has

off, besides, the ground will be more or less trodden
down. There are also various indications to show
the size of the camp, and even the length of time
the camp was in existence, and the length of period
since it was struck.

It really is most interesting to read bush signs
and read what has been enacted. This may be
practiced in the form of a game by selecting a place
where there is sufficient sand or dust. Start a boy,
or boys, walking on such material; note the length
of stride in comparison with the length of the foot,
the depth of the impression, the angle at which
the feet are placed relative to the direction in
which the boy walks, whether outward, straight or
pigeon-toed, and whether both feet are angled
similarly—any peculiarity in the shape, dimen-
sions or markings of the boots worn. Then get
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passed since it was made. The dung of a wombat or a wallaby is inclined to be cubical, that of a dog or rat cylindrical, while that of a sheep or rabbit tends to be spherical. The droppings of a sheep and a rabbit are about the same size, but that of a sheep mostly has a small point at one end, which is generally to be seen in the direction in which the animal was travelling, for they will dung while walking; the rabbit, on the other hand, usually remains in one place while making a deposit.

Tracking is not to be learnt by reading, but by observation, though books may give useful hints how to set about it, and there is no doubt that the practice in observation adds greatly to the interest in life, and makes one appreciate the wonderful works of Nature better than he would otherwise do.

SAILORS' HOME.
THE YEAR'S WORK.

It was stated in the report of the councillors of the Sydney Sailors' Home, which was submitted at the Annual Meeting of the institution recently, that there had been no falling off during the past year in the number of sea-faring men who profited by the privileges of the home. The number ran into thousands, a fair proportion having been resident. Slackness in shipping and unfortunate labour unrest had resulted in many deserving seamen being unemployed, and in some instances destitute. In such cases the Sailors' Home authorities had no alternative but to "stand by" and assist men, until work could be procured for them. Foreign consuls, it was stated, had taken full advantage of the well-known resources of the establishment, and many distressed seamen had benefited thereby.

The financial statement presented by the honorary treasurer (Mr. Geoffrey E. Fairfax) showed that £756/2/6 had been expended in victualling during the year, and wages and salaries had absorbed £985/6/-.

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DEFINITIONS OF SEA TERMS, TAKEN FROM DONAE'S BOOK ON "SEAMANSHIP*" (CONCLUDED).

TIMBER—A general term for all large pieces of wood used in shipbuilding. Also, more particularly, large pieces of wood in a curved form, bending outward, and running from the keel up on each side, forming the "ribs" of a vessel. The keel, stem, stern- post and timbers form a vessel's outer frame.

TIMBER HEADS—The ends of the timbers that come above the deck. Used for lashing hawsers and large ropes.

TOGGLE—A pin placed through the bight or eye of a rope, blockstrap, or bolt, to keep it in its place, or to put the bight or eye of another rope upon, securing them together.

TOP—A platform placed over the head of a lower mast, resting on the trestle trees, to spread the rigging, and for the convenience of men aloft.

TOPGALLANT MAST—The third mast above the deck.

TOPGALLANT SAIL—The third sail above the deck.

TOPMAST—The second mast above the deck. Next above the lower mast.

TOPPING LIFT—A lift used for lowering the end of a boom.

AMERICAN BARQUE MUSCOOTA LYING IN SYDNEY HARBOUR. SHE WAS RECENTLY IN COLLISION AT SEA WITH A STEAMER. NOTE THE POSITION OF THE BOW-SPRIT.

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THE BOY SCOUT—continued.

Definitions of Sea Terms, taken from Doane's Book on "Seamanship." (Concluded).

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TOPSAIL—The second sail above the deck.

TOSS—To throw one out of the rowlocks, and raise it perpendicularly on its end.

TOW—Vessel being hauled by another. As verb, to draw another vessel.

TRAVELER—Iron ring fitted to slide up and down (rigging).

TRIATIC STAY—Heavy rope secured to heads of the fore and main-masts.

TRICE—To haul up by a rope.

TRICK—Time at wheel.

TRIM—Way a vessel floats. Trimmed by the head means with bows lower than they should be.

TRIP—To break an anchor clear of the bottom.

TRICYCLE END—Upper end of the uppermost mast.

TRYSAIL—Triangular fore and aft sail on a squarerigger;

TRAVELLER—Iron ring fitted to slide up and down (rigging).

WASHBOARD—Light pieces of board placed above the deck amidships.

VEER—To pay out chain; also the wind veers when it shifts when it changes from eastward to westward; it “shifts” when it changes against the compass (from westward to cast and vice versa) and the roll which a ship makes to keep her stern around by the wind.

VERNIE—Casks stayed in the windward side of a vessel.

VANE—Light bunting at the masthead used as a weather vane.

TURN—Half turn; round turn, applied to rope means passing it about a pin. Turn in: stop work or go to sea.

TRUCK—Uppermost end of the uppermost mast.

WAIST—Upper deck amidships.

UNMOOR—To heave up one anchor, leaving vessel riding alone.

