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THE VISIT of the BRITISH WARSHIPS.

WEN the ships of the Special Service Squadron return to England, their crews will in due course be granted home leave. Then will begin in favour of Australia—and of things Australian—one of the most effective publicity campaigns our land has ever enjoyed. The cost to the Commonwealth Treasury will be nil. As emissaries of emigration, without pay, the sailors will spread the glad tidings that a great and almost empty Continent overflows with healthful sunshine and limitless opportunities. Their tales of the prosperity of our people as a whole, will decide hundreds of their countrymen's future. Towards the end of the present year a rising tide of interest in the Commonwealth will assuredly ripple along the corridors of Australia House from the uttermost parts of Britain; and it is to be hoped that our recently created Migration and Settlement Department will rise to the occasion and divert it at the flood to absorptive fields here. It is an opportunity not to be missed, an opportunity that the supporters of the White Australia policy must seize with both hands, lest it passes by.

In addition to any material benefits, direct or indirect, which may accrue to us, the visit of the "S.S.S." has proved to the Empire and to the wide world that Australia, by the spontaneity and warm heartedness of its welcome, is as inseparably a part of the Motherland as a child is of its parents.

It is a matter for rejoicing that between the old country and this healthily maturing youngster, Australia, there is an unwritten and unvoiced deed of partnership which, sealed with the potent i jrce of sentiment, shall never be broken so long as our honour remains untarnished and the language of our fathers is spoken.

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THE NAVY LEAGUE JOURNAL

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THE NAVY LEAGUE JOURNAL

CAPTAIN COOK

BY CAPT. J. H. WATSON, R.N.R.

WITH the approach of the anniversary of the landing of Captain Cook at Botany Bay, there have appeared in the press various items of more or less interest with regard to incident connected with his life and career.

The most important of these, from my point of view, is the publication in the Sydney Morning Herald on the 15th of March last of a "Dimensional Sketch of H.M.S. Endeavour," or as she was called in the official language of the day "The Endeavour Bark."

Being thus described has led to endless controversy, principally caused by people without any knowledge of the distinctions of the rig of ships, or of the various technicalities conveyed in a seaman's language as used in description or log book, and as she was by Admiralty instructions and handed the main and mizen topsails, and got down topg't yards," but no where is there any reference to a mizen top gallant yard or sail.

Captain Bayldon has that in view in his sketch.

There has also been many letters in the paper with reference to Cook's birth place, what his father was, about his descendants, and the memorials that have been erected to him. Nearly all these things are fully explained in "Captain James Cook," by Arthur Kitson, published in 1907, and which is far more interesting than these letters which only lead one astray.

Then there is the parish register of Marton-in-Cleveland, wherein it is written "Novr. 3, 1728, James ye son of James Cook, day labourer, baptized," which settles the question of James Cook's position in the social scale.

"The Endeavour Bark," therefore she must be the barque Endeavour.

No one in Sydney is better qualified than Captain F. J. Bayldon, who has contributed the sketch in question, to interpret from log book and journal, and from the working drawing made in Deptford dockyard, the language used, so as to give what has long been wanted, a correct idea of the vessel that the great navigator made the celebrated voyage round the world in, which occupied nearly three years.

Then we have the statement of an ancient seaman who served his time "in a big barque of 317 tons out of Whitby, and received as a presentation a volume "All About Ships," by Captain Charles Chapman. There is a print in it of the brig Brotherly Love, the vessel Captain Cook went round the world in." How Editors can publish such stuff is a puzzle to me, surely everyone of them must know the name of the Endeavour.

The ship Freelove that Cook served his apprenticeship in is often called the Truelove or Brotherly Love by people who will not take the trouble to look it up, and assert the correctness of their statement in a most authoritative manner.
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The Yorkshire Church where Captain Cook was Baptised.

Then again there is the very frequent assertion that a person named is a descendant, or a direct descendant of the great navigator, Captain Cook. There is not the slightest doubt that he left no descendants, and it is extremely doubtful if his father has left any bearing the name of Cook.

But family tradition has created many a false halo and placed it on the brow of some unknown person as the descendant of some illustrious individual, altogether forgetting that the public require something more than assertion.

Then again, in a Canadian newspaper there was recently a statement that the "Historical Sites and Monuments Board of Canada" was about to erect a monument, with a tablet, to Captain Cook at Noooka Sound, Vancouver, B.C., with this inscription:

"Discovered by the great Captain Cook in March, 1778. In July, 1789, Spain took possession and established a settlement until 1795. The capture of British vessels in 1789 almost led to war, which was avoided by the Noooka Convention in 1793. Vancouver and Quadra met here in August, 1791, to determine the land to be restored under this Convention."

And so we have one more recognition of the services of Cook, but the greatest of the monuments is nature's greatest island on which is established the Commonwealth of Australia.

The great motor ship Aorangi, now under construction for the Union S.S. Co. of New Zealand, at the yard of the Fairfield Shipbuilding Company, Glasgow, will, when completed, be placed on the Canadian Australasian Royal Mail route between Vancouver and Sydney. The Aorangi will be the largest vessel of the Union fleet, and will have a speed of 18 knots an hour. With Capt. R. Crawford in command she should soon acquire a name as one of the most popular ships in the Pacific.
Royal Naval Visit.

The President
(Sir William Cullen)
Of the
Navy League, N.S.W. Branch, sent
the following letter to
The Vice-Admiral, Flag Officers,
Captains, Officers’ and
Ships’ Companies of the
Special Service Squadron:

I am very glad indeed to have the opportunity of extending to you, on behalf of the Navy League, a very hearty welcome to New South Wales. It is our earnest wish that this visit of the Special Service Squadron will be significant of the very happiest associations and a lasting mutual friendship, and that when the Squadron leaves our shores, officers and men alike will carry away with them a full realisation of that imperishable bond of true sentiment which binds us to our great Motherland.

Vice-Admiral Sir Frederick Field has replied as under:

I beg to acknowledge and thank you for your letter of the 6th instant containing such a hearty expression of welcome to the Special Service Squadron on behalf of the Navy League of New South Wales.

I sincerely trust that the visit of the Special Service Squadron will help in every way to bring home to each and all the sense of our great responsibility towards the Empire and all it stands for.
A Way They Have in the Navy.

BY ERALD A. HILL

THAT the man who spends his life going down to the sea in ships has an individuality all his own, few will trouble to deny. The Navy itself is wreathed around with customs and traditions, many of which have curious and centuries old origins, a few of such I propose illustrating.

In the Navy a junior officer gets into a boat first and leaves her last. I don't think this has any particular origin, save that of convenience for the senior officers, it being much pleasanter to have the boat shove off the moment you are in her, and definitely defined in order that no man may wait for the boat to either gradually fill or discharge.

Saluting the quarter-deck, whether you be entering upon it from the gangway or merely coming on to it in the ordinary course of your duties, is one of the oldest customs of the Navy, and dates back to the days when the after-castle of a ship was considered the sacred ground. In many of our modern ships of the Navy the quarter-deck is very strictly an intangible something—which embodies all three: one who wants to, smokes in his cabin, though traditionally he should not; on the part of the sailors who were inclined to be more forcible. When one salutes the quarter-deck it is very necessary, as the heavier type this is very necessary, as the KR. & A.I. (the King's Regulations and Admiralty Instructions), the law and the letter of the Navy forbids smoking anywhere during working hours, and in such working hours only in those places set apart for smoking. Generally speaking, this law is observed more in the breach than the observance as long as the bounds of reason are not overstepped, and every one who wants to, smokes in his cabin, though strictly speaking the law forbids it.

The dress of the bluejacket of to-day is as well disciplined and staunch as the marine; but custom dies hard—and the marine still keeps his cap on.

Every commanding officer, that is to say, the captain of a ship, through his actual rank may only be a junior lieutenant is entitled to be "piped" over the side when leaving or coming on board his own ship, and as an act of courtesy is usually piped in the same manner when going on board or leaving other ships—and always if the call is official. In olden days before commodious gangways became part of the furniture of a ship, an officer was hoisted up over the side by a whip rigged at the yard arm. The hoisting and lowering was governed by the piping of a boatswain's mate, the sailors manning the ship hoisting or lowering according to the note piped. Hoisting and lowering, not officers but derricks or boats, etc., is governed by the same means to-day, but piping the side has become purely the prerogative of the C.O.

Smoking in the Navy is strictly taboo during working hours—on the upper deck at least. Strictly speaking, the K.R. & A.I. (the King's Regulations and Admiralty Instructions), the law and the letter of the Navy forbids smoking anywhere during working hours, and in such working hours only in those places set apart for smoking. Generally speaking, this law is observed more in the breach than the observance as long as the bounds of reason are not overstepped, and every one who wants to, smokes in his cabin, though strictly speaking the law forbids it.

The dress of the bluejacket of to-day is not without its significance. In the days when the sailor wore a pigtail it was found that the back of his jacket or jumper grew unnecessarily greasy, and to the loose washable blue jean collar was evolved. After Trafalgar three pieces of white tape were added to this collar in commemoration of Nelson's three victories—the Nile, Copenhagen, and Trafalgar—and a black silk scarf ordered to be worn in perpetual mourning for his death.

In the Navy you never "change" your clothes you "clean" into such and such a "rig." For instance, the "rig" of the day is always piped when the hands go to breakfast, when they change from
night clothing, which is just a blue jumper and trousers, flannel, and jersey, according to the temperature. Should there be dirty work to be done after breakfast the hands, or a certain specified section of them, are piped to clean into "dirty" or "refitting rig"; or, if the ship is coaling, the "coaling rig" in which latter instance they can wear anything their fancy dictates—from a bathing suit to a discarded frock coat—the writer has seen both. The bluejacket has an obsession for nicknames; and throughout the service they are ever the same, the origin of many being hopelessly obscure. Thus every Martin is "1'inchu," every Wilson "Tug," every Allen "Darby," every Green "Shiner," every Miller is "Pasty," every Clark is "Nobby," and every Watson is "Chumpy." The Service itself is referred to as Andrew, Portsmouth is known as "Pompey," and Devonport or Plymouth as "Guzzle."

Practically all ranks have their nicknames. Here are a few—The Captain, "the Old Man," or "Owner," Commander, "The Blake"; First Lieutenant, "Number One," or "Jimmy the One"; Gunnery Lieutenant, "Guns"; Torpedo Lieutenant, "Torps"; The Gunner, "Wads"; Carpenter, "Chips"; Carpenter ratings, "Chippy Chaps"; Boatswain, "Tommy Pipes"; Master at arms, "Jawny"; Ship's police, "Crushus"; Signalmen, "Bunting Towers"; Wireless ratings, "Sparks"; Marines, "Leathernecks" or "Jollies"; Sergeant of Marines, "the Major"; Engine-room Artificers, "Tiffies"; Coast-guards—practically all the service men—are alluded to as "Gobblies." In conclusion, two chums are known as "raggies," and if they quarrel they are said to have "parted brass rags," while a half-holiday is known as a make and mend, and is indicated to the hands by the boatswain's mates piping "'ands make and mend clothes."

**One of the Visiting Battle Cruisers.**

**H.M.S. REPULSE**

A sister ship to the Renown, which carried the Prince of Wales round the world, the Repulse is considerably smaller than the flagship, Hood, having a displacement of 26,500 tons as against the 42,000 tons of her great consort. The Repulse is armed with six 15-inch guns and a number of smaller weapons. Viewed from a distance she gives the impression of speed rather than massive strength, her graceful lines being something to marvel at. She carries a crew totalling 1,077 officers and men, 165 less than the wonder ship Hood. H.M.S. Repulse is commanded by Captain H. W. Parker, C.B., R.N.

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AIMS AND OBJECTS OF THE NAVY LEAGUE.

The Navy League is a Voluntary Patriotic Association of British People, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the Existance of the Empire, with a view to safeguarding the National and Imperial policy complete National Protection for British Subjects and British Commerce all over the World.

Its objects are:

1. To enlist an Imperial and National ground, the support of all classes in maintaining the Navy at the required standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of ensuring British prestige on every sea and in every part 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.

3. To bring home to every person in the Empire that commerce can only be guarded from any attack by being itself strong, and that the Empire, with the Navy whereon, under which..." (text cut off).

4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under which..." (text cut off).

5. To encourage the development of the Navy League, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the Existance of the Empire, with a view to safeguarding the National and Imperial policy complete National Protection for British Subjects and British Commerce all over the World.

6. To assist the widows and dependents of officers lost their lives in the War, and to educate their, and that the EXISTENCE OF THE EMPIRE, with the:" (text cut off).

NAVAL APPOINTMENTS.

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

LIEUTENANT: Basil W. Le G. Pullen to Melbourne, as first gunnery officer, March 20; Arthur F. Armitage to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, April 30.

Engineer Lieutenant: R. Berry Smith to Geronimo, April 1; George A. Hutchinson to Brisbane, April 7; William J. King to Cerberus, March 4; John V. Covington to Melbourne as assistant to first naval secretary, March 7.

Surgeon Lieutenant: James M. Fleitray to Cerberus, March 17.

Chaplain: Rev. Alexander Turnbull, M.A., to Brisbane, March 26 (appointment to Adelaide cancelled), and appointment of Rev. Vivian W. Thompson to Brisbane cancelled)...." (text cut off).

Paymaster Lieutenant-Commander: Keith M. Lawley, O.B.E., to Cerberus, additional for duty at Navy Office as secretary to first naval secretary, February 25.

