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RED, WHITE and BLUE WHISKY

Iron Facts for Them to Ponder Over.

BY W. W. BRACE

We have in our midst to-day a number of politicians who publicly declare that Australia cannot justify a ship-building programme. Some of them go further—and say that the construction for Australia of a dry-dock large enough to accommodate the latest designs of capital ships is unjustified and unjustifiable. They argue that Australia has no enemies in sight; that, as she is non-aggressive, she will be left at peace.

Such a hypothesis is contrary to all the known facts of history. If it is allowed to germinate and flourish in Australia it will prove to be the most noxious doctrine this land has ever harboured: it will poison the well springs of our softly cradled freedom, and ultimately, in the day of challenge, when the peaceful stream of our national life is suddenly sucked into the awful maelstrom of a life-and-death conflict, its rotten fabric will collapse utterly, and under the rains will lie the morale of our people. The triumphant aggressors will then rule the land, and collect our taxes and super-tax, in blood and treasure, and your children will sweat, and curse you, their father, in the day of payment.

You are against the building even of two light cruisers for commerce protection. Has it ever occurred to you that Germany started to drench the world in blood almost before her bugles sounded? Because we are a peace-loving nation, shall the swiftness of the plunge into the red waters of another war be less startling?

It is authoritatively stated that Japan, since the Washington Pact, has within two years, built—or is building—12 ocean-going cruisers, 34 ocean-going destroyers and at least 22 large powerful type submarines; these, be it remembered, are "additional to the craft she had in hand when the Washington Conference met." In a British Admiralty return published early this year, it is stated that our powerful northern neighbour has now under construction—

"3 air-craft carriers, 12 light cruisers, 28 destroyers, and 33 submarines.

If these facts, combined with the warning spectre of our skeleton population, do not make our "tame" politicians lose their tinted spectacles, and stumble out of the valley of "make believe", then, faith in the "tameness" of an adversary, or in the far away strength of the British Navy, is the only thing left between the people of Australia and racial eclipse.
Australia’s Bulwark of Coral.

Treasures and Terrors of the “Graveyard of Ships.”

World’s Greatest Barrier Reef.

BY THOMAS DUNBARIN.

It is perhaps too much to say of the coral polyps that have built up the Great Barrier Reef that they made Australia British. But they have certainly played an important part in the history of Australia. For the mass of islands and coral reefs in all stages of growth, which almost fill Torres Straits, the Dutch navigators would have found their way through to the east coast of Australia nearly a century and a half before Cook sailed along it. The later history of the continent might then have been very different.

It is true that Torres, coming from the eastward, did find his way through the Straits in 1606, but the Dutch seamen, who were then and later seeking the active interest of the Governor of Queensland, has been formed to inquire into the many problems presented by the coral reefs and coral islands, which stretches for nearly 1,200 miles from Lady Elliot’s Island (not far north of Sandy Cape) to the south coast of New Guinea. The term in the broadest sense our Barrier Reef forms a great fence along the east coast of Queensland and across the mouth of Torres Straits for 15 degrees of latitude.

Not that there is one great wall of solid rock against these reefs of the outer barrier break the waves. There are barrier reefs in other parts of the world, round New Caledonia for instance, but they are all small by comparison with that vast maze of reefs and coral islands, which stretches for nearly 1,200 miles from Lady Elliot’s Island (not far north of Sandy Cape) to the south coast of New Guinea. Using the term in the broadest sense our Barrier Reef forms a great fence along the east coast of Queensland and across the mouth of Torres Straits for 15 degrees of latitude.

Yet the whole of this vast system, extending over an area not much smaller than the State of Victoria, has been built up by little coral polyps, varying from the size of a pinhead to that of a hand. Popularly described as “coral insects” they are akin to sea anemones and sponges but form a hard outward skeleton of lime.

For the first time in Australia a hydroplane will be used in this work. From the scientific point of view, too, the Great Barrier Reef is attracting attention. A Barrier Reef Research Committee, which owes much to the active interest of the Governor of Queensland (Sir Matthew Nathan) has been formed to inquire into the many problems presented by the coral areas and also to investigate the economic possibilities of the Reef. The committee is receiving financial help from the Queensland Government and hopes to raise at least £10,000 to carry out a five years course of investigation. Mr. Charles Hedley, for many years of the Australian Museum—Sydney, and an authority of world reputation on conchology, has been appointed to direct the work, and has already entered upon his duties.

Lumps of Animated Jelly Build Mountains.

Yet the whole of this vast system, extending over an area not much smaller than the State of Victoria, has been built up by little coral polyps, varying from the size of a pinhead to that of a hand. Popularly described as “coral insects” they are akin to sea anemones and sponges but form a hard outward skeleton of lime.
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The worst enemy of the coral polyps is not power of the ocean's break but fresh water. For this reason there are breaks in the barrier opposite the mouths of the rivers that flow into the sea on north eastern Queensland.

To the navigator coral reefs are a constant source of danger. Nothing will more quickly rip holes in the bottom of a ship than the sharp, jagged points of the coral rock—as Cook found to his cost in 1770 when he struck a reef and had to repair the Endeavour near the site of the present Cooktown. Coral reefs, too, live and grow or die and grow, for it is the dead corals that build up the reefs. The channels are continually changing and the job of a Torres Straits Pilot is no easy one. It is true that inside the Great Barrier the ships have a smooth sheltered waterway for 1,000 miles, protected by the outer reefs from the full swell of the Pacific. But this waterway is in many places beset by reefs and small islands.

The strategic position of Thursday Island depends largely on the fact that it commands the only known passage through the Torres Straits suitable for large modern vessels, the passage through which passes the large and increasing volume of traffic between Australia and the East. But there are other channels which might possibly serve and keep on building up the Great Barrier. The worst enemy of the coral polyps is not power of the ocean's break but fresh water. For this reason there are breaks in the barrier opposite the mouths of the rivers that flow into the sea on north eastern Queensland.

There were perilous of the land as well as of the sea in Torres Straits in the early days. The islands of the Straits were occupied by savages of the Melanesian type, any of whom were cannibals and headhunters. They were more advanced than the Australian aborigines and were fine sailors as well as fierce warriors.

Before the coming of the white men these Melanesians had occupied all the islands of the Straits though they had not settled on the mainland of Australia. Yet they worked down the east coast of Cape York Peninsula as far as at least as Cape Grenville. When Bligh sailed through Torres Straits on his second voyage to Tahiti the natives of Arror Island attacked his ships. Matthew Flinders, no mean judge, says that no sailors in the world could have managed their craft better than these naked savages did their big sailing canoes.

In 1793 the ships Chesterfield and Shah Hornuzar went through the Straits on a voyage from Port Jackson to India. A boat's crew went ashore on one of the islands and were promptly killed and eaten.

In 1834 when the Charles Eaton was wrecked near Sir Charles Hardy's Island all those on board who escaped the sea were killed, except two children, whose lives were spared, and five men who escaped in a boat. The skulls were placed in the "deadhouse," and a rescue expedition brought back 45 skulls, of which 16 were considered to be those of Europeans. The remains which were brought to Sydney now lie in the old Runnerg college.

All these islands of the Straits now form a part of Queensland. When pearling and trepanging became important industries, with their centre first at Somerset, near Cape York, and then on Thursday Island, Queensland annexed all the islands as far as the coast of New Guinea. Many of the islanders have become prosperous as the result of co-operative ventures in pearling and trepanging.