WEATHER—In the direction from which the wind blows.

WARRANT—To move a vessel from one place to another by means of a rope made fast to some fixed object, or to a barge. A “warp” is a rope used for warping.

WING—The part of the hold or between decks which is nearest the side.

WINGERS—Casks stowed in the wing of a vessel.

WING—That part of the hold or between decks which is nearest the side.

WHISKER BOOMS—The cross trees to a mainmast.

WHISPERROOMS—The cross trees to the square masts.

WINCH—A purchase formed by a horizontal spindle or shaft with a wheel or crank at the end.

WINLINES—The lines used to fasten the anchor.

WIND—The part of the hold or between decks which is nearest the side.

WINDERS—Casks stowed in the windward side of a vessel.

WIND AND WING—The situation of a fore-and-aft sail when she is lying lead before the wind, with her fore-sail on one side and her main-sail on the other.

WORK UP—To draw the yams from old rigging and make them into squiren, spanker, etc. Also, a phrase for keeping the crew constantly at work upon the needful matters, and in all weathers, and beyond their usual hours, for punishment.

WORM—To all purposes of war: the layers of a rope with small stuff wound around spirally.

WAVE—A long piece of timber, tapering slightly toward the ends, and hung by the centre to a mast, to spread the square sails upon.

WASTE—Upper deck amidships.

WASH—Motion of a vessel when she goes off her course.

WAVEL—A vessel with two masts: the small one all.

YOKE—A piece of wood placed across the head of a boat's rudder with a rope attached to each end, by which the rudder is steered.

CUNARD TO EMPLOY THEIR OWN WIRELESS OPERATORS AS OFFICERS.

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WEATHER ROLL—The roll which a ship makes to windward.

WEIGH—To lift up, as, to weigh an anchor or a mast.

WHEEL—The instrument attached to the rudder by which a vessel is steered.

WHIP—A purchase formed by a rope thrown over a single block. “To whip,” is to hoist by a whip. Also, to secure the end of a rope from falling by seizing of both ends.

WINDFALLS—The trees used to fasten the anchor.

WEATHER HELM—When she tends to carry her stern around by the wind.

WEATHER ROSE—The roll which a ship makes to windward.

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The official organ of the Navy League
New South Wales, British
THE NAVY LEAGUE

THE year past has seen a beginning made with the reconstruction of the League after a period of hesitation and passivity—not unnatural in view of the uncertainties of the naval situation, but, none the less, regrettable.

The reversion to the old motto, "Keep Watch," sufficiently indicates the spirit in which this reconstruction has been undertaken. While the immediate menace which prompted the great efforts made by the League between 1909 and 1918, and attracted to it so large a measure of support both in the Mother Country and the Dominions, has been removed—the old truth that we live by the sea, and can only live if the way of the sea is kept open by adequate naval power, has forced itself once more on public attention. The League, therefore, must take up once more its old work of educating the general public in the meaning and need of Sea Power, and of organising public opinion to insist that the Navy is not stinted of that provision of men and material which its professional heads declare necessary for carrying out the foreign policy of the Government.

In order that the League may fulfill the objects for which it exists, even on the present limited scale, it is necessary to obtain much larger financial support than has been forthcoming during the last four years. An Endowment Fund has, therefore, been opened by means of which it is hoped to obtain a sum of at least £100,000 as a capital sum, the income from which, together with the annual subscriptions and donations, would secure the continuance of the League's activities under all circumstances.

Members of the League are asked to do all they can to promote the success of the Fund, and, at the same time, not to forget that, while it is being collected, the work of the League must be carried on, and its current income maintained or, preferably, increased.

During the past year the League has had the happiness of welcoming many distinguished visitors from the oversea Dominions, and will shortly have as its guest for a period still too short, Mr. Sam Harris, President of the Navy League of Canada. By means of these visits, and the mutual know-
The year 1922 was not lacking in instance of the power wielded by the British Navy as an instrument of peace and security. The ships of Britain alone enabled a slender Allied force to withstand the ambitions of the Angora Government and its Bolshevik Allies, and probably saved the world from another devastating war. In China, contingents from the Fleet have on more than one occasion supplied guards for the Banks and Merchants’ Offices in the Treaty Ports threatened with revolutionary violence, while the battle cruisers, “Hood” and “Repulse,” sent to Rio de Janeiro to celebrate the Centenary of Brazilian independence, did much to cement the existing friendship between Great Britain and Brazil.

The Washington Conference ended in an agreement by which our representatives, in common with those of the United States, France, Italy, and Japan, undertook to limit the number and size of the capital ships maintained by the respective countries, and to restrict further shipbuilding for a period of ten years. In order to show the deep desire for peace—which animates the British nation—we not only consented to a standard of equality with the United States, but proceeded to reduce the number of capital ships maintained by us without waiting for the ratification of the Treaty by the Governments of our co-signatories. We have thus gone to the utmost limits of concession; and, in view of the fact that this Treaty has not yet been ratified by France and Italy, while the Government of the United States is taking advantage of its rights under the Treaty to bring obsolescent vessels up to date, we may appear to have gone even beyond those limits.