Paymaster Midshipman: Patrick Perry, to Adelaide, April 7; Keith M. Miller, to Melbourne, additional, for duty in admiral's office, April 7.

Commissioneer Boatswain: John F. Tucker, to Penguin, for naval yard, Garden Island, April 1; Moses Lockhart, to Cerberus, additional for duty at Navy Office as secretary to second naval secretary, February 25.

MATE (A): Charles H. Blacklock (acting), to Platypus, additional, April 7.

Paymaster Midshipman: Patrick Perry, to Adelaide, April 7; Keith M. Miller, to Melbourne, additional, for duty in admiral's office, April 7.

Commissioneer Boatswain: John F. Tucker, to Penguin, for naval yard, Garden Island, April 1; Moses Lockhart, to Cerberus, additional for duty at Navy Office as secretary to second naval secretary, February 25.

Commissioneer Engineer: Arthur Livingstone, to Platypus, March 27; Harry W. Hacker, to Penguin, additional, March 21, and to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, May 26.

Chaplain: James M. Short, to Marguerite, March 14; Rev. Adrian J. Martin to Adelaide, April 5; Roy C. G. Mays.

Commissioneer Engineer: Arthur Livingstone, to Platypus, March 27; Harry W. Hacker, to Penguin, additional, March 21, and to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, May 26.

COMMISSIONER OF REPAIRS: John F. Tucker, to Penguin, for naval yard, Garden Island, April 1; William L. Nicol to Adelaide, March 29.

Warrant Engineer: Frederick J. Raymont to Adelaide.

Chaplain: Rev. Alexander Turnbull, M.A., to Brisbane, March 26 (appointment to Adelaide cancelled), and appointment of Rev. Vivian W. Thompson to Brisbane cancelled).

Paymaster Midshipman: Patrick Perry, to Adelaide, April 7; Keith M. Miller, to Melbourne, additional, for duty in admiral's office, April 7.

Commissioneer Boatswain: John F. Tucker, to Penguin, for naval yard, Garden Island, April 1; Moses Lockhart, to Cerberus, additional for duty at Navy Office as secretary to second naval secretary, February 25.

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Chaplain: James M. Short, to Marguerite, March 14; Rev. Adrian J. Martin to Adelaide, April 5; Roy C. G. Mays.

Commissioneer Engineer: Arthur Livingstone, to Platypus, March 27; Harry W. Hacker, to Penguin, additional, March 21, and to Cerberus, additional, for passage to United Kingdom for reversion to Royal Navy, May 26; Richard B. James, to Penguin, March 29; Frederic J. Raymond, to Brisbane, March 29; William L. Nicol, to Adelaide, March 29; George A. Gridgeman, to Marguerite, March 29.

LIEUTENANT: (T) David D. Alken to Melbourne, additional, April 30; (T) Bernard G. H. Phillips to Cerberus, temporarily, April 13, and to Melbourne, additional, as flag lieutenant to Commodore Commanding H.M.A. Fleet, and as fleet W/T and signal officer, April 30; (T) Reginald V. Burton to Cerberus, for charge of signal and W/T schools, May 2.

Chaplain: The Rev. Alexander Turnbull, M.A., to Penguin; the Rev. Andrew O. Hardie to Brisbane; the Rev. Francis B. C. Birch to Melbourne, all to date April 30; the Rev. Adrian J. Martin to Cerberus, additional, April 4.

Paymaster: Frederic J. Raymond to Adelaide. March 29, appointment to Brisbane to date March 29 cancelled; appointment of William L. Nicol to Adelaide, to date March 29, cancelled.

SPECIAL SERVICE SQUADRON.
Benjamin Boyd
Owner of the celebrated Yacht, WANDERER: Founder of Baird Town, Town Hall, Whaling Fleet Owner, etc.

(Concluded from March issue)

Leaving the WANDERER in this beautiful sheltered cove in the island of Guadalcanar on the evening of the 15th October, 1854, let us return to Sydney and take up a newspaper of December following, and we there read a bold headline —

WRECK OF THE YACHT "WANDERER."

(From the Shipping Gazette, December 6th, 1851.)

On Thursday, 13th ult., Mr. B. Boyd's yacht, the WANDERER, anchored off the bar at Port Macquarie, and on the following morning a boat belonging to Messrs. Cohen and Co., put off to her to ascertain if any communication was required with the shore. The crew found her in a disabled state, her mainmast and forecastle both sprung above the deck, as well as her jib-boom. They reported that Mr. Boyd had been killed by natives, and they expressed a wish to enter Port Macquarie in order to get her repaired. During the night after her arrival off the bar the windlass had broken in two from the centre, and it was impossible to proceed to sea. Mr. Easton, master of the Elizabeth Cohen, advised that on account of her draught of water she could not come in, but subsequently went off with his crew to assist. The yacht was lightened for the ship Mr. Boyd fired one shot soon after. The natives wished them to go and shoot birds, but without any articles of trade; and at sundown they went ashore. The night passed in perfect quietness.

Wednesday, 15.—This morning at an early hour many canoes were alongside, without any trade or warlike weapons. At half-past six Mr. Boyd rose in unusually good spirits, and, taking the small boat, with one native of Oceana Island, went ashore to shoot game. The boat was seen to enter a small creek, and was immediately out of sight of the ship. Mr. Boyd fired one shot soon after.

Continued on page 20.
HEADQUARTERS' NOTES.

In connection with the visit of 400 sea cadets to Garden Island on April 9 and to H.M.S. Hood on April 11, great credit is due to the officers in charge of the respective Companies for the very able manner in which they carried out the arrangements for transporting the cadets from the various centres. Knowing the difficulties faced owing to the abnormal amount of traffic, both pedestrian and vehicular, due to the arrival of the Special Service Squadron, we have nothing but the highest praise for the officers concerned. Officers and their associates to whom the Navy League owes much are: Mr. M. MacDonell, Mr. Gurre, Mr. A. Wood, M.M., Mr. R. H. Wade, Mr. J. Docking, Mr. Edgar Fidden, Mr. H. Cardwell, Mr. P. McDonald, Messrs. Hamilton, Roberts, R. Gaul, and F. L. Adams.

Thanks are also due to members of local committees, including Messrs. J. J. Eyre, T. Fox, Captain O. Smith, Messrs. Biddle, Sted, Buchanan, Brown, and Daniels.

Mr. F. L. Adams has been appointed Honorary Secretary to Concord Company of N.L Sea Cadets.

In view of the Admiral's expression of opinion, Navy League officers and instructors (all of whom give their services in a voluntary capacity), especially those who have had long experience at sea, and saw much active service during the Great War, resent criticism levelled at the bearing of the cadets by 'river and harbour seamen who did not proceed overseas during the war.' It has been stated that these critics appear to expect the discipline of Prussianism. Be that as it may, the discipline of our grandfathers' time has gone forever, and in its place we have a training, less spectacular perhaps, but just as effective; a training infinitely more human and more elastic, breeding individualism and initiative, while not losing sight of the value of team work, of co-operative effort. The discipline in vogue to-day reflects the 'spirit of the age'—and we must accept it. Possibly, one hundred years hence, something quite different will obtain.

AN UNSATISFACTORY INTERVIEW.

NEWSPAPER REPORTER (smiling copy) "And how do they feed you fellows on board?"
BLUEJACKET: "Oh, its alright what there is of it."
NEWSPAPER REPORTER: "What! don't they give you enough to eat?"
BLUEJACKET: "Oh yes, there's plenty of it such as it is."
H.M.S. HOOD.

The 11th April, 1924, will ever be a memorable day in the history of those who visited H.M.S. Hood, the Flagship of the British Special Service Squadron, visiting Australian waters. She is the biggest, fastest, and best armoured battle cruiser in the world. She is 860ft. long, with a beam of 104ft., and is 155ft. in height; her displacement when empty is 41,200 tons, and her normal draught is 28ft.

The Hood was laid down at Clydebank on September 1st, 1916; was launched by Lady Hood on 2nd August, 1918, and left the Clyde on 9th January, 1920. Her total cost was £6,025,000. The engines which burn oil, are 144,600 horse-power, and on trial she has travelled at the speed of 32 knots an hour.

A special ferry boat conveyed some 400 sea cadets and their officers, together with several hundred supporters of the Navy League, to the Hood at the invitation of the Vice-Admiral commanding the Special Services Squadron.

A good general view of the great ship anchored off Kirribilli was obtained on the trip over. While waiting to step off the ferry boat, no doubt those unaccustomed to naval proceedings, wondered why the officers and men all saluted when they descended from the main to the quarter deck, for apparently there was no one present to take the salute. This, however, was no custom handed down from the time when a crucifix was carried aft. The custom still remains, though the crucifix is no longer to be seen.

A war ship such as that in question has to be self-contained, and a regular township in itself, so far as the trades on board are concerned. Of course, those having to do with food are represented such as butchers, bakers, and cooks; the engineering trades are in evidence, including fitters and blacksmiths; then there are tailors, sailmakers, etc.

Naturally, the first thing to attract attention are the huge 15-in. guns, two in each turret, two turrets fore and two aft, the ship's armament. Each pair being higher than that in front of it, so that the guns can fire over those in front. Each of these big guns weighs 1,900-1bs. and fires a projectile weighing 3,900-lbs. which travels at the rate of 2,450-ft. per second. Each gun can be fired six times per minute, the effective range being 20 miles. The guns can be swung round in any direction horizontally, and can be elevated to an angle of 30 deg., mechanically without taking the roll of the ship into consideration.

On the top of each turret is a queer looking horizontal structure: this is a range finder. The crew required for each turret is 78; the turret is not simply that portion which turns round above the deck, but passes down to the interior of the ship.

On a higher horizon, on both port and starboard, are batteries of 5.5-in. guns; and still higher are anti-aircraft guns.

The guns can be fired individually by their crews, or collectively from the fighting top. The conning tower is the brains of the ship, and is capped with a big range finder. The guns are handled, and the ships steered by hydraulic power. Everything is in duplicate, so if one set of controlling gear is carried away, the other can take its place.

Trophies held by the ship are the Atlantic Fleet Challenge Shield for gun laying with heavy guns; also, the silver cup for the second Cruiser Squadron Battle Practice; there is also a silver plate from Lord Nelson's dinner service.

The powerful search-lights and signalling arrangements called for a good deal of attention.

The main impression carried away was the immense amount of thought and skill required in the construction and equipment of such a fighting machine, and the cleanliness and order that prevailed.

At the end of the visit, the sea cadets lined up aft, and were addressed by Vice-Admiral Sir Frederick Field in a few appropriate words.

Among the visitors were: Mr. Kelso King Sir Alfred Meeks, Judge Backhouse, Messrs. A. G. Milson, F. W. Hixson J. Payne, T. H. Silk, J. J. Eyre, and T. Fox (members of the Navy League Executive), Mr. Q. L. Deboite, Mrs. and Miss Kelso King, Mr. and Mrs. Venour Nathan, Mr. and Mrs. G. H. Hebdes, Mrs. and Miss Glasson, Mr. J. T. Lingen, K.C., Mr. Fairlie W. Pope, Mr. R. J. Clarke, Capt. J. H. Watson, Messrs. Gordon Johnson, G. R. H. Kain, Ramsey, W. W. Wills, Mrs. M. Mayne, Mr. Hambury Davies, Messrs. S. Newlands, Matthews, Thompson, Dempster, Cochran, Archdeacon Boyce, Revs. G. Saxby-Minter, R. W. M. G. P. Manning, Mr. Howard Bullock, Mrs. Hamilton Marshall, Mr. J. N. Grace Mr. W. M. Macdonald, Captain R. H. Ghest, Captain A. Smith, Messrs. Gurre, A. Wood, R. H. Wade, Brown, Buchanan J. Decking, H. Cardwell, G. B. Smith, and Sproule.

The Concord depot ship, “Lindstol,” is the scene of great activity during week-ends Cadets put in much hard work turning the vessel into suitable training quarters.

Much credit and many thanks are due to Mr. A. J. Hamilton for the time and labour devoted to North Sydney Company, particularly in connection with the electric light wiring at the depot.

The British Admiralty survey vessel, “Heroin,” (formerly the “mystery” ship “Merry Hampton”) is now at Sydney. She is taking the place of H.M.S. “Pantome.”

THE NAVY LEAGUE JOURNAL.

NEW NAVAL CHIEF.


Captain R. L. Pool, R.N., is also an arrival here. He will assume control of the R. A. Naval College at Jervis Bay.

The magnificent yacht-like White Star liner “Ceramic” will be laid up for three months after arrival at Liverpool in May. It is expected she will be back at Sydney in October next.

MEMORIES.

BY CAPTAIN R. CRAWFORD.

My mind goes back to the days in “sail,”
When I looked on steam with scorn,
To the long long days when the wind was ahead,
And the blow off the Pitch of the Horn.

And it thrills my blood when I hear once more
The order to shorten sail,
And I see the slope of the slanting deck
As she heels to the freshening gale.

The wind that whistles through every shroud,
Is singing the call of the sea,
As she heels to the freshening gale.

The order to shorten sail,
And I see the slope of the slanting deck
As she heels to the freshening gale.

The Concord depot ship, “Lindstol,” is the scene of great activity during week-ends Cadets put in much hard work turning the vessel into suitable training quarters.

The order to shorten sail,
And I see the slope of the slanting deck
As she heels to the freshening gale.