CANNIBALS AND HEADHUNTERS OF TORRES STRAITS.

No other part of the Australian coast so well deserves the title of "the graveyard of ships" as Torres Straits and the Barrier. Since H.M.S. Pandora struck a reef near Murray Island in 1794 and went down in 15 fathoms with the loss of 39 lives, over 300 vessels have left their bones on these reefs with a total loss of over 3,000 lives. Most of these were sailing ships but steamers have not been exempt. The loss of the Quetta is a notable case in point.

Where there are wrecks there is apt to be treasure, and the Barrier and the Straits have yielded some...
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The Navy League Journal

...battles in their time. It seems very doubtful if there is any foundation for the legends of Spanish galleons being wrecked off the Queensland coast. But the vessels which sailed from Sydney to China in the early days carried a good store of dollars, and some of these came to grief in this ocean graveyard.

As a man employed by Frank Jardine, of Somerset, walked along the edge of one of the reefs of the Barrier at low tide, he found in a cleft of the coral rock a mass of silver dollars “sweetened” with gold, which weighed 150 lbs. (avoirdupois, not troy). It is said that Jardine realised £2,000 from this find. Some of the dollars were sent to Sydney and made into plate for the homestead at Somerset, where Jardine kept almost royal state.

As late as 1902 a pearl-lugger belonging to Jardine was caught in a blow near Murray Island and ran for shelter to Boat Reef. The lugger ran through a narrow channel into a little basin shut in by walls of coral. As the wind kept blowing strongly from the south-east they could not get out through the passage, and decided to cut a way out through a narrow wall of coral. As they worked they came on a chest full of Mexican dollars buried in the coral.

According to a tradition related by an old native of Murray Island a vessel had once been wrecked on the reefs and some dark men came ashore on a raft bringing a chest of money with them. The dark men were killed and, no doubt, eaten.

What became of the chest of money which the shipwrecked mariners brought ashore with them the tradition did not say. Captain Dabelle, a Torres Straits Pilot, obtained from the natives of Murray Island a silver dollar and an old-fashioned hour-glass which may once have belonged to the murdered seamen.

Amongst other things which Frank Jardine gathered from the reefs were three old brass cannon of Spanish make. One of them burst while being used to fire a salute at Somerset one Christmas morning but the others are no doubt still in existence. Even these do not prove the Spanish galleon theory. From 1799 to 1805 privateers brought to Sydney a number of Spanish vessels captured off the west coast of America.

These were used as traders out of Sydney and the cannons may have belonged to one of them.

The very trepanging and pearling of the Barrier and the adjacent seas arose out of wrecks. When the Porpoise and the Cato, under Flinders, were lost on Wreck Reef in 1813 it was found that the adjacent reefs abounded in the sea-slug, called trepang, or beche-de-mer and much esteemed by the Chinese. It was not long before trepang was collected for the China market. Pearling came much later.

Torres Straits and the adjacent seas have yielded pearls, pearl-shell, trepang, trochus shell and other products to the value of many millions of pounds. Properly managed the harvest of these seas should be worth many more millions.
Canada’s Relation to the United States.

Lecture by Sir John Willison, LL.D.

(A Famous Canadian Journalist.)

This lecture was given by Sir John Willison in the Royal Colonial Institute on Tuesday, 17th June. The lecture was undoubtedly one of the finest we have had in the Institute since its inception, and this opinion is shared in general by all who were fortunate enough to hear. Sir John Willison has a charming personality, and this, together with his exceedingly pleasant manner of delivery, held his audience throughout. The Hon. G. F. Park, C.B.E., M.L.C., was in the chair. The lecturer explained most definitely that whatever the destiny of Canada, it would never become a portion of the United States. Canada had built up her great industries under a system of preference for more than thirty years, and to-day American duties against Canada are higher than ever before. The Canadian Government and the great mass of the people are prepared for all reasonable concessions to secure a favoured position over foreign countries in Great Britain, and to establish a closer commercial partnership with Australia. The lecturer pointed out that for more than a quarter of a century Australia and the Canadian dominions have failed to come together in any definite trade compact, but now a brighter outlook is held.

"Dominion Journalism and the Empire."

Address by Mr. C. Brunsdon Fletcher. (Editor of the Sydney Morning Herald.)

Mr. Fletcher’s address was a most interesting one dealing with the growth of Dominion Journalism together with a general outline of the remarkable development of the Sydney Morning Herald from its inception. Although Mr. Fletcher’s address was on Dominion Journalism and the Empire, he did not dissociate Dominion Journalism from that in Great Britain. He pointed out that the Dominions were carrying on the traditions of the past British Journalism. He also stated that the outer journalism represented some 1,500 daily newspapers in the Dominions to-day, and there were twice as many others weekly and monthly. In Australia and South Africa, the journalism of a new Empire began, and continued by asserting the right to a liberty which had been forced by war when the United States became a republic.

The finest epitaph that can be written over the deceased gentleman’s remains, is: “He was a Man!”
PSYCHOLOGY has been defined by McDougall as the science of the behaviour or conduct of an individual. It is the study of the mind in all its aspects. Mind control is secured by concentration. The secret of concentration is interest, and this leads to attention.

The study of psychology assists one to understand many things which would otherwise be obscure, and when properly applied can be of much use in training children and managing adults.

The mind manifests itself through the brain, if the instrument is inferior or immature, the mind cannot express itself properly. The mind of some adults is no more developed than that of a child.

The effect of mind over matter; how the heart-beats in all its aspects. Mind control is secured by the instrument is inferior or immature, the mind cannot express itself properly. The mind of some adults is no more developed than that of a child.

The lives of adults have been influenced to a very large extent by the treatment received while quite young. Curiously enough, the brain of a baby grasps a thing readily, but others are strange. The long spells of attention and such offspring have a most unhappy time when with non-understanding playmates, who try to break them of a seemingly unfounded fear by scaring them still more.

One is apt to think that education begins at school; but this is not the case. Education commences in the cradle, though for the first 20 to 24 hours after birth a child cannot hear, neither can it focus its eyes till about 6 weeks old. Intellectual education commences after about three months, though at that age a baby cannot realize size and shape. A fact not appreciated by some mothers is that the intelligent effort of co-ordinating things may be so difficult for a baby as to cause actual over-pressure, which is often the cause of crying fits. Put yourself in the place of an inexperienced child. Everything around him is new; objects appear and disappear; some are familiar, others are strange. The long spells of attention an infant will have should not be interrupted, or his ability to concentrate may become spoiled, causing him later on in life to drift from one thing to another without completing anything. When very young a baby grasps a thing readily, but cannot let go so easily; this is due to the instinct of self preservation ; but adults often mis-understand, and think that a little child refuses to give up a thing when in reality the hand cannot relax.

As a child grows older one should be careful when speaking in his presence, for he frequently understands more than one thinks, as is often demonstrated when he comes out with some remark made in his presence but not intended for him, maybe days before.

It is a wise saying that the hand which rocks the cradle rules the world. Unfortunately wrong treatment may be brought about with the best of intentions, by excessive affection, by wrong ideals, or by stupidity. If good intentions pave the way to hell, where will bad intentions lead?