It is clear that a substantial naval force must be maintained in the Mediterranean; it is clear also that, in view of the naval strength of America and Japan in the Pacific—close as our ties of friendship with both Powers are—and our paramount Imperial interests in those waters, sufficient naval strength must be maintained to support the local sea defences of Australia and New Zealand.
even then of 1914. It seems inevitable, therefore, that we shall remain dependent on overseas trade for our daily bread. Foodstuffs and raw materials can only be brought in vessels which float on the surface of the water, though they may be attacked either from the air or from under sea. In any case, seeing that they are vulnerable from one end of a long voyage to the other, protection must be afforded them by vessels moving in the same plane as themselves. If the potential enemy possesses battleships, we must have battleships to meet them; if cruisers, we must have cruisers, and, in any event, surface vessels are required as a defence against attack from surface craft, and also against the submarine menace—especially on the trade routes.

While, therefore, the Navy League is fully alive to the importance of developing air power, and will aid in any legitimate effort to do so, it must repudiate strongly the contention of those who maintain that the day of the capital ship has passed, and that the defence of our shores and trade can now be entrusted exclusively to aircraft and the necessary carriers and attendant ships. The future may have great changes in store; but these changes can only with safety be brought about by a process of evolution and in accordance with the growing knowledge and experience of those who are trained in the traditions of the naval service which has kept us free and built up the power and prosperity of Britain from the days of Alfred until now.

[The above message signed on behalf of the Executive Committee, London, by the Chairman, Sir Cyril Cobb, and the Vice-Chairman, Mr. Gerard Fiennes, has been circulated to all branches of the Navy League throughout the world, as embodying the League's considered opinion on the existing naval situation.]

As ships meet at sea,—a moment together, when words of greeting must be spoken, and then away upon the deep,—so men meet in this world; and I think we should cross no bridges without hailing him, and if he needs, giving him support.

—HENRY WARD BEECHER.
The history of the East India Company, sometimes alluded to as "John Company," becomes also from its inception the history and evolution of the English Mercantile Marine.

It is a tale replete with romance punctuated with heroism and undaunted courage, of adventure and travel in the ceaseless quest of wealth and the glory of the British Empire.

It is a tale the telling of which in detail would fill not merely the leaves of many books but many shelves in a library.

For the purpose of these articles it is the writer's intention to trace briefly the fortunes of the East India Company in so far as it concerns their seamen and their ships.

Those who would learn of the Company's exploits in that land, which is known to-day as the Indian Empire, will find much to interest them in the records published by the India Office and the lives of such men as Clive and Warren Hastings.

To arrive at a proper understanding of how the East India Company came into being we must delve into history a little.

In the middle of the 15th Century Prince Henry of Portugal—known as the navigator—had done more to encourage the science of navigation, then in its infancy, than any other man then living or dead. We English can take comfort in the fact that Prince Henry was half English, his mother being the daughter of John of Gaunt.

Prince Henry died in 1460, but so great had been his influence on the maritime affairs of his country, that it is directly traceable to his efforts in promoting the skill and enterprise of the Portuguese seamen, that in the year 1480 Portugal sent out two expeditions in search of an eastern route to India.

One proceeded via Egypt and the Red Sea and eventually reached Calicut on the S.W. coast of India. The other, under the command of Bartholomew Diaz, took the route followed by sailing ships of to-day, that is, round the Cape and across the Indian Ocean.

But Diaz did not succeed in crossing the Indian Ocean. Off the Cape he met with "storms of great violence," so much so that he called it Cape of Torments. He reached as far as Algoa Bay and then turned homeward, safely weathered the Cape again and duly arrived back in Lisbon, where his master King John II. was so pleased at the safe return of the expedition, that he renamed the Cape of Torments the Cape of Good Hope (Buena Esperanza). Later in 1497 Vasco de Gama completed the work commenced by Diaz and taking the same route crossed the Indian Ocean aided by a pilot picked up on the African coast, reached Calicut and the doors of the Eastern Treasure House were thrown open to the Portuguese.

The Portuguese were not slow to realise the immense stores of wealth which lay waiting to be garnered behind those magic doors and for nearly a century this nation had the monopoly of the Eastern trade. By way of strengthening her position she obtained from Pope Alexander VI., in 1493, a Bull which became famous and makes rather curious reading. It runs thus: "By the fullness of Apostolical power we do give, grant and assign to you, your heirs and successors, all the firm land and islands found or to be found, discovered or to be discovered, towards the West and the South, drawing a line from the Pole Arctic to the Pole Antarctic, that is from the North to the South, containing in this donation whatsoever firm lands or islands are found or to be found towards India, or towards any other part whatsoever it be, being distant from or without the aforesaid line drawn one hundred leagues towards the West and South from any of the Islands which are commonly called De Las Azores and Cape Verde."