The British Admiralty survey vessel, “Herald,” (formerly the “mystery” ship “Merry Hampton”) is now at Sydney. She is taking the place of H.M.S. “Pantome.”
going to the beach, where another canoe lay, we were spent in searching for the bodies, but without - 

That the natives should have attacked us in the face of so many large guns may seem strange to many, but by their motions they evidently thought that the fire was the only thing to hurt them, for when a musket was levelled at one he put up a wicker shield and came boldly forward; and, in fact, one canoe came up, receiving a two-pound charge of grape. That we should have beaten them off, unprepared as we were, was more than we expected. If they had come on in a body the tale would never have been told, for what could be expected of four men to two hundred well-armed savages. As it was, we were quite unprepared for an attack. Our deck was mined, and every succeeding one told with deadly effect. The canoes were now driven from astern, but they tried to board us forward. So determined were they that a number had climbed on the martingale backstays, and were coming up in the face of boarding pikes and cutlasses. At this time up to the village, and posting a watch on the party moving in that direction they ran, passing between three of us. A gun was fired over their heads, but this seemed only to give them confidence, for, uttering fearful yells and blowing on war conchs, they pulled up to the ship with the intention of boarding us. Spears and other missiles flew through the rigging, while the first shot levelled its mark, and every succeeding one told with execution. Through the rigging, when the first shot levelled its mark, the wretches into the boat, and knocked the wretches into the water. The alarm was now given, and we therefore did not make the land until half-past 11 p.m., when we manned the boat with the following as a crew: Messrs. Otwell, Webster and Barnes, Dick, Tom, Friday, Sandy, Peter, Harry, Bango, and Jack—in all eleven souls. Mr. Crawford, with two sick natives, remained on the ship. The boat having pulled in shore as close as she could for the breakers, rounded to opposite the village, and fired two rounds of grape from a large gun which she carried into the village. She then pulled down by three-quarters of a mile, and under the lee of a large rock the company landed, with the exception of Harry, Bango, and Jack; these three natives remained in the boat, and pulled her to the village. The other eight walked towards the settlement, and having searched the houses (all of which the natives had entirely cleared) set fire to them, and also to three canoes. At this time the natives were seen gathering in large numbers at the next settlement, about two miles up the coast. At this point they were expected to make a stand, but on the party moving in that direction they ran,
making fearful yells. No traces whatever of our friend could be found.

Three p.m., there being every indication of a storm, the party took to the boat, but before we were three hundred yards from the shore the rain and wind, with heavy fog, came on, and we lost sight of the ship. The storm increased every minute, and knowing that Mr. Crawford had no hands on board to work the ship, made us the more anxious to get on board. We kept the boat heading along the shore, and in about two hours saw the vessel, distant about a quarter of a mile, and at half-past 5 p.m. we were all safely on board.

After this escape we considered it useless to attempt any further proceedings on a coast where we could find no safe anchorage, and where our company was too small to leave a sufficient number on board to work the vessel in case of difficulties, and at the same time have an effective crew ashore. We shaped our course from these wretched shores, and bore away to the coast of New Holland.

Estimated number of natives killed 25
Number of houses burned... 50
Number of canoes burned... 15
(Signed) WILLIAM OTTIEWILL, Master.
GEO. C. CRAWFORD, Mate.
JOHN WEBSTER.
JAMES BARNES.

(Copy of original letter in possession of J. Arthur Dowling, Esq.)
Port Macquarie, 1 December, 1851.

Dear Sir,—

I arrived here late last evening, and found that the Wanderer was not yet afloat. The agreement with Messrs Cohen and Co. has been cancelled. The yacht I would advise to be sold as soon as possible, for the rate of wages and the scarcity of labour in this place would make the expense of floating, etc., so much more than the real value of the vessel that it would be a losing concern to

vessel, and by means of his crew, with the assistance of our own, to make attempts to float the vessel and to bring her to a safe place within the bar, I thought it proper, with the advice of Mr. Webster and inhabitants of the place, to place the vessel under the charge of Messrs. Cohen and Co. for the above purpose, in consideration of which service the sum of two hundred pounds sterling to be paid them, the said sum only to be paid in the event of vessel being got off.

I remain, Sir,
Your obedient servant,
WILLIAM OTTIEWILL,
Master of the schooner Wanderer.
the money is due (and who have possession) will not deliver them up. I have not had time to
now sent be previously paid the parties to whom it would be folly, for unless all the bills
dm], £45. is guaranteed; the same with regard to plate Mr. Webster declines to send until his bill,
without delay on receipt of this order, which can place. The papers will be forwarded to Sydney
This opinion they take from the Magistrate of this
Wan-
vessel here to remove the contents of the
papers. This vessel is the property of
the OrvSvT
receive an order to do so from the Supreme Court.
not authorized to send them to you unless they 
they are (as I informed you) under lock; but the 
sails, etc., as she lies; and the sooner that is done the better for all who may 
live here without great expense.
least I think so) her debts. Therefore no READY 
so do 
stateX floating hf.r it out of the quntion, 
stated
the fate of the yacht herself is inconceivable, as 
she went to pieces before the eyes of the people of

those who might attempt it.
The vessel has been entirely stripped, and her contents and gear has been stored with Messrs.
Cohen and Co. I send their account up to to-day. With regard to the papers of the late Mr. Boyd, 
they are (as I informed you) under lock; but the Captain and Mr. Webster consider that they are 
not authorized to send them to you unless they receive an order to do so from the Supreme Court. 
This opinion they take from the Magistrate of this place. The papers will be forwarded to Sydney 
without delay on receipt of this order, which can be sent by return of post on Monday next. The 
plate Mr. Webster declines to send until his bill, £131 4s. is guaranteed; the same with regard to the 
Oriel's papers. This vessel is the property of Mr. T. W. Campbell. With regard to sending a 
vessel here to remove the contents of the Wandering, it would be folly, for unless all the bills 
(now sent) be previously paid the parties to whom the money is due (and who have possession) will 
not deliver them up. I have not had time to compile a Dr. and Cr. of the Wandering, but shall 
do so at my earliest convenience, and send it up.

My candid opinion is that any person doing so would be a fool to advance a shilling on account of the vessel unless he was well assured that he had GOOD and SUFFICIENT authority to act in the matter, for I cannot but see that it is a NUISANCE. Therefore I should say sell the hull, spars, masts, rigging, sails, etc., as she lies; and the sooner that is done the better for all who may be interested in her, as her officers and crew cannot live here without great expense.
The proceeds of sale would more than pay (at least I think so) her debts. Therefore no READY 
case would have to be advanced. I have already stated that floating her is out of the question, so do not give that a moment's thought. The letter you gave me for Mr. H.R.A. has not been claimed, and I cannot find out the party. The ship's boat has been handed over to Messrs. Cohen & Co. in lies of their boat destroyed. Anxiously awaiting instructions from Sydney,
I am, Dear Sir,
Yours truly,
Geo. Crawford.
R. Campbell, Esquire.

Much that has appeared in the newspapers from time to time has been written by those who have not read up the story of the murder of Boyd, or the wreck of the Wandering. The late Sir Horace Tozer wrote: "The full story of the Wandering will probably never be known, and the mystery attached to the wreck no doubt helped to deepen the impression it made on my mind."

Sir Horace, although he saw the wreck take place when he was a boy, showed a lamentable ignorance of many matters connected with Boyd. Any reasonable person who has read the published accounts which appeared at the time must feel satisfied that Boyd met his death very shortly after he landed. At any rate, such is the opinion of those best able to judge, his companions on his yacht. That there can be any doubt as to the fate of the yacht herself is inconceivable, as she went to pieces before the eyes of the people of
an American whaler lying off Guadalcanar Island becalmed. The crew of that vessel had been ashore on the island, where they saw the name 'Benjamin Boyd' cut on nearly the whole of the trees. Captain Blaxland was at the island of San Cristoval in July, when the natives of that place told him there had been a canoe there some time before from Guadalcanar Island, the natives of which said there was a white man and a boy on the island, and described the man as tall and having a very long beard. These two reports coinciding with each other, we hope steps will be taken without delay to send a vessel to Guadalcanar to make inquiries.

The outcome of this was a public meeting held in the Sydney Exchange on October 19th, 1854, to urge the Government to take steps to test the truth of these statements. The most prominent men of the mercantile life of Sydney were present, and on the Government to take steps to test the truth of these statements. The most prominent men of the mercantile life of Sydney were present, and a committee consisting of Captain Towns, Mr. Thomas Winder Campbell, Captains Williamson and Fox, and Mr. E. S. Hill were appointed to carry out the object.

The owners of the Oberon, Messrs. Lawrence Cochrane, Captain Truscott, and Mr. J. G. Raphael, taking the committee of the meeting as a warrant, sent that vessel away to make the search. The committee in the meantime were urging the Governor, Sir William Denison, and the Government to send a man-of-war, and eventually H.M.S. Herald was despatched on the mission.

Captain Truscott, on arrival at Guadalcanar, interviewed natives, and finally got possession of a skull, said by the chief to be that of Boyd, for twenty tomahawks. With this he set sail for Sydney, which he reached on December 3rd. Drs. McKellar and Bennett, who inspected the skull, said it was not that of Mr. Boyd. It was sent to the Museum, and Mr. Sheridan Wall, the Curator, was of opinion that it was one of a native of the island.

The Herald, which had to be intercepted at Tanna and ordered on to the Solomons, reached there after the Oberon had sailed with her, and carefully examining the places that Boyd had visited at San Cristoval, found his name on several trees, which Boyd had cut in 1851, when he stayed there a month. But at Guadalcanar they found no trace of him, or the man with the long beard, or the boy. After a fruitless search the Herald came on to Sydney, which was reached on January 30th, 1855.

Captain Towns, as chairman of the committee under whose auspices the Oberon made her trip, applied to the Government on the day after return for payment of expenses incurred. The amount involved was £700, which the Government refused to pay. Much correspondence and debate in Parliament took place over this matter, extending over two-and-a-half years, when by a vote of Parliament the amount was paid.

Such was the career and fate of Benjamin Boyd, a name for many years familiar to the Sydney public, but of whom very few knew anything. He was of a generous disposition, warm-hearted, and one whose society was sought, and he entertained nobly both in Sydney and Boyd Town. There has always been an air of romance about the name. The very curtness of it seems to convey the impression of a jolly-good-fellow style of man, and as one has proceeded with the elucidation of his trees, which Boyd had cut in 1851, when he stayed there a month. But at Guadalcanar they found no trace of him, or the man with the long beard, or the boy. After a fruitless search the Herald came on to Sydney, which was reached on January 30th, 1855.

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A GOOD way to interest boys in knot-tying and the uses of knots is to tell a story introducing as many knots as possible, and allowing each boy to tie the knot when you come to it. To many people knot-tying is simply sleight-of-hand; they admire your skill, but fear it is past their ability to follow you, and therefore do not try. When we consider the deaths, injury, and inconvenience due to the wrong kind of knot having been tied, we can appreciate the utility of having more than a nodding acquaintance with knot-tying. The tenderfoot has to know half-a-dozen of the commoner knots, but there are many others that scouts should know.

The Kookaburra Patrol decided to have a day out in the mountains, and arranged to cut across country away from the beaten tracks, in order the more nearly to experience the conditions which faced the early explorers.

Before starting, the P. L. inspected the kit of each boy to see that he was properly provided with haversack, tucker, scout knife, string, note book, pencil—and last, but not least, a lariat; for the Kookaburras prided themselves on their rope work, which was not confined to lassooing. The P. L., in addition, carried a well sharpened tomahawk in a leather guard, and a pocket first-aid outfit.

The patrol was nine strong, including the P. L. On reaching the bush, the scouts were spread out parallel to one another, and a bowline made at either end with the three ropes. Some light sticks, four feet long, were cut and placed in pairs, one from each outer rope to the centre one; the sticks were then fastened to the ropes with string by means of square lashing. The centre rope was to walk on, the side ropes were for hand rails, the sticks holding them in position the proper distance apart. While the necessary number of sticks were being lashed to the ropes, a scout on the far side of the chasm tied a lanyard knot at one end of his lariat so as to weight it, and

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then heaved that end over. Untying the lanyard knot, that end of the lariat was fastened to one of the bowlines, while another lariat was tied to the other bowline with a double sheet bend. The latter was then tied to a tree with a 'double sheet bend', a hight being placed through the loop temporarily to prevent it from coming undone by accident. The far end of the bridge was then hauled across to the other side of the chasm where the rope was made fast to the selected tree with a fisherman’s bend, as far up the stem as the scout could reach, and the bridge was ready for use. When all the boys had crossed, with the exception of the P. L., the latter drew the bight out of the loop of the draw hitch, and taking the free end of the rope with him, being careful not to put any strain on it, crossed the bridge. When safely across, he gave the free end of the rope in his hand a sudden pull, and the draw hitch came undone. The rope bridge was then hauled across and dismantled.

Continuing on their way, they came to a precipice, and as they could find no way down, they twisted three lariats together so as to give a better grip, tied one end to a tree with a timber hitch, and threw the rest of the rope over the cliff. To prevent that part resting on the edge of the cliff from coming chafed, some bark was wrapped round it. One of the party being liable to get giddy, a fireman’s knot was tied on the lower end of the rope and placed round him, the rope was then given a turn round a tree to take the direct strain of the rope, and the boy was steadily lowered. The other boys then slid down the rope one by one, the P. L. remaining to the last, as usual, to see that everything was all right. Before “descending,” the P. L. untied the rope from the tree and replaced it by a single lariat, this was connected to the original rope with a double sheet bend, so that the original rope would be four or five feet below the cliff when suspended from above. He then made a sheepshank with the single lariat just below the brink of the precipice, and then while his weight was on the rope below it, he severed the middle portion of the sheepshank—that which was not used to make either of the half hitches—and slid down. On reaching the bottom, he jerked the rope till it came away where cut, so only the upper portion of the lariat was lost.