Excessive affection is apt to interfere with the self-realization of the child. Spoiling is never a kindness, it is a drawback to dependence. A mother's over-caution may make a boy so dependent on the care of his mother that he apparently lacks caution. Some mothers do not like their children to grow up, and try to keep them young; especially the youngest, if there is only one. This has a tendency to make a child irresponsible. Complete dependence should never be made too attractive to a child. The development of a child's character is likely to be retarded if he is not allowed to take certain risks.

Some parents dominate their children. This either results in making them so that they accept everything told them as gospel, without having any opinion of their own; or else turns them into rebels.

The effect of expressing the self assertive instinct in a child instead of directing it, is to make the child shy, and causes him to shrink from strangers.

The emotional development of a boy has four recognised phases:

1. The Mother phase, till 7 or 8 years.
2. The Father phase, from 8 to 12 years.
3. The School phase, from 12 to 18 years.
4. The Mating phase, from 18 years onward.

Just as the nourishment of an unborn child depends on the food assimilated by the mother, so the mind of the child may be affected before birth. We not infrequently hear of men who have been afraid of dogs, cats, the water, etc., since birth, though undoubtedly brave in other respects. Such cases can generally be traced to the mother having been scared by things of that sort when with child; and such offspring have a most unhappy time when with non-understanding playmates, who try to break them of a seemingly unfounded fear by scaring them still more.

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It is a wise saying that the hand which rocks the cradle rules the world. Unfortunately wrong treatment may be brought about with the best of intentions, by excessive affection, by wrong ideals, which generally handicaps him in later life. A parent should not abuse his authority over his child.

A child's judgment should commence as a collective one, that of his group; but later on this collective judgment should give place to individual judgment, though the opinion of the community taints our judgment and actions more than we admit. The child's susceptibility to suggestion should make us careful in selecting his companions

No boy is normal in every respect, but for convenient use we assume a perfectly average type by which the individual boy can be measured. The natural boy is a born sensation monger: it is part of his nature to cause a sensation. The way to prevent this is not to re-act; then the exhibition falls flat. If the boy has various opportunities of achievement he will lose the desire to create sensations. If he cannot be a success at home or at school, he will attract attention some other way, such as by preying on the anxiety of his parents by running away from home, or feigning sickness, etc. If this desire to create a sensation cannot be sati-
Conflict between our conscious and unconscious controlled manhood as better than the happiness of taught to look forward to the advantages of con-
vinced that self control is valuable, and be action, and when he finds this is good, he must be gives him an opportunity to realize unfettered the day when he can follow his own bents; this

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health without it.

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fied in any other way, as the child grows up he may become a hysteric, preferring suffering for the sake of self pity or the pity of others rather than health without it.

A child should have freedom to develop his own individuality, so long as he does not impinge upon the liberty or interests of others.

The study of psychology has demonstrated the conflict between our conscious and unconscious minds, which result in Repression. Repression is a defense mechanism, by means of which the mind defends itself from the pain of conflict, and this is often the cause of much unexpected trouble later on.

Every child should have a time set apart during the day when he can follow his own bent; this gives him an opportunity to realize unfettered action, and when he finds this is good he must be convinced that self-control is valuable, and be taught to look forward to the advantages of controlled manhood as better than the happiness of irresponsible boyhood.

A boy may have a home self, a school self, and a push self: yet these are not really different selves, but merely different phases of the same self which manifest themselves under different surroundnings. A boy, when with his push, may smoke and swear, but when under restraint in the home or school he would not be recognized as the same boy.

A young boy is protected more or less by older people: at home he may have his father; at school he may substitute his master. If the father and son do not get on well together, the schoolmaster may still be made a substitute for the father, but with this difference, the boy will look on him as the one placed in authority over him, and will invest him with the feelings he has against his father, even if not justified.

There are certain periods in a boy's life when he changes from one stage to another, which is found to be more or less difficult, and results in a certain amount of "mucking up." A boy should be helped over these difficult passages, from parental control to independence from irresponsibility to responsibility, from receiving to giving. From difference to self confidence, from seeking protection to the aggressive attitude, and from relative isolation to fellowship with the community.

Compensatory phantasy or make belief may cause a weak boy to indulge in day dreams that he is abnormally strong. This has a certain protection and should not be discouraged. A boy deficient in health may compensate himself by fiction, imagining that he is a hero; or he may prefer to be a whale among minnows, by associating with smaller boys. Of course it is better to compensate by reality, face the difficulty, take things as they are and try to overcome the deficiency by strengthening himself.

A child should be encouraged to be of an enquiring turn of mind, but should be taught to use his own brains and imagination, and not to depend entirely on others. The habit of silencing a child whenever he asks a question is bad, at the same time, if not treated with judgment, a child who is always asking questions, without first considering whether he knows the answer or not, is not only a nuisance to others but is injuring himself by forming a lazy, indolent habit. Children, when overtired, not unfrequently ask a number of unnecessary questions, the answers to which they do not trouble to assimilate.

Obedience may be obtained in one of three ways:

First.—By the promise of a reward if properly fulfilled, this is a common method, but is obvi-
ously bad, for it develops a child who is only obedient when it suits him; besides, it trains a child to look on obedience in the wrong light.

Second.—By a dictatorial command which admits no refusal, explanation, or reason on the subject, but demands blind disobedience. This method is also bad, as it develops a child who is so accustomed to be controlled himself, that he is unable to control others.

Third.—Obedience based on the mutual understanding between parent and child; the latter does not dispute the order or neglect to carry it out because he feels there is some good reason even if it is not given.
The three primitive instincts are Self-preservation, Nutrition, and Procreation.

Fear comes under the heading of Self-preservation, and may be divided into two classes, (a) Fear of capture, and (b) Fear of the unknown. It is wicked to frighten a child unnecessarily. Bravery is the conquest of fear, while recklessness is the absence of fear. Fear should never be used as a motive force. The fear of capture may take the form of caution or dread; the latter is felt by a trapped animal, and by some children when shut up in a room alone. The fear of the unknown is felt when a child is lost, or suddenly finds himself in the darkness when a train plunges into a long tunnel. Some ignorant people try to influence the conduct of children by means of threats, such as "I'll tell your Daddy." "Take care or the Bogey man will get you." "Little children who tell lies go to Hell." Terrorism may gain its immediate aim, but at the expense of the emotional development of the child. If a young boy is nervous about going to school accompany him there. Let him have a light in his bedroom so long as he demands it. Do not push him into deep water with the idea of teaching him to swim; neither force him to ride a pony if he is terrified; if he puts his fingers in a drawer or on the edge of a door as they close, he gets pinched, and in this way he learns caution. To deliberately inflict physical pain as a punishment is quite another matter. Its nature and amount is often governed by the nerves and temper of the one in authority, rather than by the nature of the offence: the child's point of view is frequently not taken into consideration, and the punishment is frequently unjust. The result is consequently quite different to what was intended, and is not always successful in stopping the sort of conduct it was intended to do. Moreover, with high spirited children, it simply arouses vengeful thoughts, while in timid children it awakens fear and hate.