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By our own "Sydney Mail." IN THIS EXQUISITE CLOUD PICTURE, MAP STUDENTS WILL SEE A RESEMBLANCE TO A WELL-KNOWN LAND.

THE CLOUD.

"I bring fresh showers for the thirsting flowers,
From the seas and the streams;
I bear light shade for the leaves when laid
In their noonday dreams.

"I bind the sun's throne with a burning zone,
And the moon's with a girdle of pearl;
The great mountains I skim, and the stars reel and swim,
When the whirlwinds my banner unfurl.

"I am the daughter of earth and water,
And the nursling of the sky;
I pass through the pores of the ocean and shores;
I change, but I cannot die."

—SHELLEY.

In 1511 some English merchants petitioned Henry VIII. for a charter to trade to the Indies. "The Indies are discovered," it ran "and vast treasure brought from thence every day. Let us therefore bend our endeavours thitherwards, and if the Spaniards and Portuguese suffer us not to join with them there will yet be region enough for all to enjoy." Nothing appears to have resulted from this petition for it was not until many years later, when Elizabeth was on the throne (1591), that the first expedition of any note was despatched from England in quest of that sea route to the Indies, which the Portuguese had for so long enjoyed uninterrupted. This expedition is worth taking a little note of if only for the fact that its Commander or "General," as he was designated in those days, was the same man who afterwards commanded the initial voyage of the East India Company—James Lancaster to wit, one of the finest seamen of his day.

This expedition consisted of the "Penelope," the "Marchant Royall," and the "Edward Bonaventure," the latter flying Lancaster's flag. Lancaster did not, as many of his predecessors had done, set out on this voyage more or less flowed into Lisbon and astonished by their richness and variety all Europe. Naturally then other nations itched for a share in this Oriental Pactolus and expeditions were sent out in all directions in the endeavour to discover the jealously guarded secret of the Portuguese—to wit, the sea route to India and the East.

Spain, who was already mistress of the New World, despatched Magellan to the South and West, England sent Davis in search of a North West passage, while Holland commissioned Parentes to seek North Easterly, all with the same aim in view, that of a sea route to the treasure lands of India and Cathay.

Magellan found his way through those straits since named after him and one of his ships crossed the Pacific in a N.W. direction and sailing via the Philipines, the Moluccas, Java, and the Cape, eventually reached back to Seville, having circumnavigated the globe, a feat in those days equalling, if not surpassing, that of the Ross Smiths in flying from England to Australia through the air.

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blindfold. In the first place he had with him copies of papers and charts taken from the Spanish galleon "San Felipe," captured by Drake some four years previously and which proved invaluable as setting out not only the courses to be pursued and the various hydrographic details of such a voyage, but detailing the various commodities to be obtained at the various ports and the best seasons of the year to obtain them, together with copious notes of the peoples to be met with and engaged in trade. From the very outset it was an unlucky voyage. Before reaching Table Bay so many men had been lost through sickness that Lancaster, in arriving at Table Bay, determined to send the "Marchant Royall" home under a nucleus crew dividing the balance of his ship's company among the two remaining ships.

After leaving Table Bay they ran into the fierce Westerly storms peculiar to that latitude so that many men had been lost through sickness that Lancaster, in arriving at Table Bay, determined to send the "Marchant Royall" home under a nucleus crew dividing the balance of his ship's company among the two remaining ships.

Off the Cape the Penelope foundered, at least they lost sight of her and she was never heard of again. Undaunted, Lancaster determines to go on in the "Edward Bonaventure." We read of him reaching Sumatra, patrolling the Northern entrance to the Malacca Straits, where in spite of the enfeebled condition of his crew he captures several Portuguese ships, the last one being of "700 tuns." After several months cruising in these waters his men on the verge of mutiny and the ship leaking badly Lancaster set sail for home. They touched at St. Helena and then the N.E. trades proving too strong for them—for ships of those days could make very little way once the wind got before the beam—and provisions running short they made for the West Indies. At a place called Nura, when Lancaster and most of his men were on shore searching for victuals, the carpenter cut the "Edward's" cable and she drifted out to sea and as far as the historian is concerned was no more heard of. Lancaster with some of his men picked up by a French ship and finally land in England on 24th August, 1594.

Though no material gain had been produced by this voyage, yet the knowledge gained was of incalculable value. The secret of the Orient was no longer a Portuguese or Spanish monopoly and the vistas opened to the English merchants very soon produced the inevitable result and led to the formation of the East India Company.

[TO BE CONTINUED].

NAVAL NOTES.

Commodore Edwards, R.N., was entertained to lunch by Members of the Executive Committee of the Navy League, N.S.W. Branch, at the Royal Sydney Yacht Club on the 31st inst. Commodore and Mrs. Edwards left for London by R.M.S. "Ormonde" which sailed from Sydney on the 20th March.

Captain Craufurd, R.N., has taken up duty as Captain-Superintendent of H.M.A. Naval Establishments, Garden Island.

Captain Craufurd was in command of H.M.S. Tiger at the Battle of Jutland.
Generosity.