Later in the day the scouts had to climb a steep
place where loose rocks were liable to be dislodged and cause one to lose his footing. The P.L. feared that Podgey, who was not too nimble on his feet, and whose body nearly resembled a sphere, might come to grief if he attempted to make the ascent without assistance, so decided to rope him. A bowline was made at either end of a lariat, one for the P.L., who was to lead, to place round his waist; the other for the Second, who was to bring up the rear, to place round his waist, while a middleman's knot was tied in the middle to go round Podgey's body. With this assistance, though he had many escapes, he reached the top in safety.

Another way of interesting the boys, and forcing them to think, is to start a story, and then get each boy in turn to continue it and mention a knot not previously used in the story.

**THE NAVY LEAGUE.**


**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.

The Navy League does not necessarily endorse the opinions of Contributors to the Journal.

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

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SYDNEY, MAY, 1924.

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NATIONS AND THE SEA.

THE rapid progress made by Japan in maritime matters is probably without a parallel in the world's history. That she was able to assimilate Western ideas, and use them to such advantage, speaks volumes for the intelligence of her people.

The fact of a country having a comparatively large population, even though a large percentage reside within a day's march from the ocean, is not in itself sufficient to justify the acquisition of fleets of ships—either for a merchant or fighting navy if seamen cannot be found to man them. The United States of America is an example of a present day nation with a long seaboard lacking a truly seafaring race. Americans—except in small measure—have never acquired that sea-sense which is essential, and which is inherent in a race of real seamen. And for that reason America will never produce, with any degree of permanency, a seafaring class of any size.

Side by side with Japan's development of the sea sense, and her rise to maritime importance, have sprung up a number of industries directly associated with the sea. Her fishing fleets (which, by the way, are invaluable as recruiting grounds for the various arms of the navy) have grown; while shipbuilding and allied trades have developed enormously and have become firmly established. By encouraging a love for the sea among its people Japan is planting the seed for great reserves of personnel for the manning of her ships in the day of need.

What has Australia done? What is she doing? We shall attempt to give an answer in our next issue. In the meantime let us ponder the fact that it is only with the greatest difficulty she is able to maintain crews at effective strength on the ships of the skeleton fleet now comprising the Royal Australian Navy.
JOSEPH UNDERWOOD, member of the firm of Kalke and Underwood, merchants and shipowners of Sydney, in New South Wales, had pressing business with Ellis Bent, Esq., Judge Advocate and Judge of the Admiralty Court, on August 2, 1814.

A few weeks before Joseph had sighted a strange vessel off the Australian coast as he was returning in his firm's 185-ton Sydney built brig, the King George, from a voyage to China for tea and other China goods. Pirates were still very much in fashion, though this was rather out of their latitudes, and Joseph Underwood grew nervous when he noticed that the stranger had some wicked looking guns handy. It is true that she had attracted the attention of the King George by hoisting a signal of distress, but that was an old pirate trick.

Uneasy, but curious, Joseph put the best face that he could on the business, and drew near the strange craft, a 370-ton brig which smelled reassuringly of good, honest whale oil. He put out a boat and went aboard. He was received by no grinning, swarthy pirates with rings in their ears and daggers in their hands, but by 14 British whalers, ragged and rough, but honest enough.

All that they wanted was some clothes to replace the rags that partly covered them—some food and water and directions for making the port of Sydney. These were supplied to them, and Joseph Underwood, acting as their agent, applied to have salvage granted to them for the vessel—the Seringapatam—in which they sailed. How the application came about is an interesting story.

TwoFold Bay as Enemy Rendezvous

It was the farthest ripple of the war of 1812, the latest (and it may be hoped the last) war between Great Britain and America, which washed this problem to the feet of Judge Bent. Everyone has heard of some incidents of the war—such as the fight between the Chesapeake and the Shannon, the attack on New Orleans, and the burning of Washington and of Toronto. But few remember that there was a Pacific phase of the struggle in the course of which an American frigate established a base at Nukahiva in the Marquesan Islands, and acted as a commerce raider with such effect that she captured or destroyed 17 British vessels.

There is good reason to suppose that but for a lucky accident Sydney would have been attacked by the Americans and French acting in concert. The editorial records of Australia contain a statement on the subject by Jorgen Jorgenson, once king of Iceland, and later to be a convict in Van Diemen's Land.

According to Jorgenson four French frigates, each carrying 250 soldiers, were to try to slip out of a port near Rochefort. At the Falkland Islands the French ships, which were to have two American South Sea whalers named Kelly and Coleman as pilots, were to meet an American frigate and a storeship. They were then to cross the Pacific to Twofold Bay. There they could rest the troops after the voyage before proceeding to attack Sydney.

Jorgenson states that as Port Jackson was protected by batteries it was intended that the ships should anchor in Broken Bay. The troops would be landed up the Hawkesbury, cut off the Hawkesbury settlers from Sydney and obtain possession of the grain. Then they would attack Parramatta, call the convicts to arms and march on Sydney.

AMERICANS AT THE MARQUESAS.

It was also suggested that 250 men might be landed at Botany Bay to make a diversion but the main attack would be from Broken Bay.

Unless this scheme all emanated from the fertile brain of Jorgenson himself, who sometimes handled the truth rather carelessly, it shows that those who drew it up had a good knowledge of the Australian
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THE NAVY LEAGUE JOURNAL.
Wrecking a Battleship.

At a recent meeting of the U.S. Coast Artillery Journal, a description was given of the method of destroying the battleship Virginia. The text is a reproduction of an account of the sinking of the Virginia by warships of the United States Navy.

The Virginia was sunk by aerial bombing, which was a new and destructive form of warfare. The attacks were made by several planes, each carrying a bomb. The bombs were dropped from a height of 3000 feet and exploded near the target. The effect of the explosions was devastating, with the ship rapidly sinking to the bottom of the water. The quarters and half-decks were torn apart, and the ship was quickly incapacitated.

The Virginia was a large and powerful battleship, and its sinking was a significant event in the history of naval warfare. The methods used to destroy the Virginia were later adopted by other navies, and the Virginia was a symbol of the changing nature of naval combat.

The article continues with a discussion of the effects of aerial bombing on capital ships, and the need for new methods of defense. The Virginia was an important ship in the history of naval warfare, and its sinking was a significant event in the development of naval tactics.
THE FLYING important letter over the sig-
natures of Sir Cyril Cobb, M.P. (Chairman),
and Mr. Gerard Finnes (Vice-Chairman) has
been circulated from Headquarters, London, to all
branches of the Navy League throughout the world.
The League warns the people of the Empire of the
great danger to Imperial interests owing to the
attack on the seas? Why should they imagine—
of the possibility of danger from the air, how can
this security if we are left liable to have our
branches of the Navy League throughout the world.
been circulated from Headquarters, London, to all
borne commerce?
raids on commerce are not alternatives but com-
cutting-off of our supplies of wheat and meat would
by attacks on our commerce in distant seas which
may be, from devastating air attacks. That is
primary duty. But how are we benefited by this
security if we are left liable to have our
essential supplies of food and raw materials cut off
by attacks on our commerce in distant seas which
we are left helpless to resist? The paralysis of all
industry at home and slow starvation through the
cutting off of our supplies of wheat and meat would
be no less painful an end than extermination by
high explosives or poison gas. Defence against
air-raids and defence against slow strangulation by
raids on commerce are not alternatives but com-
plementary one to another.

"Has the British Government forgotten that it
has a double danger to meet—

"(a) The danger of air attacks against our cities
and ports;

"(a) The danger of the destruction of our sea-
borne commerce?

"If, despite the assumption that the best de-
ference is defencelessness, they are still convinced
of the possibility of danger from the air, how can
they appear to believe that there is no danger of
attack on the seas? Why should they imagine—
it is certainly not the case—that France will see no
menace in our preparations, and that Japan will
see a menace in immobile defences in Singapore?
A dockyard can make no attack, and the Japanese,
who, for years, have viewed our position at Hong-
kong with equanimity, are not likely to be disturbed
by our providing ourselves with an alternative fleet
have over 1400 miles further from their coasts.
The plea that the construction of a naval base at
Singapore is likely to create an atmosphere similar
to disarmament is specious, but unconvincing.

VALUE OF PACIFIC TRADE.
We have, every week, to import about six million
tons of food to the approximate value of £60,000,000,
and about twenty million tons of raw material to
the value of over £8,000,000. To enable these
supplies to be brought to our shores, we have
every day at sea 1400 British merchant ships of
3000 tons and over, scattered over trade routes
80,000 miles in length. In addition to the ships
actually at sea, there are over 1400 other British
ships loading or unloading in harbour in various
parts of the world at the same time. At any given
moment there are at least £80,000,000 worth
of British trade afloat east of Suez, of which
£150,000,000 are in what may be called
the Singapore sphere of influence. From that area we
draw 68 per cent. of our supplies of tea, 97 per
cent. of our jute, 96 per cent. of our zinc ore,
90 per cent. of our rubber, 89 per cent. of our
wool, 77 per cent. of our hemp, 63 per cent. of our
rice, 57 per cent. of our linen, 52 per cent. of our
cheese, 48 per cent. of our butter, and a large pro-
portion of our frozen meat, oils for food, etc., and
also many other necessary materials for peace or
war. Every ship on the eastern trade makes an
average five voyages out and five home every
year. Thus the 507 ships trading in the India
area alone may be said to have an annual floating
worth of over £800,000,000, which it is the
business of the navy to protect.

What the effect would be of leaving this vast
trade unprotected we may see from the experience
of the late war. The Emden in under two months
sank 17 ships whose hulls and cargoes were valued
at £2,500,000; the Moewe sank 22 ships on one
cruise and 13 on another. This too, happened at
a time when there was a large number of cruisers,
not only British but also Japanese and French,
guarding the trade routes.

Is the sum of £11,000,000, spread over a
period of years, for the construction of the Singa-
apore Base—which is equivalent to about one
farthing per annum on the income tax—too great
a premium to ask for the safeguarding of these
vital Imperial interests?

PROTECTION OF DOMINIONS.
In a conflict in which the enemy has not only
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PROTECTION OF DOMINIONS.
In a conflict in which the enemy has not only

A British Light Cruiser encountering heavy weather in Australian Waters.

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MARITIME NEWS.

The popular Aberdeen Liner Themistocles, is scheduled to leave London on May 28. The Agents are Messrs. Dalgety & Co., Ltd.

The P. & O. and the Orient-Royal Mail steamers will berth at Woolloomooloo in future. The difficulty attending the berthing of these big vessels at Circular Quay have greatly increased during later years, owing to the congested nature of the ferry traffic. Travellers, as they pass to and fro from the Quay, will greatly miss the familiar names and forms of the splendid ships of these celebrated companies.

The Management of the Australian Commonwealth Line made a wise move when it decided to cut out the very limited first-class accommodation on its "Bay" liners. There is no doubt that the popularity of these ships will further increase now that "one class" passengers only are being catered for.

Word has been received to the effect that the Orient S. Co., Ltd., have placed an order with the famous firm of Vickers Ltd., Barrow, England, for the construction of another 20,000 ton oil burning liner. She will be similar to the Orama vessel, Homeric, plying between Southampton and New York.

The North Sydney Company of Navy League Sea Cadets, has been fortunate in securing the services of Mr. Sinclair Arrows as Honorary Secretary, and Messrs. K. H. Simpson and L. Bray as assistants to the officer-in-charge, Mr. M. MacDonald.

Ashamed of her calling, the once proud "White wing" vision of the deep "Loch Katrine, is about to leave Sydney forever. Used as a hulk in Australian waters for many years past, she is to end her days at Rabaul, as a storehouse.

Many people will remember the clipper ship, "Loch Katrine" in the strength and glory of her youth when she was a welcomed visitor to Sydney. She was one of the last of man's beautiful and elegant vessels to be sacrificed to progress and utility. "Earth," to quote John Masefield, "will not see such ships as those again."

that protecting force be paralysed for lack of a base within covering distance, the most profound anxiety must be aroused in the minds of our fellow citizens overseas which no pious belief in the force of a good example will allay."
To P. Stephens, Esq."

Continued on page 21.

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For Saturdays and Half-Holiday Observance:

Continued on page 4.

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To P. Stephens, Esq."

Continued on page 21.

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For Saturdays and Half-Holiday Observance:

Continued on page 4.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

HEADQUARTERS' NOTES.

Cadet Officers are invited to peruse the Rules Governing Pulling Boat Races, on page 18.

On Sunday, June 1, the Jutland Day Memorial Service will be held at St. Andrew's Cathedral, Sydney. It is hoped that Sea Cadet Companies will be well represented.

The Cutter race for the "Oswald McMaster" Cup will be rowed over a half-mile course between Wright's Point and a mark off the Drummoyne Depot, Parramatta River, on Saturday afternoon, 31st May. Race will start at 3 o'clock sharp.

Mr. Harry Shelley of the Navy League Executive has very kindly offered to tow North Sydney and Balmain cutters to the starting point if respective officers in charge will get in touch with him at 185 Clarence Street (phone City 2664), with regard to the time and place at which they desire to be picked up.