Many of the faults in children are really due to others who have not trained them up properly. Some children may have a way of appropriating trifles which take their fancy, and are called little thieves. Strictly speaking, perhaps they are, but if we look into the history of such a child we would probably be more generous in our strictures. In some families no one has any special possessions, everything belongs to everyone else, and the child is only carrying out what he has always been taught to do, but with no evil intent. Or again, a young child who habitually goes into a shop with the refusal of the child to go to such a place may be misunderstood by an adult and put down to disobedience. Fear may result in hate, jealousy, malice, discontent, anger and worry.

Curiosity is another phase of self-preservation. It is good, both for the individual and the race. It is a great element in the spirit of adventure, and also tends to prevent intellectual stagnation.

Much of the so-called mischief is simply curiosity. But curiosity should be directed into proper channels, and not be allowed to degenerate into prying into other people's affairs which do not concern us. If the wholesome and natural curiosity of a child is not satisfied it may develop into morbid curiosity. If a child is old enough to ask a question seriously he is old enough to be told the truth to the limit of his comprehension. Some parents evade giving a suitable answer to their offspring when asked about the origin of life and tell a deliberate lie, which the child does not believe, but he feels he has asked a question about which he should be ashamed. This makes him all the more curious to know the truth, but as he is deterred from getting the information through his parent, he is liable to seek it through some less informed and desirable source.

Reward and punishment have been used for ages to drive children along the path we think they should follow. For the first few weeks in life physical pain may be legitimately and effectively applied as a corrective, for the infant cannot appreciate any other kind. As the child grows older nature takes a hand in corporal punishment: if he does not walk steadily he falls and hurts himself; if he puts his fingers in a drawer or on the edge of a door as they close, he gets pinched, and in this way he learns caution. To deliberately inflict physical pain as a punishment is quite another matter. Its nature and amount is often governed by the nerves and temper of the one in authority, rather than by the nature of the offence: the child's point of view is frequently not taken into consideration, and the punishment is frequently unjust. The result is consequently quite different to what was intended, and is not always successful in stopping the sort of conduct it was intended to do: moreover, with high spirited children, it simply arouses vengeful thoughts, while in timid children it awakens fear and hate. 

Continued on page 80.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

NAVY LEAGUE members and friends are invited to be present on the occasion of the inspection of the Sea Cadets, and the presentation of decorations, by His Excellency the Governor, Admiral Sir Dudley de Chair, K.C.B., in Government House Grounds on Saturday, 16th August, at 3 p.m. The New South Wales State Military Band, under the baton of Mr. Toughe, will be present, and will render a number of musical items.

Mr. Kelso King, life Vice-President of the League, will "open" the Concord N. L. Sea Cadet depot ship, "Lindstol," moored off Cabarita Point, on Saturday, 2nd August, at 3.30 p.m. Members are invited to be present.

We are pleased to report that North Sydney Sea Cadet depot at High-street, Neutral Bay, will be completed in August. A lower mast 40 odd feet in length, formerly the signalling yard of the battle cruiser, Australia, is being prepared; to this will be added a top-mast and a yard. Aerials for wireless will also be affixed. It is hoped to officially open the depot at the end of August.

Drummoyne Company is to be complimented on the excellent attendances of cadets at drill. On ordinary nights the average number of boys on parade is 80.

Messes. Murdoch, Park-street, Sydney, have donated a silver cup to sea cadets for annual competition.

It is satisfactory to learn from Mr. R. H. Wade, the officer-in-charge of Richmond Company, that the sports held there recently added something to the local sub-branch's exchequer, and also advertised the work of the League to many hundreds of country residents.

For the guidance of Officers-in-Charge units it is pointed out that transfers of cadets from one Company to another should only take place after ascertaining from the Companies concerned, if the transfer is in order. If this is done misunderstandings will not arise. The rule was published in these columns two years ago.

The seniority of Officers-in-Charge units is counted from the date of appointment as officer-in-charge of unit.

At the Navy League's sports held at Richmond, there were nearly 200 visiting cadets from Sydney. The local boys almost "scooped" the prize pool.

The day was made the more enjoyable by the presence of the Naval Reserve Band from Rushcutter Bay, under the direction of Mr. Pitt.

HUMOURS OF THE R.A.N.

IN A SOUTHERLY OFF JERVIS BAY.

OLD STAGER: "That's right Matey—Keep it up."
NEWLY-JOINED: "Keep it up be blowed—I been trying to keep it down ever since we left Sydney."
Warrant-officer Watt of 40th Batt. has joined us as an hon. officer, and will instruct the cadets in squad drill.

A knotting competition was held on 10th inst. Result: 1st—Cadet Morier (knot knife); and—Cadet Cowell (Jack knife). These competitions create great interest, and are an incentive to the cadets.

A guard of honor attended at the Birghtowel School on the afternoon of Saturday, 12th, the occasion being the opening of the new school. The Minister for Education (Hon. A. Bruntell, M.L.A.), briefly addressed the boys.

Each week-end has been spent on board the "Lindalos" by a fair number of the cadets, when some very useful and instructive work was done, with the able assistance of Mr. Lindquist of H.M.A.S. Tasmania, who devoted his leave to help us.

Recently we formed the guard of honor to His Excellency the Governor on the occasion of his visit to the local school at Mortlake, and he highly commended the officer-in-charge on the general smartness of the boys.

On June 16th a very successful and enjoyable concert was held in the Central Concord Picture Theatre. This was promoted and run entirely by the well-known teacher of dancing, Miss McLehaman, assisted by her pupils, who rendered some very clever items. The object of this concert was to help the funds of the Company.

Thanks are due to Mears, Lewis & Sons, Ltd., of Rhodes, for a promised donation of grey paint. We hope soon to have the ship painted inside and outside with same.

The Company recently received a very handsome donation from Harry Shelley, Esq., in the form of a Standard Compass, which is exceedingly useful for instruction purposes.

We are badly in need of a second boat, as our present one has to be always in the water for use in boarding the ship, and if we had two boats they could be alternately used. Will a friend of the League come forward and present us with a dinghy?

NOTICE.

NAVY LEAGUE, N.S.W. BRANCH,

Members and friends of the Navy League are hereby notified that Headquarter's work of the League is now carried on from the Navy League's Office, at 30 Grosvenor Street, City, (next to the Royal Naval House).

The Office is situated on the Third Floor, to which there is an excellent lift service. All those interested are cordially invited to call in when in town, for a chat on matters affecting the work of the League. The Organizer will be at the Office every morning between the hours of 10 and 12 noon.

PLEASE ASK A FRIEND TO JOIN THE NAVY LEAGUE.
Some children living in the land of make-believe, frequently make statements which are not true to fact, neglecting to mention that they are not speaking of real things, though sometimes their fancies appear very real to them. A child is not unfrequently branded a liar when the inaccuracy is really due to inattention, or ignorance of the fine meaning of a word.

A child gets the name of being lazy when the cause is often really some physical disability due to imperfect hearing or seeing, or it might be due to some bodily weakness or mental condition.

Selfishness, like most faults, should never be allowed to start, even in babyhood.

These few remarks may lead us to wonder if we really understand children and give them a fair chance, or whether we do them an injustice by misunderstanding them.

To get best results, Cooks
MUST USE
JOHN BULL
SELF RAISING FLOUR
or BAKING POWDER.

SAVE THE COUPONS

A Story of Early Australian History

THE WRECK of the “SYDNEY COVE.”

BY CAPTAIN J. A WATSON, R.N.R.