Following on the heels of Mr. and Mrs. Kelso King’s Taronga Park outing, reported in our last issue, Mr. Kelso King again shows his practical sympathy with our Sea Cadet movement. Fifty of the Halmain cadets have been the recipients of uniform pants and stockings—the gifts of Mrs. King.

If the world had more Mr. and Mrs. Kings, there would be no Bolsheviks.

Mr. Harry Shelley is another good friend who comes along without any flares burning and without any trumpets blaring, and frequently does the League a good turn. He is hard at it now—hard at a very hard job—helping to get additional advertisements for the Journal.

The cadets, officers, and instructors who give so much of their time—without any reward—take heart when they know that some at least of the Navy League members render practical and valuable assistance to the movement.

We are very hopeful that a Ladies Committee of real workers will soon make its presence felt.

Sir James Burns is back in Sydney. We hope to see Sir James at the monthly meetings of the Executive again when his health permits.

A very interesting lady in the personage of Mrs. Henry Daman is on a visit to New South Wales. Mrs. Daman is actively associated with the London Headquarters of the Navy League, and is anxious to get in touch with local activities during the next few weeks.

North Sydney Cadets are in want of a dinghy.

An Appeal.

Members of the Navy League who are in arrears with their subscriptions, and who receive this Journal regularly, are earnestly requested to notify League Headquarters as to their intentions with respect to membership. The preparation and the posting of the magazine means labour and expense, and the League is not in a position to waste its hard won funds, especially as money is urgently required to help the Sea Cadet movement.

A reply from you will be much appreciated.

The Navy League is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, devoted to rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds the fundamental principle of National and Imperial policy.

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 can only be guarded from any possible attack by a Navy, in conjunction with the air force, 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, welds 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 dependents 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.

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Naval League

Sea Cadets

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

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Balmain Company.

WATCHWORDS


Acting Officer-in-Charge: MR. M. MACDONALD.

Hon. Secretary: MR. EDGAR FIDDEN.

The "outing," or (as termed by the Cadets the "eating") at Taronga Park, so kindly extended by Mr. and Mrs. Kelso King on the 26th ult., is likely to long be remembered by the Cadets of the Unit; they unanimously vote it the Historic Afternoon; never were so many splendid photographs taken and, above all, never has such a repast been their lot.

Our sailing crew are open to accept a challenge from any Unit for a sailing race.

The splendid trophy, a cricket set, presented by Messrs. Milson and Shelley and won by our cutter at the Anniversary Regatta, was handed over to Officer Murdo Macdonald (coxswain) by the Lord Mayor, Ald. Gilpin, at the Sydney Town Hall, on Tuesday evening, 26th ult. When the trophy was displayed at the Drill Hall on Thursday evening it was looked at enviously by the Cricketing Cadets; they have elected a captain, and arrangements will shortly be made to issue challenges to other units.

Petty Officer Gaul attended Garden Island during the week and handed to Commodore Edwards a splendid photograph of the Color Party taken at Mr. and Mrs. Kings outing.

Mrs. Kelso King has kindly donated 50 pairs each of pants and stockings for the Cadets; the gift is highly appreciated. Such practical expressions of interest contribute largely to the impetus the Navy League movement warrants.

On March 10th about 40 of our cadets were present on the Orient Wharf, Circular Quay, to "fellow Commodore Edwards on his return to England. The boys made the journey to the man-o'-war steps in the cutter, and from thence marched to the wharf, where they were joined by detachments from Drummoyne and North Sydney.

Sons of Empire

Drummoyne Company.

Officer-in-Charge: MR. G. WALLACE.


The Drummoyne Company, which embraces boys from many suburbs on both banks of the Parramatta River, has been extremely fortunate in securing a fine site adjacent to Gladesville Bridge for a training depot. Through Mr. Mellor the property, which belongs to Mr. T. J. Dudley, has been leased to the Drummoyne Company and the League for conversion into a suitable and much needed depot for the Sea Cadets.

Discharges.—P. O. Joseph Hannah (gone to sea), P. O. Frank Roberts, P. O. George Miller, Ldg. Sig. Lawrence Hinchcliffe, Cadet Robert Burton (own request).

Promotions.—Cadet Nat. Duggan to Ldg. Sea Cadet (act).

Appointments.—Edward Blair Linquist, as Junior Officer, to rank as 1st Officer. Arthur Docking, late R.A.N., as Junior Officer, to rank as 2nd Officer. Reginald Fagan, as Junior Officer, to rank as Junior Officer.

All the officers and cadets are working like Trojans to renovate the shed and clear the ground. Electric light has already been installed: the shed looks resplendent in a new dress of paint; the boat slip has been repaired, and the ground has been levelled.

Needless to say, the work has been performed with the greatest enthusiasm, for every officer and cadet recognises that the acquisition of the place is a step in the direction of a permanent establishment that must benefit the Sea Cadet movement, and give the cadets a definite meeting place where...
they can train, exchange opinions, and exchange their surplus cash for soft drinks, and the like, at the canteen. This last innovation will become part and parcel of the institution for the convenience of the boys.