Companies should make their own arrangements with respect to cadets wishing to witness the race.

His Excellency the State Governor will be invited to present the Cup to the winning crew on the occasion of the inspection of cadets in June.

Five silver medals—one for the best all-round P.O. or Cadet of each Company—are being struck. They will be presented at the general inspection next month.

Headquarters will welcome any reasonable suggestions from friends of the League relating to the welfare of its Sea Cadet movement.

The editor of The Journal will also be pleased to consider articles or photographs of a suitable nature. Communications should be sent to the Royal Naval House, Grosvenor Street, Sydney.

HUMOURS OF THE R.A.N.

WITH ONE OF OUR LOWER DECK VOLUNTEER BANDS.

The Double Bass: "What did he say was the next tune?"
The Trombone: "Washington Post March."
The Double Bass: "It can't be that one."
The Trombone: "Why not?"
The Double Bass: "Gor blimey I've just played it."
RULES GOVERNING PULLING-BOAT RACES.

1. The winners. Each Company has been held in the municipality, the occasion being the scene of the most spectacular procession ever in the year 1905. It was founded by the Rt. Hon. The Earl of Meath at the close of the firemen’s Carnival in connection with the Queen Competition for the Balmain and District Hospital. A marching competition was held, and the competitors included the Highlanders, Boy Scouts, Red Cross Divisions, and the Navy League; the latter was represented by Balmain and Drummoynie Companies, and they were unanimously declared the winners. Each Company has been presented with a Championship Ribbon to be displayed on their colors. Congratulations on the splendid exhibition put up by the Navy League are deserved.

2. Mr. F. Peterson, late of the Sea Scouts, has joined the Company as an officer, and will be of great assistance in helping Officer S. Cooper in boat work.

3. We are after the honors for the next Cutter race on 11 May—other Companies to look to your guns.

Our Physical Instructor requires 10 sets of single sticks, with baskets and masks. Any League caring to assist in this direction will earn our warmest thanks.

EMPIRE DAY.

Empire Day, which falls on the 24th May (the birthday of the late Queen Victoria), was officially recognised by the Federal Government in the year 1909. It was founded by the Rt. Hon. The Earl of Minto at the close of the nineteenth century. Its watchwords are:—Responsibility, Duty, Sympathy and Self-sacrifice.

He who serves and seeks for gain, And follows but for form, Will wake when it begins to rain, And leave thee in the storm. —Shakespeare.
The whole question is purely a matter of strategy, and rather hard to put down on paper unless one has full information as to the forces at the disposal of the various powers and of the interests at stake.

I think, however, that it can be briefly summed up that, with Singapore, it is doubtful whether either Australia or New Zealand could be attacked, but that without a base at Singapore, even if we had one in Australia, enormous damage could be done to the British Empire, which vessels operating from an Australian base would be unable to prevent.

One fully realises what you all must feel about the decision of the Government to suspend the operation of this base, which, after all, is a key position—and ought to be proceeded with at once. Local defence with submarines, mines, and your own forces would certainly protect your own coasts, but they will be unable to protect the vast trade interests at stake.

The whole question is purely a matter of strategy, and rather hard to put down on paper unless one has full information as to the forces at the disposal of the various powers and of the interests at stake.

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NAVY LEAGUE JOURNAL

WHAT THE NAVY LEAGUE HAS DONE IN GREAT BRITAIN.

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The League has branches throughout the British Empire.

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THERE is that in our characters which never can be seen except in our writings; in fact, if you told your best friend half of what you put upon paper, he would yawn in your face or he would thing you a fool.

—Edward Bulwer Lytton.

ASK A FRIEND TO JOIN THE NAVY LEAGUE TO-DAY.

Never was letter written under more trying circumstances. A water-logged ship stripped of everything, without a rudder, sails blown to ribbons, and deserted by officers and crew, with the exception of three—her commander unmindful of himself found time to command to the Admiralty his loved ones at home. That done, and the boat all gone, and in spite of the tempestuous wind and the seas washing over the wreck, Riou looked about to see who of his crew and passengers remained on the ship. He found the carpenter, the boatswain, and Mr. Pitt, a midshipman, son of Lord Camelford, and twenty convicts. Whether any of the seamen remained is uncertain, none are mentioned in the various accounts published at the time.

All the above with their commander had a hard task before them. But, we gather from Mr. John Williams, the boatswain, that "the commander had a strong resolution—for he said he would sooner go down in the ship than he would quid her... after the boats left us we had two chances—either to pump or sink...

We found some benefit by it for pumping and bailing we gained on hur... We was in this terrible situation for nine weeks before we got to the Cape of Good Hope."

They fell in with a Dutch ship from Batavia bound to the Cape, which had got further south than her proper course, and she lent some men and stood by till the Guardian reached her. In the meantime the boat in which were Mr. Clements (the master), the Purser, Rev. Mr. Crowther (the chaplain), a Master's Mate, a Midshipman, the gunner, and nine others (one of the officers having Riou's letter to the Secretary of the Admiralty) after great privations was picked up by a French ship and taken into the Cape. On their tale being told, the Guardian was given up as lost; great was the surprise, therefore, when the shattered wreck entered Table Bay "with nine feet of water in her hold, the lower gun deck serving as a second bottom, and Riou and his crew, looking like men from another world, with long beards, dirt and rags covering them." The other three boats and their occupants were never heard of.

Riou sent the twenty convicts on to Sydney, and recommended that on account of their conduct they should be pardoned, which was carried out, each receiving also a grant of land.

The Guardian, a sodden wreck as she was, eventually sank at her moorings at Table Bay, being beyond repair.

When Riou reached England his wonderful heroism gained him great popularity; the Admiralty promoted him to Commander, and shortly after to Captain. He served in the West Indies in command of a frigate, and later the Royal yacht.

In 1799 he was appointed to the command of the 38-gun frigate Amazon, which in 1801 formed one of the fleet under command of Admiral Sir Hyde Parker, and which fleet on account of the threatening attitude of the northern powers was sent to the Baltic, Lord Nelson being the Vice-Admiral. It was of the naval action which followed that the poet Campbell wrote—

Of Nelson and the North

Sing the glorious day's renown,
When to battle fierce came forth,
All the might of Denmark's crown.

Certain proposals had been made to Denmark, which she rejected, whereon a squadron of 12 battle ships, 5 frigates, and 15 small craft were detached from the fleet, and under Lord Nelson sent to operate against Copenhagen and the Danish fleet of 18 vessels, mounting 628 guns, at anchor off that city.

During the engagement which followed is said to have occurred that incident which credits Nelson with putting his telescope to his blind eye and saying he could not see the Admiral's signal, "have action!" The eye-glass had continued for some hours when the Amazon exposed her stern to the heavy fire of a Danish blockade vessel when her gallant commander, Captain Riou was cut in two by a chain shot, his last words being "What will Nelson think of us?"

Nelson had only known Riou personally for a few days, but had a high opinion of him, and, in speaking of his loss, termed him "the gallant and good Riou," which the poet before-mentioned.
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Pearsen's Sand Soap. All grocers.
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Saxton & Sons, Ltd., A. C. Timber Merchants, Sydney.
The Bellambi Coal Co., Ltd., 16 Spring St., Sydney.
The Commercial Banking Company of Sydney, Ltd.
The Cimba with green hull, similar to the ships of Thompson's Aberdeen White Star line, would be berthed at the foot of Phillip Street; and at the south-east bend of the water-front the splendid teak-built ship "Tweed," with her fine

TO KEEP FIT

eat only pure foods that are wholesome and nutritious. You can enjoy this if you USE AUNT MARY'S BAKING POWDER for making scones, cakes, pastry, and puddings. Made from the finest cream of tartar and free from adulterants. Goes farther than inferior preparations and gives better results.

COSTS A LITTLE MORE. WORTH A LOT MORE.

£100 in Cash Prizes —Save the lids.

U A C

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Better than Soap for Laundry Work. Save Coupons and Obtain Prizes. Write to Us For Particulars.

UPTON & CO. LTD.
Soap and Candle Works
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THE NAVY LEAGUE JOURNAL
figure-head of a Scot with his Glengarry cap perched at a jaunty angle on his head despite the innumerable duckings beneath the cascading green seas off the "pitch" of the Horn. Lying astern of the famous Tweed, the Abergeldie reared her masts and spars above the sheds, and rubbed her deck against the wind. The very atmosphere surrounding her was redolent of tarry rope, and charged with the urge and romance of the sea. Riggers were aloft setting up the rigging—trimming her up for further dances at the call of wind and wave. Beyond the Abergeldie floated the splendid Cutty Sark—famous already in deed of wonder of wonders! the ship was none other than her greatest rival, Thermopylae. Then with their passengers and general cargo would come the Duthie ships, John, William, or Ann, closely followed by the Sophocles, Torridon, and Aristides. Doubtless many of those well-known clippers are living to-day.

The "Cutty" was ready to pull out to the stream, when her berth would be taken by the Samuel Plimsoll or the Nineveh, or perhaps by her greatest rival, Thermopylae. Then with their passengers and general cargo would come the Duthie ships, John, William, or Ann, closely followed by the Sophocles, Torridon, and Aristides. Doubtless many of those well-known clippers are living to-day.

"They're gone, the..." 

The lecturer given by Major-General Eames C.B., in the Institute on 29th April last caused an immense amount of interest, and at the termination of the lecture a general discussion ensued. The lecturer expounded the scheme which he had taken a great deal of trouble in compiling on the settlement of a White Australia. This scheme was on the lines of community settlements surrounding the Continent—a scheme to be carried out and organised on military lines. A great deal of money is required to start this scheme. The General mentioned that 173 millions would be necessary as a loan. The lecturer also pointed out that it would undoubtedly reduce the army of unemployed in the city. He contended that there would be work for an enormous number of the local people in the vast organising scheme that this settlement would necessitate.

**EMPIRE DAY.**

The New South Wales Branch of the Royal Colonial Institute has decided to hold its Annual Dinner on Empire Day, 24th May. His Excellency the State Governor and Lady de Chair, also the Prime Minister and the State Premier have accepted an invitation to be present. Members desiring to participate should make early application to the Secretary, 17 Bligh Street, Sydney.
A NATURE STUDY
BY F. DARDEN POWER, F.Z.S.
THE WELL-KNOWN BOUT MASTER.

Exerites latine is rather an awful name to drag about with for one of the term of his natural life; but it does not seem to make much difference to the large, active, yellow and black sand wasp or hornet which bears it, probably because it is not aware of the fact: but after all "what's in a name?"

In the neighbourhood of Sydney, at the end and beginning of the year, this insect attracts the attention of those who keep their eyes open in the bush, partly on account of its bright colour and activity, and partly on account of its peculiar habits. The body of this insect is about 1½ in. long, and its spread of wing 2 in., but the size varies with the quantity of food supplied it when in the grub stage. The lower part of the abdomen is yellow with a black band, the thorax and upper part of the abdomen are blackish.

This wasp excavates a long tube-like hole, from which branch chambers where the young are born and reared. The tubes are often three feet in length, and two feet six inches in vertical depth. The sand is excavated by the front feet, which sends it flying between the middle and hind pairs of legs for about three inches; when a certain amount has been removed, the insect backs out and shifts it another three inches and so on till it reaches the surface; so it will be seen that there is a considerable amount of labour involved in digging the hole. If a lump is met with that cannot be scraped out, the wasp carries it out.

From this it is obvious that the inclination of the hole is limited in its steepness to the angle of repose, and may be steeper in depth where the sand is moist or more compact than at the surface: the inclination is generally between 25 and 45 deg. The hole always slopes downwards, never upwards; it generally starts under the shelter of a tuft of grass or a small shrub, but the fact that the wasp has been at work is readily seen by the mound of freshly turned soil immediately in front of it. I have seen as much as three feet of sand thrown out of one hole. Such an excavation is a one man's job, or rather the female's job, for the male, which is smaller and, by the way, has no sting, takes no interest in the matter: besides, the hole is only about one and a quarter inches in diameter, so there is no room for more than one unless they work one behind the other: the hole is made just large enough for the wasp to work in and carry down a cicada later on.