Eight years after the settlement in New South Wales had been founded, some knowledge of it had been brought under the notice of the mercantile community in India, Memer Campbell, Clark and Co. of Calcutta, determined to test the market at Sydney with a trial shipment of merchandise, and accordingly fitted out a ship, which, out of compliment to the young colony, and possibly also with the view of ingratiating themselves with the "powers that be," they named "Sydney Core." This vessel, under command of Captain Gavin Hamilton, sailed from Calcutta for Port Jackson on November 10th, 1796. On the 13th December, being then in latitude 15 deg. 30 min. south, a very severe gale with heavy sea was experienced, and from that date onward they had a continuation of bad weather. The vessel labouring very much in the heavy seas sprung a leak, and in the middle of January was making from six to eight inches of water an hour; in consequence the shipping the vessel was adopted which reduced the leakage by two inches an hour. On the 25th January the weather set in with greater violence, and in handing the topsails the second mate—Mr. Leshman—was lost from the main topsail yard. Her sails were blown away, and after new ones had been bent they shared the same fate, and having no sail by which she could be kept ahead of the sea she was hove to.

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The lascar crew were so benumbed by the severity of the weather that they sought shelter below, and nothing could induce them to come on deck and man the pumps; but, as there was over four feet of water in the well, they willingly went down with buckets to bale.

**SHIP IS RUN ASHORE.**

Bass Strait had not been discovered at this time, and the ship had to go south of Tasmania, or Van Diemen's Land as it was then called, and up its eastern coast, when on February 8th she struck a perfect hurricane, and the leak increased to such an extent that at daylight the following morning the water was up to the hatches of the lower deck; and so as to save the lives of the crew and the valuable cargo, she was run ashore on a sandy beach in a few feet of water. This after proved to be an island on the north-west coast of Tasmania, and which became Preservation Island—a name it still bears. The crew, with provisions, were all landed, and parties were sent out to look for water, but they were unsuccessful.

Several days were spent in building up and fitting out the long boat so as to dispatch her to Port Jackson for assistance.

She accordingly left the island on the 27th February for Sydney under the command of Mr. Hugh Thompson, the chief mate, having with him Mr. W. Clark, the super-cargo, and fifteen picked men of the crew, three of whom were European seamen, and twelve were lascars, or seventeen persons in all.

**A SECOND DISASTER.**

On the first night out it came to blow a gale, and as they were not far from the coast of New South Wales, they expected to find a friendly climate. On the contrary, they found a most inhospitable one, and were driven back. During the night the heavy sea continuously broke over them, and at daylight both cables were cut and as they were not far from the coast of New South Wales, it was impossible to land. They had commenced their journey on March 15th, 1797, and up to April 17th everything passed fortunately, without provisions, without arms, or any probable means either of subsistence or defence, they seemed doomed to all the horrors of a lingering death, with all their misfortunes unknown and unpitied. In this trying situation they did not abandon themselves to despair, they determined to proceed to the northward in the hopes of reaching Port Jackson, although the distance of the settlement the unfrequented deserts they were to traverse, and the barbarous hordes among whom they had to gain their way presented difficulties that required no ordinary share of fortitude to encounter and perseverance to overcome.

In this spirit after spending three days in collecting whatever was useful that had been washed ashore from the wreck of their boat, they set off to tramp the three hundred miles they would have to accomplish between the Ninety Mile Beach and Sydney—walking on the beaches when practicable, crossing a great number of creeks and rivers, fording some, and making rafts from logs to cross others, on four occasions meeting numbers of natives, who once only were disposed to be unfriendly.

**FOOD SHORTAGE.**

For the first three weeks they subsisted on dry, uncooked rice which they saved from the boat, and afterwards on shell-fish, small fish which caught in large pools, and sometimes they were fortunate to catch a small shark which they considered a rare delicacy. The super-cargo kept a diary, according to which and adding the daily mileage walked, they covered in the first month 350 miles. This would be made up by the detours they would have to make when crossing rivers and rounding Two-Fold Bay and many inlets.

They had commenced their journey on March 15th, 1797, and up to April 17th everything passed off without accident, but on this day in crossing a narrow but deep river Mr. Thompson was nearly drowned by the sinking of an old native canoe they found, and he was only saved by Mr. Clarke jumping in and getting him out. The Bengal seamen looking on without making the least attempt to assist. He was unconscious when brought out of the water, but after some time he was revived.

*Continued on page 20.*
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Advertisers in the NAVY LEAGUE JOURNAL are supporting the Armed Forces—Objects of the League, and Navy Leaguers are cordially 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:

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During the next week their progress continued occasionally meeting natives who befriended them without nourishment —almost perished for want. On the 23rd, 24th, and 25th April, they were daily dropping off. No sooner had we turned our backs on this savage mob than they approached us shouting and hallowing in a most hideous manner, at which we were all exceedingly alarmed. In a short time a few of them began throwing their spears, upon which we made signs to them to desist for at best we were only six opposed to such a multitude, for our little company were daily dropping off. No sooner had we turned our backs on this savage mob than they renewed hostilities, and wounded three of us, etc., Mr. Thompson, myself, and my servant.

Mr. Armstrong, master of H.M.S. Supply, on the 1st July, to bring away Captain Gavin Hamilton and any of the crew that might still be on the island. Having embarked Captain Hamilton and some of the lascars (upon the Francis) and the remainder of the lascars (on the sloop) the two vessels sailed for Sydney, where the Francis duly arrived, but the smaller craft and those on her were never heard of again.

Mr. Clark returned to India to rejoin his firm. Captain Gavin Hamilton—from the wreck of his vessel—arrived in Sydney in July, 1797, but the six months’ exposure on the bleak barren island had told on his constitution, and he died in Sydney on June 20th, 1798. He was buried in the old George-street cemetery, and a tombstone was placed there by the Campbells 70 or 80 years ago, which, with the remains, was moved to Rookwood (Church of England section) when old ground was resumed for the Town Hall.

The beneficial outcome of the wreck of the Sydney Cove was the discovery of coal in the Illawarra district, and the acquisition of the Campbell family.

When Mr. Clark arrived in Sydney he informed Governor Hunter that they had seen a quantity of coal the day before they were taken off by the fishing boat; and the Governor reported the discovery to the Duke of Portland who sent Dr. Bass of H.M.S. Reliance to investigate. He found a strata six feet deep in the face of a steep cliff which was traced for eight miles, and this was not the only coal discovered, for it was seen in several other places. This, the first discovery of coal in New South Wales, was made by Mr. Clark, the supercargo of the wrecked ship Sydney Cove, on 14th May, 1797. Lieutenant Shortland of H.M.S. Reliance whilst in pursuit of runaway convicts went as far north as Port Stephens in a row boat, and on his return trip discovered the Hunter River and coal there about October of the same year, although it is reported that some fishermen had discovered coal there in June, 1796.

With regard to the Campbell family, the first of
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ALBERT SIMS, Manager.

THE NAVY LEAGUE.

THE NAVY LEAGUE does not necessarily endorse the contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE Journal, 30 Grosvenor Street, Sydney.