The League congratulates Mr. Mellor, his officers, and the cadets for their splendid efforts and their success in satisfying their needs.

Should any Navy League enthusiast have any spare gear—such as life-buoys, a ship's bell, nautical books, rope suitable for splicing, etc., it will be gratefully received at the depot, near Gladesville Bridge, Drummoyne.

Petty-Officer Joseph Hannah has gone to sea in the Commonwealth line of steamers as an ordinary petty officer. Petty-Officer Hannah was presented with a gold-mounted foun-

C. P. O. Kelshaw, in charge of a party of 26 cadets, in company with a party from North Sydney and Balmain, took part in the ceremony of handing over the colours of H. M. A. S. Parramatta to the Mayor of Parramatta, at Garden Island, in February. Commander Garsia, R. A. N., said that the lads had ample to eat, and allowed them to inspect the ships alongside the island and the Naval Establishment. Commander Garsia was very pleased with the cadets, and commended C. P. O. Kelshaw on their behaviour.

On Saturday, the 26th February, sixty-five cadets visited La Perouse and Kurnell for day's pleasure. The morning was spent at La Perouse, and after inspecting the memorial and the grave of the Swedish botanist who accompanied La Perouse on his early expeditions, the lads spent an hour swimming in the safe waters on the beach, on the Botany Bay side. Crossing over to Kurnell by motor launch, the lads had an interesting stay on the beautiful Kurnell Reserve, and were much interested in the Captain Cook Memorial and other historic places connected with the famous British explorer when he first landed at Botany Bay. After a group photograph had been taken around the Captain Cook and Solander Memorials the lads left for home, and although tired they had a real good outing, and wish for more of a similar nature.

Continued on page 22.
the technicalities of the service provide for the unwary, and the writer is aware he is on dangerous ground, and has in mind what St. Paul wrote to the people at Corinth "let him that thinketh he standeth, take heed lest he fall," or in other words "keep your weather eye open." All the foregoing is just an introduction to a proposal to give readers, many of whom are young and being initiated into naval affairs, the origin and development of many things in connection with the navy of to-day.

First of all we will deal with "the flag that has braved a thousand years the battle and the breeze," although not always as it is to-day. This flag which anyone can fly ashore, but only ships of the Royal Navy on the water, is generally called the Union Jack, which is not quite correct. It is properly named the Union Flag because it denotes the union of the three countries England, Scotland, and Ireland. It had its origin when England and Scotland became united under sovereignty of James I. in 1603, when the banner of St. Andrew of Scotland, a white diagonal cross on a blue ground formed the basis of the new flag, and on which was laid the banner of St. George of England, a red cross on a white ground, the combination forming the Union Flag. It was this flag which Governor Phillip had hoisted in Sydney (or where Sydney now is) on January 26th, 1788.

The flag got its name, it is supposed, from Jacobus, and Jacques, the Latin and French, the legal and court names for James.

On the King's Birthday, 1801, during the time Captain Philip Gidley King of the Royal Navy was Governor of New South Wales, a new Union Flag was hoisted at Sydney. The "Government and General Order," signed by the Governor, calls it "the new Union Flag," and it was hoisted at Dawe's Point.

Whatever doubt some people may have as to the locality where the Union Flag was first flown in Sydney, there can be no argument as to where the new flag was. This flag was the same as the old one but with the addition of St. Patrick's diagonal cross, and is the flag we are all familiar with at the present day and which is known as the Union Jack, although correctly speaking the flag of that name is a diminutive one flown from the jack-staff on the bow of the ship. In the day of sails it used to be on the bowsprit, but since that spar has disappeared it is on the equivalent position.
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Perspective View

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PYRMONT, SYDNEY.

The compass may be said to be the most useful and necessary article of equipment on a ship for without it the desired destination could not be reached and the ship would be "all at sea."

The mariner's compass is said to have been known to the Chinese as early as 1115 B.C., and by the early Venetian traveller Marco Polo. It was much improved by the invention of the Barlow, an English clergyman, in the year 1608. The compass may be said to be the most useful and necessary article of equipment on a ship for without it the desired destination could not be reached and the ship would be "all at sea."

The crew of the Blazer in 1845 wore "blue and white striped guernseys, and jackets," and Commander Arthur Parry Eardley Wilmot of the Harlequin dressed his boat's crew as Harlequins in 1853, and in 1854 the ship's company of the Trincomalee were dressed in red shirts and fancy caps, whilst the Caledonia men were in Scotch bonnets with a tartan band. Therefore whilst each commanding officer could please himself there was as much variety in dress as there were commissioned ships in the service.

An Admiralty Circular in January, 1837, however, put an end to these incongruities and specified what seamen of the various ratings were to be clothed in. Among other things at that time a tarpaulin hat and jacket were part of the uniform, but these were abolished in 1891, and the following year "pattern uniforms" were exhibited at the Admiralty and an illustrated manual was issued.