This wasp is known as a solitary, since it does not live in a communal life like those who build nests; but it does live in colonies where the soil is loose: from 12 to 18 living in close proximity within a few square yards: they do not interfere with each other, either by invading each other's holes, or by breaking into them underneath. No two excavations are exactly alike, though the principle may be the same. The direction, vertical angle, length, and number of chambers are all liable to variation. A typical hole goes fairly straight for about ten inches, at an angle of say 30 deg., and ends in a chamber about 1¼ in. in diameter and 4 in. long, including the neck. From the neck of this chamber the hole is continued with two or three changes of direction and angle, with, say, two more chambers, one of which is at the bottom of the hole. The change of direction may have several objects: it may be to assist in the excavation of the hole: to prevent the whole passage from being filled up with soil so that the next generation can reach the surface easier: or it may be to assist the wasp to defend its excavations from the cicada, as the hole would be darker after a turn than if it were made quite straight. When the hole is prepared the wasp goes off in search of a cicada. From the row of cicadas made, one would think there would be no trouble in finding one of these creatures, but the wasp seems to prefer the female cicada, which is voiceless: perhaps the wasp relies on the motherly instincts of the female cicada, for the wasp is a veritable cuckoo among insects, but more likely the female cicada is selected, as she provides more food for the grub of the wasp. The wasp can be seen chasing her victim above the trees, but does not always succeed in catching it, as the cicada sometimes dodges away among the leaves. When, however, the hornet is successful, it stings the cicada and kills it. The hornet is not particular as to the variety of cicada that it secures, so long as it is large, and it is equally pleased with a Fiddler, Yellow Monday or Green Grocer, taking what happens to be in season. In every case that I have recently observed the cicada was a Fiddler, with a body about two inches long, but the full length with the wings folded was three inches: these are larger and heavier than the wasp, which is unable to fly with it, so she drags it along the ground. This she does by turning the cicada on its back, inserting her sting between two segments of the Cicada's body, clasping it with the middle pair of legs, and walking with the front and hind pairs. The hind pair of legs being longer than the others enables the wasp to straddle the cicada with ease. The wings of the cicada when folded, being something like the keel of a boat, offer little friction when being dragged along over fine sand, and leaves a track of two parallel lines made by the edges of the wings. I have followed one of these wasps dragging its cicada for more than a hundred yards over rough country without stopping to rest, which shows the strength and staying power of the insect: it takes a bee line for its hole, climbing up and falling over boulders and ditches, sometimes landing on the top of the cicada, sometimes with its body turned under it, but clinging to its victim all the time; if it comes to a specially difficult place it uses its wings, like an emu, to help it along; if it comes to a tree it goes round, but resumes its course as soon as possible. One could see the creature flying straight to its hole, as it would have landed, to guide it, but it is difficult to understand how it finds its way over rough ground, where it is not likely to have been before, for it does not know where it will secure its cicada. One wasp I followed got into difficulties: it could not find its hole on arriving at the place where it should be, as a horse had accidentally trodden on it and destroyed the entrance. The wasp left the cicada, and flew in circles of increasing diameter round where the hole had been: went to the cicada, dragged it again in an irregular course; left it a second time, reconnoitred a second time without success, and finally flew away, leaving the cicada on the ground, where some small ants eventually found it and had a feast.

There seems to be a fair number of holes which have not been used for the purpose intended. Considering the sense of direction these wasps have, it is difficult to think they could not have been used for the purpose intended.
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BUILDING SHEETS
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make an ideal roofing, which protects and
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WUNDERLICH ROOFING TILES
combine unmatched beauty with extreme
durability, and afford lasting protection to
the structure they embellish. They are
available in shades of red and chocolate.

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Phone Redfern 111.

Find their excavations: the only other alternative
that suggests itself is that the wasp itself has come
to grief. If a wasp comes home and finds
the vegetation about the entrance of its hole removed,
no sign seems to recognize the spot, but when
it reaches its undisturbed hole with a cicada, they
go down heads first, the downward inclination of
the hole assisting transport in the confined place.

On reaching one of the chambers the cicada is
deposited in it, and an egg is laid near the base of
its legs: the neck of the chamber then has an inch
or two of loose sand kicked into it to keep out intruders,
and the egg left to hatch. Apparently
these wasps have not many enemies, otherwise
provision would be made to lay more eggs and
thus prevent the species dying out. There is
apparently a little time between the capture of each
cicada and the laying of the eggs, judging by the
size of the grubs attached to the different
chambers in the same hole. The poison in-
jected into the cicada by the mother wasp has the
property of preserving the food for its young, just
as the formic acid injected into the honey of a
sealed cell by a worker bee, ripens and preserves
it.

If a wasp returns home and finds the
excavations; the only other alternative
that suggests itself is that the wasp itself has come
to grief. If a wasp comes home and finds
the vegetation about the entrance of its hole removed,
which protects and
beautifies the home for all time.

WUNDERLICH ROOFING TILES
combine unmatched beauty with extreme
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the structure they embellish. They are
available in shades of red and chocolate.

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H. E. The State Governor, Admiral Sir Samuel E. G. B. C. C. G. M. O.

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CAPTAIN

CAPTAIN

THE NAVY LEAGUE JOURNAL.

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

The Navy League does not necessarily endorse the opinions of Contributors to the Journal.

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

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AUSTRALIA - ENGLAND (London)
Regular Sailing from Brisbane, Sydney, Melbourne, Adelaide, Fremantle, calling at Colombo, Suez, Port Said, Naples, Toulon, Gibraltar and Plymouth.

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**THE NAVY LEAGUE JOURNAL**

**Vol. V. No. 2. SYDNEY, JUNE, 1924. PRICE 3D.**

**WHAT WILL AUSTRALIA DO?**

**"The Sea is our Life"**

By the use of it the Empire was formed
By having in the Empire a preserved
If we fail to appreciate the Empire will perish.

"If we fail to appreciate its (the seas') value the Empire will perish." That Australians, as a nation, have failed, was strikingly illustrated a few days ago when the Australian "fleet" put to sea for its winter cruise. It has been said on all sides that the "fleet" is a "joke." If it is it will be a costly and a bloody one for Australia. Time, and the pruning knife at the root have shorn the navy of practically every vestige of worth as an effective fighting machine and we saw the other day what eventually will prove to be the disastrous result of inept Federal Government's— the "joke" fleet — consisting of the Brisbane, Marguerite, Anzac, Stalwart, and Tasmania, putting to sea.

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In the fighting presence of one up-to-date hostile cruiser the combination would speedily become sunken coffins.

What is Australia going to do about it?
The Navy League Journal

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He rules, a king whose lightest word is law from land to land;

And he'd chop the blessed lot, Lord knows! for a greasy kid of pork both salt and tough, a

A band to play his victuals down and fancy foreign fare;

And he'd swop it all for a greasy kid of pork both salt and tough, a;

A lively young brassbounder, a;

A lively young brassbounder;

A lively young brassbounder,

A lively young brassbounder,

A lively young brassbounder,

A lively young brassbounder,

A lively young brassbounder.

NAVAL APPOINTMENTS.

Lieutenant.—(S) Bernard G. H. Phillips to Brisbane, additional, as flag lieutenant, and as fleet navigating officer, May 24; Geoffrey J. A. Coom to Brisbane, additional, as fleet navigating officer, May 24.

Surgeon Lieutenant—William I. Cunnolly to Cerberus, June 2; James M. Patmore, to Tingira, June 1; Denis A. Price, to Anzac, additional, June 1.

Paymaster Sub-Lieutenant—Commander James D. Jackson, to Brisbane, additional as secretary to Commodore H. M. Australian Fleet, May 24.

Surgeon Lieutenant—Joseph O'Reilly, to Brisbane, additional, as chief medical officer, May 24; Theodore E. Nave, to Brisbane, additional, for duty in Commodore's office, May 24; Alfred C. Credlin, to Paymaster midshipman, additional, May 24.

Paymaster Sub-Lieutenant—Patrick V. O'Reilly, to Brisbane, additional, as chief medical officer, May 24; Gerald C. Bowse, to R. A. N. College, May 24.

Paymaster Midshipman—Keith S. Miller, to Brisbane, additional, for duty in Commodore's office, May 24.


Lieutenant Robert G. Casey, to Penguin, and as District Intelligence Officer, Sydney, and Staff Officer to Captain-in-Charge, Sydney, June 7 (appointment to Penguin to date August 1 cancelled).

Chaplain Rev. William F. Pascoe, to Penguin, June 2; Rev. Francis H. C. Birch, to Tingira, June 2; Rev. Cyril K. Mangel, to Penguin, additional, for fleet duties, June 4.

Surgeon Lieutenant William J. Connolly, to Cerberus, July 2 (appointment to Cerberus to date June 1 cancelled); James M. Patmore, to Tingira, July 1 (appointment to Tingira to date June 1 cancelled).

Paymaster Sub-Lieutenant Joseph O'Reilly, to R. A. N. College, June 4; Theodore E. Nave, to Brisbane, additional, for duty in Commodore's office, and as secretary to Chief Staff Officer, June 4; Alfred C. Credlin, to Melbourne, additional, June 4.

Paymaster Sub-Lieutenant Gerald C. Bowse, to Penguin, additional, June 4 (appointment to R. A. N. College to date May 24 cancelled).

Gunner Alexander Hylands, to Margaretia, June 4; Gunner William J. Hueston (acting), to Tingira, June 4; Stephen Cough, to Mallow, June 12.

Warrant Engineer John A. Hutton (acting), to Cerberus, July 1.


Paymaster Cadet Bernard F. Blackwell, to Penguin, additional, June 1, and to Brisbane, additional, June 9.

Alderman S. Foster Newlands of North Sydney has been elected to the Executive Committee of the Navy League.

The launching of the Australian Commonwealth liner Ferndale from Cockatoo Island Dockyard last week was witnessed by a large number of people.

Eighty Navy League Sea Cadets under Mr. A. Wood, M.M., were amongst the assembly and were entertained by tea by the management.
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Regular Service between Australia and South Africa, via South Africa. Highest Class Steamers on the Route.

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How Spiders and Flies Try to Wreck Ships.

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AGENTS
Tel. City 6321. Union House, 247 George Street, Sydney.

Stories of lighthouses are seldom complete without a touching account of swarms of birds attracted to the light like moths to a candle and dashing themselves to death against the windows. Most Australian lighthouses are not in the path of migrating birds, and our birds do not seem to have this fatal fondness for the bright lights. Occasionally the keepers have duck for breakfast because a duck has tried to follow the gleam, but most birds prefer some other form of suicide.

Insects give much more trouble than birds. Spiders, flies and moths are the worst offenders. Spiders have a nasty habit of falling on the pilot flame in unattended lights. The same spider may fairly be classed as disturbers of traffic. On land they interrupt communication by spanning webs on the telegraph and telephone lines, which interfere by acting as conductors of electricity. There is no record of their having caused a shipwreck by putting out the light, but they do their worst.

Moths love the lights, and they may gather so thickly round one as to affect its visibility. As to blowflies, they amuse themselves by flying through the mantle. Isolation is no protection against flies. South Solitary Island, near Coff’s Harbour, is a mere speck several miles from the coast, yet in the Summer it has plenty of blowflies, and at times it swarms with the small black housefly.

It might help if every lighthouse were officially supplied with a few lizards to act as fly-catchers. But an over-zealous lizard might smash a mantle in its eagerness to nail a fly.

South Solitary is one of the two island lighthouses on the N.S.W. coast, the other being Montague Island, not far from Narooma. Montague Island is a cheerful kind of place, with plenty of penguins, and at times seals for company. The lighthouse at Point Stephens, near the entrance to Port Stephens, is bewitched and bewitched. It is on an island at high tide, but is usually joined to the mainland by a spit of sand at low tide.

Insects are not the only trouble that besets lighthouses. Yet they manage to guard the sacred flame through all their difficulties. The lighthouse at Cape Wickham, at the northern end of King Island in Bass Straits, an 80-foot granite tower,
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Governme...
AUSTRALIA UNPROTECTED.

Real Naval Defence the Only Alternative to Extinction.

BY P. N. WAKSTICK, M.B.
HONORARY SECRETARY, FOTOIAN BRANCH OF
THE NAVY LEAGUE.

The recent visit of the Special Service Squadron of the British Navy and the abandonment of the naval base at Singapore are two events which should focus the attention of Australians on the question of defence of their country and the protection of its trade routes.

It is my object in this article to emphasise the necessity for the public to take this matter in hand at once and to give it the most serious consideration without appeal to prejudice or sentiment.

Two cardinal facts of life are that the individual must have sufficient food or it will die, and efficient protection from its enemies or it will be destroyed. What is true of the individual is true of the nation—unless it has sufficient food and efficient protection it must in time become extinct.

The question of protection alone concerns us here.

In Australia growth and security are interdependent and defence must advance as population increases. Until 1914 our security from foreign interference or aggression was so complete that we passed our lives unconscious of it, without a thought of its existence or origin, in the same way that we are unconscious of the air we breathe until partly deprived of it.

Professor Ernest Scott, in his "Short History of Australia," says, "They, the Australian people, have been allowed to shape their institutions and develop their resources without any serious anxiety for the safety of their country, because they were sheltered by the greatest naval power the world has known."

The people of Australia now have to realise for the first time that this security has gone for ever, and that they, like the people of any European State, and are now faced with the ever-present possibility of foreign aggression or invasion, and must make provision for preventing the one and repelling the other.

Before the Great War, Great Britain was able to give us ample protection with very little help from ourselves. She can no longer afford to do so. Prior to 1914 we were twelve thousand miles from the Empire's most formidable rival on the sea, now we are within four thousand miles of a great naval power and possible enemy.

During the War Great Britain was fighting close up to her main naval bases with every advantage of geographical position on her side, and Australia was protected by the Grand Fleet in the North Sea as surely as were the British Isles. With war in the Pacific, Great Britain would have to fight several thousand miles from her bases with all the advantage of geographical position on the side of the enemy. Then it was the heart of the Empire; now it would be one of the limbs—far distant Australia—which would be most in danger, and the coming of the sea plane carrier has placed her absolutely at the mercy of any power who obtained the command of the sea in these waters.

Let us pause and ask ourselves if war with either of the Pacific Powers is a future possibility. The enormous population of the United States—her unlimited material resources and the similarity of her ideals, her aims, and her civilisation with our own—makes war with her an unthinkable proposition. With Japan it is otherwise. There are few people who realise the geographical position of Japan right athwart the sea route to the principal rivers, harbours and cities of China and Siberia, and the enormous advantage it gives her on this side of the Pacific. There are also few who recognise the status of the Japanese nation or the quality of her people. This nation, who was our faithful
ally for four years of war, has within half a century emerged from obscurity and become one of the great industrial and military powers of the world, and is surely worthy of our respect and consideration. Her army and navy and air force are organised on European models, and together are probably more efficient than any military organisation in the world. Officers and men are possessed of remarkable courage and powers of endurance, and what is of supreme importance from a naval point of view, her people are essentially a maritime people, living by the sea, and making their living on the water. Great Britain and Scandinavia are, perhaps, the only other nations having this last advantage.