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Australian Defence

Value of Aircraft

Speed of Aircraft Carriers

Deductions by Experts

A PROPOS of the Navy League's advocacy of aircraft to assist the defence of the Commonwealth and the approaches thereto, the Washington limitation of Naval Armament Conference stipulated that the standard displacement of vessels which may be classed as aircraft carriers to be between 10,000 and 27,000 tons; the gun calibre not to exceed 8-in.

If the calibre of any gun carried exceeds 6-in, the total number of guns exceeding 5-in in calibre must not be more than ten.

Each of the naval signatory Powers to the Treaty, may build not more than two aircraft carriers not exceeding 33,000 tons standard displacement each; carrying not more than eight guns of calibre exceeding 5-in, if the calibre of any one gun carried exceeds 6-in.

The Lexington and Saratoga of the U.S.A. navy were designed as 43,500 tons (capital ship) displacement; 33! knots speed. They are the highest permissible standard displacement (33,000 tons) of converted aircraft carriers.

Value and Speed.

British, American and Japanese experts who have concentrated upon the fighting utility of aircraft, emphasise that in cruising with a fleet seeking the enemy the aeroplane carrier will have to manoeuvre independently to permit aeroplanes to land on or take off from the deck.

Another point emphasised is this: As long as the speed of the ship is less than the landing speed of the aeroplane, the most favourable conditions for landing or taking off is attained when the vessel is steaming head to wind; the relative speed of the aeroplane along the deck at the moment of landing or lifting is then reduced to the minimum.

If the fleet is steaming with the wind astern, and the aircraft carrier has to pick up many machines, it will, therefore, frequently happen that she will get separated from the fleet by a long distance; the more her speed exceeds the fleet the shorter time will the fleet be deprived of her services; the less risk the aircraft carrier will run of being attacked when isolated.

These experts consider that the effective aircraft carrier should have a speed of not less than 35! knots, and H.M.S. Furious (converted to aircraft carrier) has 31 knots.

Experts stress the special nature of the services which the aircraft carrier can render to a fleet about to join in battle; also her vulnerability and the special liability to destruction of the aeroplanes on board her in a gun action; that it should be the policy of such a vessel to avoid an artillery action even with a cruiser less powerfully armed than herself.

Because of the difficulty of disposing her gun armament to the best advantage, she may be in respect, less powerfully armed than cruisers much smaller than herself—even were she to carry the maximum gun armament allowed by the Washington pact. Hence substantially higher speed than that of a fast cruiser is an absolute necessity, according to the experts, for an aircraft carrier.

The requirements, they aver, for higher speed—like that for the greatest possible area and length of landing deck and for storage of a large number of aeroplanes—demands a large and a long vessel;
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The Navy League Journal

A large size and great length in a warship conduces to the attainment of high speed at a moderate development of propelling power and expenditure of fuel.

Eating up the Tonnage.

It is possible, therefore, that the total tonnage for aircraft carriers allowed by the signatories of the Washington pact is likely to be used up in the construction of ships approaching the limit of displacement.

Hence, it is of vital interest to Australia to consider what would be the probable dimensions, qualities, and capabilities of vessels of a displacement approaching this limit, in view of the assistance that could be rendered Australian defence by a sound system of aircraft conceived and projected on a carefully considered basis.

A further contention by naval aircraft experts in Great Britain, U.S.A., Japan, and France is that in an aircraft carrier of high speed the propelling machinery and boilers will occupy so great a length of the hull that there will be little or no space for stowing aircraft in the hold, and the construction of a hangar extending over the whole length of the ship is a necessity if any considerable number of aircraft is to be carried. The flying deck, which forms the roof of the hangar, then becomes one of the main structural features of the hull, and as economy of steel, as well as great aeroplane stowage capacity are both promoted by this system of construction, it will, they consider, be generally adopted in ships specially designed as aircraft carriers. The depth of the ships from the keel to the landing deck becomes necessary with additions for structural features, and is a fundamental dimension in the design upon which the remaining dimension in turn depends upon the size of the aircraft which are to be carried in it. The most suitable dimensions of an aircraft-carrying ship thus depend in an intimate way on the particular types of aircraft which it is intended to carry.

Bomber and Fighter.

The bomber is assumed to have folding wings, and to stow in a space of 38ft. long by 17ft. 6in. broad by 15ft. high, with a reasonable clearance all round, and the fighter, without folding wings, in a floor space of 400 square feet with maximum horizontal dimensions of 36ft. by 32ft. and height of 10ft. 6in.

A bomber having these stowing dimensions, experts consider, would be capable of carrying 4,000lbs. weight of bombs or torpedoes and sufficient petrol to give a range of a flight of 400 to 500 miles; and the fighter would be capable of carrying a machine-gun armament and sufficient petrol for a range of flight of 300 miles.

The problem of designing an aircraft carrier so as to get the most powerful armament on a given displacement of ship differs specifically from a similar problem in any other type of war-craft.

An aircraft carrier would not carry torpedo tubes, the authorities declare, as it would be unwise for an aircraft carrier to take the offensive in an artillery action, and equally unwise to close with an enemy sufficiently to enable torpedo tubes to be used.

The aircraft problem is one that calls for the best and concentrated attention of the Australians imbued with an adequate sense of the security of their island continent.

Naval Appointments.

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

Commander—Rupert C. Garda, to Penguin, additional, July 19; and to Cerberus, additional, for passage to the United Kingdom, July 30. Lieutenant-Commander Cyril F. Hill, to Mallow, in command, and for command of ships in reserve, July 19. Lieutenant Henry H. Palmer, to R.A.N. College, additional, temporarily, September 16. Engineer Lieutenant George A. Hutchinson, to Mallow, for ships in reserve, July 14. Archibald E. Craciun, to Cerberus, August 14; Colonel R. Reid, to Brisbane, August 28 (appointment to Cerberus, to date August 28, cancelled). Lieutenant Commander Nielson Clover has been promoted Commander, June 25.

Sub-Lieutenant Herbert J. Burden has been promoted to Lieutenant, with seniority of February 15.

Lieutenant—Edward O. T. Keith, to R.A.N. College, August 3; Geoffrey A. Hall, to Cerberus, August 30.


Chaplain.—Rev. Hector G. Robinson, to Tingira, additional, August 7.

Commissioned Supply Officer.—William G. Sparrow, to Platypus, August 26.

Commissioned Engineer.—Richard B. James, to Cerberus, September 9.

Nurse.—Rev. Hector G. Robinson, to Tingira, additional, August 7.

Senior Master.—Richard H. B. Prinley (acting) to Brisbane, August 28.

Gunner (T) Bernard A. A. Hamill (acting) to Cerberus, additional, July 29, and for Torpedo School, additional, temporarily, August 28.
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AUSTRALIA has a master mariner, probably the only one in the world, who once made a voyage of 15 months out and home without being once out of sight of land—except when it was dark. This distinction belongs to Mr. George Ritchie, who has since taken to handling the ship of State in South Australia, but was formerly a captain in the river trade on the Murray and Darling.

When he made this record voyage he was on a trip from Goolwa, near the Murray mouth, to the Upper Darling and back. He was caught in a dry season, and the steamer spent most of the 15 months in a deep hole away up on the Darling waiting for the river to rise high enough to enable her to be floated out.

The time was not altogether wasted. There was some timber on the river banks and the sailors turned into sawmillers. They made a sawpit ashore and cut enough timber to rebuild all the parts of the vessel that needed attention.