Continued on page 14.

Pay Less
Dress Better
CONTINUED FROM PAGE 16.

"B" Section (32 cadets) under Mr. A. Docking, 2nd officer, attended the Orient wharf on Saturday, March 10th, in company with other sections from metropolitan companies to bid farewell to Commodore Edwards, R.N.

Sunday afternoon sailing in the cutters is very popular. It is hoped that next season sailing races will be arranged as well as the pulling events.

The introduction of a canteen in the depot with C. F. O. Kelshaw in charge, has proved a success from the opening. Soft drinks, cakes, and sweets are the main items of interest where lads are concerned; the profits will assist materially in the upkeep of the depot.

North Sydney Company.

Officer-in-Charge: Mr. M. MacDonald
Assistant Officer-in-Charge: Mr. L. Vincent.

On the invitation of Commander Garcia, R.A.N., and with the consent of the Headmasters of the Schools wherein the cadets are scholars, 30 of the lads visited Garden Island on the occasion of the presentation of the Flag and Plate of H.M.A.S. Parramatta being returned to the civic fathers of that town for safe keeping. The valuable gifts were originally presented by the ladies of Parramatta and district to the destroyer, and were carried by her during the whole period of her active service, which included distinguished service during the Great War.

The Cadets looking bright and well in their League uniforms, were conveyed in two naval launches to the Island from man-o'-war steps. The "outing" was very instructive and enjoyable.

On Saturday, March 10th, this unit sent its quota of cadets to "farewell" Commodore H. M. Edwards, R.N., on his departure by the "Ormonde" for England. In the Commodore the Sea Cadets had a staunch friend.

Negotiations for a drill hall are proceeding, and it is hoped to finalise the matter satisfactorily.

Great efforts are being made to obtain masts and a suit of sails for our cutter. We believe they are in sight.
**Richmond Company.**

**Officer-in-Charge:** Mr. R. H. Wade.  
**Hon. Secretary:** Mr. L. Ray.

There was great rejoicing in this unit a few days ago - for, was it not a fact that the naval cutter lent to us by the Navy League Headquarters, Sydney, had arrived at Richmond?

One morning some cadets espied it on a railway track in the Station, and gave vent to their pleasure with a round of lusty cheers. It is a 28ft. cutter pulling ten oars.

We transported her to the Hawkesbury River on the 3rd inst, and after giving her a good wash down, sank her for a couple of days in shallow water.

After emptying her and another scrub down she will be allowed to dry in the shade, after which a couple of coats of paint will be administered.

Immediately the cutter takes the water in her new dress, the cadets will commence practice in the art of rowing.

When the next inter-unit cutter race takes place, this unit expects to give a good account of itself.

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**Mystery Port of Britain.**

TO YIELD SECRETS OF THE PAST.

(With acknowledgments to "The Sailor," the official organ of the Navy League of Canada.)

THE commissioners of the British office of works have given permission to the Society of Antiquaries of London to make systematic excavation at Richborough, on the coast of Kent. During the war Richborough was the "mystery port," a great base for transport, a depot for troops, and a dock, all of which sprang up out of a barren marsh. The army council made it the key to France.

Everybody knows now the purpose which Richborough served during the last decade. But no one knows the secret which Richborough has kept for nearly 2,000 years, one of the most puzzling problems in Romano-British archaeology. It is to discover that secret that the Society of Antiquaries will begin to dig next month. Richborough in Roman times was known as Rutupiae. It was the port of passage between Britain and Gaul, and later it became one of the chain of forts, stretching from Brancaster to Pevensey, as a protection against the marauding Saxons who came to be a source of great danger toward the close of the Roman occupation. The Second Legion was there, and the fort was probably the last British station occupied by the Romans before their departure in the early years of the fifth century.

Thousands of Roman coins have been discovered on the site, among them many coins of Carausius, who set himself up as Emperor of Britain, these bearing the mint marks of R.D.R. and R. Some authorities consider that these may have been minted at Richborough, and it is hoped that the excavation may afford some clue to a solution.

But the greatest puzzle is to be found within the true old walls of the castle. Near the north-east corner a ridge rises in the form of a cross, the mark of a superstructure which has entirely disappeared. Beneath the cross is a solid rectangular platform 144 feet long by 104 feet wide, and of unknown

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A TEA so good as to merit the appreciation of H.R.H. The Prince of Wales is surely a tea of unusual quality. On the "Renown" and the Royal Train KUKU Tea was served, where its rich deliciousness pleased the most critical taste. In your home such a Tea would be appreciated.
depth. The platform and the cross together form one of the mysteries of Romano-British archaeology. Both are older than the fort in which they stand, a fact proved by the discovery in the walls of the fort of pieces of the white marble casing belonging to an important building once standing on the platform. Some antiquaries believe the cross-shaped structure in the centre of the platform formed the foundation of the chapel of St. Augustine; others that it was the foundation of a pharos or lighthouse to guide shipping into the harbor.