Having established herself as a world power, it is not unnatural that this virile, vigorous and progressive people should have ambitions extending beyond their limited territory—and these are, whether they avow it or not, paramount control in China and mastery of the Pacific. Paramount control in China Japan looks for that she may extend her advantage. Abley more efficient than any military organisation and is surely worthy of our respect and consideration. Her army and navy and air force are organised on European models, and together are probably more efficient than any military organisation in the world. Officers and men are possessed of remarkable courage and powers of endurance, and what is of supreme importance from a naval point of view, her people are essentially a maritime people, living by the sea, and making their living on the water. Great Britain and Scandinavia are, perhaps, the only other nations having this last advantage.

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by the Liberal Government had in the years immediately preceding the outbreak of the Great War.

The Imperial Conference held last Autumn disclosed the extent to which the Dominions, to whom we are linked by indissoluble ties, realise their own security and rely upon our Navy and our resources generally, for the maintenance of their own need. Both Australia and New Zealand attach the highest importance to this question of Singapore and are, naturally, profoundly disposed at the intention of the Government, which in announcing to the Dominions their present decision under the guise of "consultation" show them what seems to me the most startling courtesy.

Imperial responsibility and security alike stand outside party; and I am confident that when the country realises what the position really is, sufficient pressure will be brought upon the Government to induce it to reverse that decision.

I wish the League every success in the patriotic task it has undertaken of bringing home to the Nation what is at stake.

Mr. Baldwin's letter read, the Chairman proceeded:—"I happened to be First Lord of the Admiralty at probably the greatest time of stress in the War, and I know well what it is to disregard your advice or not to take every precaution for the preparations that may seem to be necessary. It is perfectly plain there are three outstanding points in this matter: First, the Colonies or the Overseas Dominions want this base; secondly, three successive Governments have adopted the policy of this base at Singapore, and policy, they have all acted upon the expert advice given by those at the Admiralty who are best able to judge; and as against this, the present Government have reversed the policy of their predecessors in the very teeth of the advice of their own naval advisors. I say no more. I have a great pleasure in calling upon the Marquis of Curzon to address the meeting.

The Rt. Hon. the Marquess Curzon of Kedleston moved the following resolution:—

"That this meeting of citizens of London expresses its profound regret that the Government have decided to abandon the development of the naval base at Singapore in disregard of the advice of the naval authorities, and without proper consultation with the Dominions, and records its conviction that the step thus taken will imperil the security of the Empire and prejudice rather than promote the cause of peace and disarmament.

"This question of the abandonment of the Naval Base at Singapore has already been made the subject of wide notice and criticism in the Press. It has been debated more than once in both houses of Parliament, but, so far as I know, the City of London has not yet had the opportunity of pronouncing an opinion upon the matter. This meeting to-day, I understand, is organised by the Navy League, and indeed, it is a remarkable thing that there are present upon this platform no fewer than three ex-First Lords of the Admiralty: the noble Lord in the chair, Mr. Winston Churchill, and Mr. Amery. That in itself is a testimony to the body of expert naval authority which is marshalled upon this subject. As I said, this is a meeting of persons resident and working in the City of London. Who is more concerned in this matter than you? The protection of our trade routes, the security of our Dominions, the prestige of our Flag, the position of the British Empire in the world, are matters of vital interest to the City of London. If you can contemplate that in any contingency— and such contingencies are not impossible—the great fleets of merchant ships which are continually passing like a shuttle across the oceans of the world, and which bring to you from distant parts, and not least, from the Far East, the foodstuffs of this country, the objects necessary to your industry, should be suddenly arrested as they might be in time of war: if you can imagine India invaded—and I do not rule this out as an inconceivable contingency in the future—if you can imagine your Dominions assailed and attacked while you were powerless to defend them, would not the City of London itself reel under the shock? That, I think, is sufficient to show you how vitally concerned you are in the matter. Now there have been many occasions in the past on which representatives of the City of London, in meeting assembled, have spoken in no hesitating voice about Imperial issues. It is right that you should so speak now. I do not know whether your pronouncement or your protest will be unwavering or not. Lord Milner said in the letter that we heard just now, that this fatal decision might still, or in the future, be reversed. Let us hope that it may be so, but whether your protest be successful or the reverse, I submit that it is the duty of the citizens of this great city not to be silent on an occasion like this. I regret this decision: I deplore this decision; and I do so, my Lords and gentlemen, not in the least because it is the decision of a Labour Government. I should hold the same views and should be willing to stand and speak here if the decision had been arrived at by a Conservative Government—if such a thing be conceivable. And bear this in mind,
THE NAVY LEAGUE JOURNAL

NAVY LEAGUE SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

The Navy League is Non-Sectarian. The Navy League is Non-Political.

INSPECTION OF CADETS.

His Excellency the State Governor (Admiral Sir Dudley de Chair, K.C.B.) has intimated that he will be pleased to inspect the Navy League Sea Cadets. The inspection will take place in Government House grounds on Saturday, 16th August, at 3 p.m., and not this month as stated in our last issue. Sir Dudley will also present the "McMaster Cup" to North Sydney Company who provided the cutter's crew which was successful in winning the trophy from the holders—Drummoyne—last month. A number of Navy League decorations will also be presented.

The New South Wales State Military Band has most generously consented to attend and render a number of musical items.

Commodore Wardle, D.S.O., R.N.; Commander of the Royal Australian Navy, has very kindly offered to give a lantern lecture to our sea cadets when the squadron returns from its winter cruise.

Mr. Harry Shelley has suggested an inter-unit flag-signalling ( semaphore) competition, for which he will give a suitable prize. The signalling squads will be conveyed on Mr. Shelley's yacht, "Sea Scout," to vantage points on opposite sides of the harbour and Parramatta River, when messages will be sent from North Sydney (or, if permissible, H.M.A.S. Tingira) to the Concord Company's depot ship "Lindstol" moored off Carabita Point. It will not take place before September, and details will be published in a later issue—meanwhile it will be in the interest of the respective companies to " brush" up their semaphore.

CUTTER'S CREW

Representing North Sydney Company Sea Cadets in the race for the Oswald McMaster Cup held on 31st May:


DRUMMOYNE


BALMAIN

Coxswain—Mr. S. Cooper; C.P.O. Gaul, P.O. Rendall. Cadets Overall, Hemsley, Bellini, Baker, Hayward, Fox, Starkey, Westerburg, Roden, Sheehan, Moriér, Dines, Kermonde, Harvey, Lyons, Moore.

HUMOURS OF THE R.A.N.

CROSSING BOTANY BAY IN THE HORSE FERRY.

Jovial Bluejacket to Skipper of Ferry: 'Aye a Cigar Mate?'
Skipper of Ferry: No thanks I never smoke at sea.
Mr. J. J. Booth, a vice-president of Balmain sub-branch of the League, who left by the “Maun gani” for a trip to England, via New Zealand and Australia, was accorded a send-off by a party of 30 of our cadets, under P. O. Kendall. Mr. Booth, who is accompanied by his wife, is an ardent supporter of the League; and we feel that the League has sustained a serious loss. We hope shortly to have an in board motor and a motor launch for visitors. A Naval Reserve band (by courtesy of the Y.M.C.A., C.P.O. Gaul) entertained us at tea.

Mr. W. H. Ray, Hon. Secretary, who has been on the staff of the H. A. College as lecturer on Botany for some years past, has been transferred to Bathurst as House-master at the Experimental Farm, so this Company is without a secretary for the time being—the O.C. attending to the secretarial work. Cadet A. Caterson has been transferred from Balmain Company to Richmond.

On May 17th Richmond visited Concord and engaged in a Rugby football match with that Company, resulting in a scoreless draw. On Saturday, June 3rd, Concord visited Richmond for the return match. Richmond winning by 23 to nil. Richmond visited Drummond on May 31st to take part in the cutter race for the Oswald McMaster Cup, the trip from Richmond being made by motor in record time. Richmond wishes to thank Drummond Company for their very generous hospitality in entertaining us at tea.

Class nights and drill are held regularly, the cadets showing steady progress. Cadet A. A. Maclean, late of this Company, has just completed his three weeks’ leave from Flinder’s Base. He speaks highly of the life in the R.N.R. Eleven cadets from this Company have joined the Australian Navy this year. Can any metropolitan Company beat this?

All Navy League supporters and cadets, parents and friends are heartily invited to visit Richmond on Monday, June 23rd. Refreshments available on the ground—“hoop-a” and all sorts of amusements for visitors in the same band (by permission of Commander H. I. Quick, R.N.). will be present to enliven the proceedings with music.

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more unbroken, than that which I have just referred to. Now, if anybody puts me to the question why this was the case, I shall be of opinion in favour of the proposal? I think the answer can be given in a few sentences. Those authorities in which I have lived, the Far East is essential in order to enable the British fleet in the future, as it has done in the past, to perform the duties which it has to perform. What are those duties? They are, as it seems to me, and, as I submit to you, to protect our sea-borne commerce and, as I have before described—to see to the security of our Dominions, to uphold the prestige of the British flag, and to maintain the supremacy of the naval force of Great Britain throughout the world. How then can those duties be satisfactorily performed? This Fleet is changing every day. Naval science, naval architecture, the whole question of defence is changing every day—new and larger ships are being built, the capital ships with which we entered the war are, if not, obsolete, at any rate, not effective for present needs. You will see, if you are in contact with the change by the Fleet of those duties which I have described, new and larger docks where the capital ships that we now possess can go into dock for repairs, for refitting, for cleaning, and the like. Where shall we be without such a place? Has it not been made quite clear by Right Hon. friend and others that in the event of that base not being proceeded with our ships will have no alternative but to go back to Malta and be repaired there, leaving the ocean bare. How can anybody argue that there is in this any aggression? Against whom? Against whom is the aggression directed? How absurd to pose it is in order to show how lightly that proverb should be regarded. I remember the well-known lines of Pope, which run:

Pretty, in amber, to observe the forms,
Of hairs, or straws, or dirt, or worms.