Captain Ritchie's next longest trip took a mere matter of nine months. Here again the need for waiting for a rise in the Darling was the main cause of the length of the voyage.

It may be a long business waiting for the Darling to rise, but when the floods are out in real earnest it is often possible to take a short cut. On the Darling, as on the Murray, the river banks are the highest ground for miles. The continual deposition of alluvial soil has raised them above the country on either side.

In those days steamers sometimes went up the Murray as far as Albury. Now the regular river traders do not go higher than Echuca, 300 miles by river below Albury. The craft which brings the redgum logs down the river to the sawmills still work up for 100 miles above Echuca.

RIVER THAT DRAINS HALF A MILLION SQUARE MILES.

The basin of the Murray has an area of over 500,000 square miles. It is as large as New South Wales, Victoria and New Zealand put together. It includes by far the larger part of New South
Wales, more than half of Victoria, a good slice of Queensland, and a part of South Australia. From the mouth of the Murray to the source of the Darling is a distance of 3,000 miles, so that in length the "Nile of Australia" ranks high amongst the great rivers of the world.

Before the railways had cut so deeply into the traffic the Murray and its tributaries were the main arteries of distribution for a great part of this half-million square miles. The wool, skins and other products of the stations went down the rivers and the supplies came up by water.

Half a century ago Wentworth, at the junction of the Murray and the Darling, was a busy port. Now a sleepy, half-deserted town, it was full of bustle and life in the great days of the river trade. To-day the Victorian railways tap the Murray at Mildura, a few miles away, and at half a dozen points between Mildura and Albury. The New South Wales railways have reached out to touch the Darling at Bourke and the Murrumbidgee at Hay.

There is still much traffic on the Murray and its tributaries, but it is much more local than it once was. In these days wool, wheat and other products from the region along the middle Murray, the lower Murrumbidgee and the Wakool Rivers are carried upstream to Echuca and then sent over the lower Murrumbidgee and the Wakool Rivers to Goolwa.

Of the cargo that does go down the river a great deal is transhipped at Murray Bridge and sent by train to Adelaide instead of going on down the river to Goolwa.

Still more local, of course, is the traffic due to the timber and firewood trades. Remnants of the magnificent red gum forests that once lined its banks still survive on the Murray, and at various points quite a fleet of barges and of steamers is used in bringing logs to the sawmills.

The growth of irrigation has led to a brisk demand at certain points for firewood to be used as fuel for the pumping plants. This is especially the case at Mildura and Merbein. These irrigation settlements consume about 30,000 tons of firewood a year, and it has to be sought farther and farther away.

It is effervescent and pleasant to take.

All Chemists and Storekeepers sell

ELLIOTT'S FRUIT SALINE

2s. 6d. per bottle.

One of the fires used at Mildura now comes from 100 miles up the river. It was recently pointed out in an official report that the demand for wood had led to an invasion of New South Wales by raiders from Victoria. The "firewood pirates"' cut and carried off by water a large quantity of firewood to which they had no shadow of a legal claim.

If irrigation on the Murray lands makes the progress expected the fuel problem will become very serious. Except for the already depleted red gum forests most of the country near the rivers is thinly wooded, where it carries any timber at all. And coal has not yet been found along the lower Murray. If it is there it is deep down below the alluvial deposits.

PIONEER NAVIGATORS OF THE MURRAY.

Navigation on the Murray, neglecting the bark canoe voyages of our aboriginal predecessors, will celebrate its centenary in 1893. In that year Captain Sturt and his companions went down to Lake Alexandrina and back. They took a whaleboat overland from Sydney to the Murrumbidgee on the banks of which they cut timber and built a second boat in a week, thanks mainly to the skill of a prisoner of the Crown named Clayton.

Few things in the history of Australian exploration equal for sheer dogged heroism the story of the return voyage up the river against the stream. Day after day the almost starving men kept up the apparently hopeless struggle without a word of complaint. They rowed till they fell asleep at the oar. When the sugar and tea ran low the prisoners asked Sturt and his companion, George Macleay, to keep it all for themselves, arguing that there was not enough to make it worth while to divide it.

The commercial navigation of the Murray began in 1853, when Francis Cadell put the first steamer the Lady Augusta on the river. Cadell had been about the water a year earlier by descending the river from Swan Hill (Victoria) in a canvas boat with ribs of barrel hoops. After this reconnaissance he brought the Lady Augusta over the bar into the Murray and went up to Swan Hill, returning with 440 bales of wool.

For a generation after this beginning the river navigation flourished exceedingly. It was, however, always handicapped by the fact that the
Murray mouth is not, under ordinary conditions, navigable. From time to time proposals have been put forward for a canal to enable the vessels, which trade on the lower Murray, to go right through to Victor Harbour. With the new position now being brought about by the locking of the Murray some such project may be revived.

One of the factors which have aided the railways in their competition with the river trade is that the minimum depth of over six feet all the year round all the way from Echuca to Goolwa. Later the same principle will be applied to the Murraybridgee and, eventually no doubt, to the Darling. Then wheat growers along the Wakool River will not have to wait two years before they can get their wheat to market.

Even now the Murray and its tributaries carry a considerable floating population, apart from the

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Mangrovite and "Flintstone" Waterproof Half Soles—Men's 2/-, postage 4d. Women's and Youths' 1/-, postage 4d. in New South Wales.
Mangrovite Ordinary Half Soles—Men's size 1½, postage 2d. Women and Youths' 1½d. postage 1½d. Children's 1¼d. postage 1½d. in New South Wales.

Mangrovite Belting Ltd.
Charles Ludowiei, Managing Director.
49 YORK ST. (Wynyard Square) SYDNEY.

Murray and its tributaries are navigable for only a part of a normal year. Not only is the period during which the river is navigable for steamers limited, but it is very irregular.

It is intended that the building of locks and weirs, 19 in all, from Torumbarry, not far below Echuca, to Blanchetown, near the mouth of the Murray, shall alter all that and make the river navigable throughout the year.

FLOATERS AND FISHERMEN
These locks have been designed to give a regular trading steamers. The "shopboat" is an institution on the Myall Lakes to the north of Port Stephens, but the institution has been developed on a larger scale on the Murray and the Darling. The floating shops have their regular beats up and down the river, hauling into the bank whenever there is trade to be done.

Saddlers and other tradesmen who work for the stations along the rivers sometimes adopt the same means of transport. It is cheap, convenient and pleasant.

Then there are many hundreds of professional fishermen, leaving out of account the thousands of amateurs. These exist mainly on the Murray Cod, with which Nature has favoured the Murray basin to the exclusion of the other rivers of Australia. But they are divided into two very different classes. Some rush wildly about in motor-boats, scouring the rivers for cod to ship away in truckloads. The others drift along in ancient craft of a type which Captain Sturt might have seen without surprise. They show the true spirit of the angler, and exist beautifully in a land where the sun shines almost every day.

Some day the basin of the Murray may support a population of 10,000,000. Great cities may arise in a land now almost empty, and a continual stream of traffic may flow along the rivers. But to-day the waters of our greatest river system sleep in the sun, mile after mile, furrowed by an occasional passing steamer or a rare fishing-boat.
the records of the Great War certainly show no getting out of sail, disposing of his ships and steam going abroad from Newcastle were probably compared with, say, only twenty years ago. We ing the last remnants of the old days of sail.