If Dover had but a voice, what a fascinating story she could tell of her glorious past, from the day when her armed sons, massed on her cliffs, caught their first glimpse of Cesar's galleys and when, at sight of them the invading Romans turned their prow toward Deal to avoid such an unpleasant reception.

Thus, in those early days, Dover was playing the gallant part of Britain's sentinel—a part she has played with such stately loyalty for two thousand years.

When, a century later, the Romans came again, they made it one of their strongest military stations, and such was Dover's progress in later years that when the Conqueror first set eyes on it it was a highly prosperous town, with a stout fortress to defend it, a monastery, and a guildhall. It probably grieved him that, before he could make it bend the knee to him, he was compelled to lay it in ruins with fire and sword. A few years later, however, it had risen from its ashes and blossomed into a town more flourishing than ever.

It is to the Normans that Dover largely owes her impregnable castle, with its outer girdle of twenty-seven massive towers, and its inner wall, with fourteen towers to guard the keep—its central stronghold. In the Conqueror's time this castle, whose mighty bulk dominated the Channel, had for its custodians eight of his most powerful Barons, who reaped many English manors for their services.

Such a stronghold at the very gateway of England naturally has a story of battle and bloodshed, but its most thrilling and also its proudest episode was when it was besieged by the Dauphin of France, on his way to seize the English crown. Week after week it was swept by a ceaseless hurricane of huge stones and arrows. Starvation, disease, and death ravaged its brave defenders, but the Dauphin looked in vain for the least sign of surrender, and in his rage he vowed he would not budge a foot until he had captured the castle and seen every man in it dashing at the end of a rope. But his threats were in vain, and at last the arrival of reinforcements sent the boastful Dauphin scurrying back across the Channel.

Through the centuries the story of Dover has been very largely the story of her castle. Many a king has found a Regal hospitality within its walls—Richard the Lion-hearted, when on his way to the Holy Land; Henry III., on his disastrous return from France, and again when he found a refuge there on the rebellion of his Barons; Edward I., homeward bound from Palestine to his crown; Edward II., on his nuptial journey from France with his bride; and our fifth Henry, fresh from his glorious victory at Agincourt.

It is not only against armed hosts that Dover has had to defend herself. For centuries she has had to wage battle with the sea, which constantly threatened to invade and submerge her. In vain she built one protective wall after another. All were swept away. The entrance to the harbour, too, was more or less choked up for two hundred years; and every householder was obliged periodically, under severe penalties, to assist in clearing away the shingle.

Nor was it until within comparatively recent memory that work was begun on the wonderful harbor, with its pier three-quarters of a mile long and its large area of sheltered water on which a fleet of warships could float.

**PLEASE NOTE.**

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

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

**PHONES:** City 7786 and City 6817.
THE NAVY LEAGUE.

The Navy League is an organization for the promotion of interest in naval affairs, the support of the Royal Navy, and the welfare of the Royal Navy. It was founded in 1896 and has branches worldwide. The Navy League Journal is a publication that contains news, articles, and editorials related to naval history and current events.

In this issue, there is an article about Anthony Horderns' decision to manufacture and sell the Safix-Miller Outboard Motor. The article highlights the company's commitment to customer satisfaction and its confidence in the quality of its products.

The article also mentions the Navy League and its Members, who include prominent individuals such as T. Dunn and Co., Col. J. Macarthur-Ormsby, and Capt. S. G. Green. The Navy League has a wide range of Members, including Vice-Presidents, Hon. Members, and Fellows, who contribute to its work.

The Navy League also discusses the Orient Line, which provides regular sailings from Australia to England. The Fleet includes ships like "OMONDE," "ORMUZ," and "ORSOVA." The article mentions the reduced fares available for members of the Navy League.

The Navy League Journal also features advertisements for Hardy Bros Ltd., who are offering Christening Gifts, and for Art Metal Ceilings by Wunderlich Limited, which are artistic, permanent, and economical.

In summary, this issue of the Navy League Journal provides valuable information about the Navy League, its Members, and the companies and organizations it supports, along with news about the Orient Line and the latest developments in the field of naval affairs.
Farmer's Restaurant

Appreciable reductions in Tariff throughout.

BUSINESS MEN'S LUNCHEON

Table d'Hote, 3/- In the Oak Luncheon Hall,
12, noon, to 2 p.m.

The Restaurant Orchestra is now under
the leadership of Mr. Haydn J. Beck.

Luncheon at Farmer's provides a favourite rendezvous for
social meetings, for finalising a business deal, and the dis-
cussion of a hundred and one things. The variety and
excellence of the menu, the service, appointments and the
surroundings all ensure the most perfect satisfaction.

The Restaurant Orchestra is under the distinguished leader-
ship of Mr. Hadyn J. Beck, Diploma of Music, Brussels
Conservatorium, whose ability is well known to lovers of
music. The Orchestra also renders a musical programme
during the Morning and Afternoon Tea sessions.

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

FARMER'S, SYDNEY
PITT, MARKET, & GEORGE STREETS.