The things we know are neither rich nor rare,
For purposes of defence. I believe those allegations to be greatly exaggerated, and Mr. Amery can tell us about that. They do not take that ground; but the ground on which the rejection is based, is this—I use the words of the Prime Minister—that my persuasion of the Singapore policy would have a detrimental effect on Foreign policy. They then proceeded to start an Enquiry, and I venture to say they had made up their minds before that Enquiry was started. The Enquiry having taken place, they telegraphed the result to the Dominions, to consult the Dominions. No, I am wrong, there was no consultation, the Dominions were not consulted to give their opinion upon the decision which had already been arrived at here. And how did they respond? Well, you have read the replies of the various Prime Ministers and why India did not reply. I am at a loss to understand, because it seems to me that this Naval base at Singapore is of the greatest importance to India, as it is to the other Dominions. I fancy there must be some misunderstanding. Canada said she had no interest in the matter, South Africa, speaking through the voice of General Smuts, was opposed; but the Prime Ministers of New Zealand, Australia, Newfoundland, replied in the language of protest, of warning, of appeal in such terms as can rarely have been addressed in vain to a British Government. You have heard just now read out by Lord Carson telegrams from branches of the Navy League, not only in this country, but from all branches in New Zealand, re-enforcing the attitude taken up by that Dominion. Surely it was a very tall order for any Government to overrule all those great authorities agreeing together as they have done. And what are the reasons which are advanced in defence of that rejection? They are not strategical—the remarkable thing is, all those naval authorities are quite right, that the strategic importance of Singapore is indisputable, that its central position in the Indian Ocean, which the other side can claim, and that, if a base be required anywhere in the Far East, Singapore is not only the best place, but the best place, the Naval case is not disputed. But neither is this rejection based on financial grounds—I should have been surprised if it had been so. To my mind, the sum of ten million pounds or eleven million pounds—which it is going to cost—spread out over a period of ten years, is the smallest and most insignificant premium for life insurance for the British Empire that has ever been suggested. They do not object to it on ground, neither do they take the ground which I have seen sometimes hinted at in the Press, that the expenditure of ten million or eleven million pounds would not cover the whole ground, but outside that there would be extra millions required for purposes of defence. I believe those allegations to be greatly exaggerated, and Mr. Amery can tell us about that. They do not take that ground; but the ground on which the rejection is based, is this—I use the words of the Prime Minister—that my persuasion of the Singapore policy would have a detrimental effect on Foreign policy. They then proceeded to start an Enquiry, and I venture to say they had made up their minds before that Enquiry was started. The Enquiry having taken place, they telegraphed the result to the Dominions, to consult the Dominions. No, I am wrong, there was no consultation, the Dominions were not consulted to give their opinion upon the decision which had already been arrived at here. And how did they respond? Well, you have read the replies of the various Prime Ministers and why India did not reply. I am at a loss to understand, because it seems to me that this Naval base at Singapore is of the greatest importance to India, as it is to the other Dominions. I fancy there must be some misunderstanding. Canada said she had no interest in the matter, South Africa, speaking through the voice of General Smuts, was opposed; but the Prime Ministers of New Zealand, Australia, Newfoundland, replied in the language of protest, of warning, of appeal in such terms as can rarely have been addressed in vain to a British Government. You have heard just now read out by Lord Carson telegrams from branches of the Navy League, not only in this country, but from all branches in New Zealand, re-enforcing the attitude taken up by that Dominion. Surely it was a very tall order for any Government to overrule all those great authorities agreeing together as they have done. And what are the reasons which are advanced in defence of that rejection? They are not strategical—the remarkable thing is, all those naval authorities are quite right, that the strategic importance of Singapore is indisputable, that its central position in the Indian Ocean, which the other side can claim, and that, if a base be required anywhere in the Far East, Singapore is not only the best place, but the best place, the Naval case is not disputed. But neither is this rejection based on
Empire, but a guarantee of the peace of the world. I have often tried to sum up my own reflections as to the sources of strength of the British Navy, and it has been revealed to me in the course of conversations in contact with the Diplomatists and representatives of other countries, and I should say that they are four in number. We do inspire, we have inspired, a great measure of worldwide confidence. Firstly, because our policy is generally regarded, and I hope, fairly assessed, as more straightforward, less crooked, more upright and, I trust, less disinterested than the policy of other Great Powers. Secondly, we are known to be the great champions of free institutions in all countries, and hence, it is the smaller nations of the world always look to Great Britain to give the lead, and they regard our Navy not so much as the shield of British interests, as a source of protection to them. Thirdly, the conviction is borne in upon them from very low positions in the Great Powers of the world, we, although we have the largest Empire, are the least warlike. We have most at stake, we have most to lose, but even apart from motives of self-interest, I believe that in the spirit and genius of the British race there is a profound disinclination to War, except we are provoked to the last degree, which has been enormously emphasised by the experience of the recent great war. And lastly, the confidence of the world in the existence and policy of the British Empire depends largely upon their consciousness of the power of the British Navy. Scores of times have Foreign Statesmen and even Kings, said to me: "We regard the existence of the British Navy and the supremacy of the British Navy as the surest guarantee for international peace that at the present moment exists in the world." Well, if that is so, my Lords and gentlemen, how foolish to shake that confidence how unwise to undermine that security! In the world in which we now live, and in which although we all hope that the last war would abolish all chance of future wars, none can deny that the clouds are already piling up on the horizon, no one can look upon the as fantastic, that war may occur in the lifetime of some of those in this room. In such a world, idealism is a poor substitute for realism, even with its eyes wide open, it is a rather dangerous thing; idealism with its eyes shut, is folly; but idealism, whether it be blind or wide awake, at the expense of your own interests, is nothing short of a crime. And remember this, that this sort of self-abasement, this sort of self-basement for the sake of a moral gesture, is not appreciated by other people. They do not put the same interpretation on your acts as you do yourself. They regard it as an abnegation of your position and power, and this sort of self-abasement may be, and often is, in practice, a incentive to rivalry and competition on the part of others and when you say plainly to the world that you are not going to defend yourselves it becomes a great temptation for others to step in and attack you. Therefore, for my part, my Lords and gentlemen, I regard more sense into the part of the Government as a very regrettable and deplorable one, and it seems to me, summing up all I have said, to involve in this single decision, a concession of errors which I should have thought it was scarcely possible for any Government, even for a Labour Government, to effect in so short a time. I would sum up my argument as follows: I would say to the Government your policy seems to me to have had these results: In order to placate the Pacifists, you are preventing the British Navy from effective action over vast areas of the ocean surface of the globe. You are exposing your seafarers trade to very grave danger in the future. You are signalling to any enemy who may desire to attack you, that your great Possessions in the East, the Indian Empire, Australia, New Zealand and the like, may be assailed with relative impunity, because it is scarcely credible that within a short distance of time, the Dominions themselves will be able to secure at their own expense, the protection you are now denying them. You are encouraging the ambition and cupidity of other Powers. You are giving an impression that the moral fibre of Great Britain is weakening. And, above all, you are telling your Dominions, who rallied to you in the hour of danger, who sent thousands of their men across the ocean to shed their blood in defence of your interests and your homes, that when the next hour of danger strikes, you are either too weak, or too economical, or too timid to extend to them the defence and protection which they have ungrudgingly afforded to us — Do as the others do— "Follow the Crowd." Where there are troubles and problems to solve, Minds in common solutions evolve: "Follow the Crowd" who through winter endure — They all take Words' Great Pepperine Cure.
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Advertisers in the Navy League Journal are supporting the Aims and Objects of the League, and Navy Leaguers are courteously invited to show their appreciation by extending their patronage to our advertisers. The names borne by our advertisers are a guarantee of excellence and service. Here they are alphabetically arranged, together with address:


RICHMOND on JUNE 23.

Local Sea Cadets will hold their Annual Sports.

SPLENDID PRIZES.
AMPLE REFRESHMENTS. BAND MUSIC.

RICHMOND June 23 (Prince of Wales Birthday)

THE NAVY LEAGUE JOURNAL.

Elliott's Fruit Saline. All chemists and stores.
Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St, Sydney.
Foster Clark's Custard Powder. All grocers.
Fountain, S. R. Flour. All grocers.
Globe Meat Products (James Barnes, Ltd.), Redfern, Sydney.
Grace Bros., Ltd., Broadway, Sydney.
Hardy Bros., Ltd., Jewellers, 13 Hunter St., Sydney.
Huddart, Parker, Ltd., 16 Bridge St, Sydney.
Joyce Biscuits, Ltd., Camperdown, Sydney.
Kiwi Boot Polish. All boot stores.
Mangrove Belt. Mary Gold Essences. All grocers.
Mercantile Mutual Insurance Co., Ltd., 16 Martin Place, Sydney.
McIlraith & McEacharn Line of Steamers, 61 Pitt Street, Sydney.

TO KEEP FIT

eat only pure foods that are wholesome and nutritious. You can ensure this if you use AUNT MARY'S BAKING POWDER

for making scones, cakes, pastry, and puddings. Made from the finest cream of tartar and free from adulterants. Goes farther than inferior preparations and gives better results.

OBSERVE A LITTLE MORE.
WORTH A LOT MORE.

£100 in Cash Prizes —Save the lids.

MURDOCH'S, Park St, Sydney.
Newland Bros., Bedstead Manufacturers, Sydney.
Oriental Steak of Steamers, Spring St, Sydney.
"Pacific Coal," 58 Pitt St, Sydney.
Perdrix Rubber Co., Ltd, George St, Sydney.
Perpetual Trustee Co., Ltd., Hunter St, Sydney.
Pearson's Sand Soap. All grocers.
Permanent Trustee Co. of N.S.W., Ltd, 25 O'Connell St, Sydney.
Saxton & Sons, Ltd., A. C. Timber Merchants, Sydney.
The Bellambi Coal Co., Ltd., 16 Spring St, Sydney.
The Commercial Banking Company of Sydney, Ltd.
Upton & Co., Ltd, Soap Manufacturers, Alexandria.
Whisky—Red, White and Blue. All hotels and clubs.

UPTON & CO. LTD.

Soap and Candle Works

ALEXANDRIA

Tel. Mascot 255
AIMS AND OBJECTS OF
THE NAVY LEAGUE.

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

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 GUARANTEES 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 its 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.
the footway hung on chains from group to group like a suspension bridge. It stood, however, till 1896.

The great Duke of Wellington was one of the original shareholders in the Company which built it, and not long after her accession Queen Victoria made a state landing from the Royal Yacht at the Pier Head.

For over seventy years the Chain Pier was exposed to the full force of the terrific gales of the English Channel and for the last few years of its life no one was allowed to go on it on account of the damage done to the piles by the borer which had nearly eaten the timber away. Meanwhile, profiting by the successful experiment made at Brighton other resorts had followed suit and now there are stated to be over 70 promenade piers round the English coast. America also took up the idea with success, but they get their revenue from side-shows on the piers. This naturally means that almost every available inch is occupied by a so-called attraction and, as far as getting the sea-breezes are concerned, one would probably be better off on shore. It is pleasing to note that the builders of the Coogee Pier, which is certain to be followed by others, are going to copy the English plan. In spite of opinions to the contrary we think that the building of this pier will mark a decided step forward in the promotion of healthy recreation in Australia and Australians being an open air loving people, will, doubtless, welcome it too.

There is good reason to believe that the Directors of the Company which will own and manage the pier will allow the Navy League, if it so desires, to erect davits and keep a cutter hoisted on them so that boat-drill can be carried out by our Sea Cadets.

OPES, aside from those made of steel, are made of Manila hemp, sisal hemp, jute, coir, or cotton.

Manila hemp is obtained from the leaf stacks of a wild banana known to botanists as *Musa textilis*, native to the Philippine Islands. The individual fibres are from six to ten feet long, and have a tensile strength of about 15 tons per square inch of sectional area. The plants grow in thick masses, and attain a height of from 15 to 25 ft. They grow rapidly, and are ready to harvest in about three years.

Sisal fibre comes from the sword-like leaves of a kind of cactus—*Agave fourcroydes*—which grows chiefly in Yucatan, Central America. The fibres are not so strong as those of Manila—they are shorter, and have a tendency to splinter, they are also much harsher to the touch. Sisal has a name for resisting the effects of dampness better than Manila, but this is not the case.

Jute fibre is obtained from the inner bark of two plants known as *Corchorus capsularis* and *Corchorus olitorius* which are mostly grown in India.

Russian hemp is a softer fibre than Manila. It is not suitable for many purposes for which Manila is used, as it will not stand abrasive wear, and when tarred is more susceptible to deterioration.

Coir is obtained from the husk of the coconut. It will not rot when constantly in water, and is light and elastic. It is used for making hawsers, life buoy lines, rocket lines, and drift nets.

Cotton is obtained from pods of the cotton plant. Cotton ropes are used for driving machinery, man ropes for dragging vehicles, and lanyards.

Fibre, after being cleaned and combed, is spun into yarn with a right hand twist. This twist binds the separate fibres, which are comparatively short, together. The twist must not be too loose or else the fibre will draw out without breaking; neither...
must be too tight, otherwise the rope formed out of such yarns will break under a smaller stress than that for which it was designed. Twisting diminishes the strength of the individual fibres.

From 20 to 30 yarns, depending on the size of the rope required, are given a left-hand twist to form a strand. Three strands are used to make a hawser-laid rope, and four strands for a braid-laid rope. Well three ordinary ropes are twisted together the resulting rope is said to be cable laid. In twisting the strands together, the turns are again reversed. If the yarns and strands were twisted in the same direction the finished rope would tend to untwist if a weight were suspended from it. By alternately reversing the direction of the turn of the fibre, yarn, and strands the fibres are caused to assume a line almost in the direction of the length of the rope, and this tends to neutralise the tendency of the rope to untwist.

In the normal manufacture of rope, about 10 to 15 per cent of the weight of the rope is oil, which is added so as to provide for lubrication and flexibility. More than sufficient for this purpose is unnecessary, and only adds to the weight of the rope. For standing rigging and fishermen’s nets the rope is usually tarred to protect it from the water; but that used with hoisting apparatus should not be tarred, as the tar tends to pick up particles of dirt, which, in turn, will cause excessive wear. Dirty ropes should always be cleaned before being re-used.

Ropes should be taken care of. Small ropes should be hung up, and large ones be kept off the ground by placing them on gratings, the object being that air should circulate freely round and through the coil. Ropes should not be kept near steam pipes or other hot objects, as excessive heat dries out the oil and causes the rope to deteriorate more rapidly. A rope may have a nominal strength, but deviation from the regular straight structure will weaken it. For instance, a kink in a rope will overstress the fibre at the point of the bend. The best way to avoid kinks in a new rope when uncoiling it is to lay the coil on the floor with the inside end down, then reach down through the centre of the coil for the end, and uncoil from the inside, never from the outside.
THE NAVY LEAGUE.

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An adorable Musical Play.

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THE NAVY LEAGUE.

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ALBERT SIMS, Manager.

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Naval House, Grosvenor St., Sydney.

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first day of the month of issue.

PHONES: CITY 7786 and CITY 6817.

ANTHONY HORDERN'S

Is splendid Household and

BRIGHT BURNING and

THE NAVY LEAGUE JOURNAL.

FOR EVERYTHING

BRICKFIELD HILL, SYDNEY.

ANTHONY HORDERN & SONS, LIMITED

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WHEN I consider the importance of my bed in the economy of my life, when I reflect that I came into the world on a bed and shall probably go out of the world on one, and that, like the rest of my fellow creatures, I spend under the bed clothes about one-third of my earthly existence, I am constrained to acknowledge that a good bed is one of the best of good things.

Most of us can rub along without a motor car, or a pianola, or a billiard table, or even a gramophone, but which of us could get along without a bed?

Of course, there are beds and beds. I have lain on beds which aroused all the worst instincts of my nature and inspired me with an unholy impulse to arise and do my fellow creatures bodily injury—bumpy beds, lumpy beds, sagging beds, preternaturally uncomfortable beds.

But I lie on a "Morning Glory" bed—the best bed ever invented by man. It is resilient. It is cool. It adapts itself to every movement of the body. It is beautiful. It is the very acme of comfort.

With clusters of roses hanging round my head and the free winds of heaven blowing on my face—for I sleep on an open verandah—I lie for hours, with pipe in mouth and book in hand—and half a dozen others within easy reach—resting my body and giving rein to my imagination, until, at last, deliciously tired, I switch off the light and fall into a deep and placid sleep.

WALLACE NELSON.