Perhaps the latter assertion is too sweeping. There are still sailors upon the wide ocean under the Union Jack, even if their number be small as compared with, say, only twenty years ago. We note that in a list of 43 vessels that left Newcastle with coal cargoes for oversea ports since the beginning of May there were seven sailors. As late as twenty years ago the proportions of sail and steam going abroad from Newcastle were probably reversed. The British shipowner has rapidly been getting out of sail, disposing of his ships and barques to seemingly less advanced foreign owners. After all, may not the foreigner be purchasing more than the Britisher imagines he is selling? The records of the Great War certainly show no falling-off in the grand old British sea spirit—but, then, we are still close to the days when the sailor dominated the seas. How will it be when the times are separated by a wide gulf from those in which the nation's material for recruiting for the purpose of sea cadets is derived from two years in a sailing vessel. It is only on board the latter that true seamanship can be adequately taught.

There was recently in Sydney Harbour a Finnish barquentine. Taking over of the barquentine Lindstol as a depot for Navy League Sea Scouts in Sydney on Saturday last, August 2nd, at once revives the question: Where is that training ship?

It is often said that the Australian lad is not too keen to take up the sea as a profession, but the avidity with which the boys of this country take to the sea, whenever the opportunity for doing so presents itself, was well shown in Sydney on last Saturday. The Lindstol is only a depot ship, and is a means whereby the young lads of Sydney will learn something about seamanship and navi-
gation. And the same thing applies to the other States of Australia.

The Navy League hopes to give through the sea cadet movement. The harvest will be fuller and richer where the boys are doing, both by contributions of funds and by personal contact.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

INSPECTION OF CADETS.

The inspection by the Governor, Admiral Sir Dudley de Chair, of the Navy League Sea Cadets has been postponed until November. The precise date will be notified later.

OPENING OF TRAINING SHIP.

An event of great importance in the life of the Navy League, N.S.W. Branch, took place on 2nd August, when Mr. Kelso King, one of the League’s Vice-Presidents and Hon. Treasurers, performed the ceremony of officially opening the Concord Sea Cadets’ Training ship Lindstol.

Over 250 Sea Cadets from Concord, North Sydney, Balmain, Drummoynre and Richmond companies made the most of the occasion by shinning up masts, sliding down back-stays, manning the yards, and clambering about the rigging. They hung from foot-ropes and sat astride the bow-sprit as only boys with a splash of the old Viking blood in their veins could. They showed in an unmistakeable manner that the spirit which took their forbears to the seven seas in the old wooden walls of England was a vital spark in the hearts of many of the boys of to-day.

The Lindstol is barquentine rigged, and was built for ocean service twenty-one years ago. Her dimensions are: 354 tons net, length overall 147 feet, beam 31 ft. 6 in., and depth 12 ft. 6 in. from main-deck to keel.

Mr. Kelso King officially handed her over to Mr. J. Docking, officer-in-charge, in the presence of a very large number of visitors, including Miss Kelso King, Captain W. W. Beale, Aldermen Royce and Reid, of Burwood, Messrs Blunden, T. Fox, F. L. Adams, M. Mac Donald, A. Wood, F. Garrett, E. Swan, R. H. Wade, E. Fidden, and many ladies.

Continuing, Mr. Kelso King said that having heard the Concord Company was badly in need of another pulling boat, to be attached to the Lindstol, Mrs. Kelso King and himself would be only too pleased to present them with one, and expressed the wish that it might be called Quambi. Concord meant peace, happiness, and goodwill, which was exactly what the word Quambi signified in the Australian aboriginal language.

Mr. F. L. Adams, hon. secretary, returned thanks for Mr. Kelso King’s generous gift; and Captain Beale added that the vessel they were on that day would prove an historical milestone in the story of the Commonwealth, as it was the first of its kind secured for the training of Navy League boys in the Southern Hemisphere. He hoped that the time was not far distant when a sea-going ship would also be acquired, so that the lads could get trips up and down the coast, and only that training which a life actually at sea could give them. Such a training taught boys discipline, to be good comrades, and to play the game.

During the afternoon the Burwood Municipal Band rendered selections on the main deck, and after the opening ceremony afternoon tea was served to the guests on board by the local ladies.
**SUB-BRANCH AND COMPANY NEWS.**

Balmain Company Mr. F. CURRE

Drunnayne Company Mr. A. WOOD

North Sydney Company Mr. M. MAODIN

Richmond Company Mr. R. H. WADE

Hon. Secretary, Balmain Company Mr. J. FODIN

Hon. Secretary, Drummoyne Company Mr. H. CARDWELL

This Company should soon have a Waterside depot with boatshed, baths, and class rooms. Arrangements for the occupancy are well in hand, and it is hoped to be in possession within the next few weeks. The situation is directly opposite Cockatoo Island on the Balmain side of Parramatta River, and should suit admirably as a base.

Signaller Westerburg and Bugler Innes have been promoted to Leading Seamen.

Signaller Nicholls was one of the first cadets of this Company. His record is indeed creditable.

**NEW ENTRIES.—T. King, C. Fry, H. Jewells, G. Molang, H. Goulding, G. Rotheroe (from North Sydney Coy.), H. Tomlis, H. Sparrowhawk.**

A donation of grey paint has been received from Messrs. Louis Berger & Sons (Aust., Ltd); also white paint from British Australian Lead Manufacturers, Ltd.

**CONCORD.**

During the month the Lindstol has been painted; also the cutter has been beached, and painted.

Mr. Harry Shelley, one of the League's most splendid and consistent supporters, has again come forward and offered £50 towards Balmain Company's objective—a waterfront depot.

**NOTICE.**

**NAVY LEAGUE, N.S.W. BRANCH**

Members and friends of the Navy League are hereby notified that Headquarter's work of the League is now carried on from the Navy League's Office, at 30 Grosvenor Street, City (next to the Royal Naval House).

For Navy League—Ring B 7808

**PERSONAL.**

Lady Cullen will preside at a Navy League meeting to be held at the Australia Hotel on Thursday, 21st August, at 4 p.m.

Mr. Mark Sheldon, K.B.E., President of the Chamber of Commerce, and Mr. T. J. Parker, of Huddart Parker, Ltd, shipowners, have recently become Life Fellows of the Navy League.

Mr. and Mrs. Kelso King have very generously sent along a cheque for £20 for the purpose of providing a second boat for Concord N.L. Sea Cadets.

Miss Frances Glasson, a supporter of the Navy League's North Sydney Sea Cadets, has returned to Sydney after a tour of the East Indies.

To help Balmain Cadets to find a suitable waterfront depot, Mrs. Edgar Fidden, the wife of the Company's Honorary Secretary, has signed herself of late with the result that a site is in view.

Mr. Harry Shelley, one of the League's most splendid and consistent supporters, has again come forward and offered £50 towards Balmain Company's objective—a waterfront depot.
training ship called the Glenard. A visit to this vessel showed at first hand what that country is doing to encourage and help its young men in their ambition to take their places in after life. Sweden, Norway, and other maritime countries are also doing similar work.

It is readily admitted that the cost of running a training ship for young Australians is a matter for consideration. The actual purchase price of a suitable vessel is not so great as that of upkeep. But surely there are sufficient means in this country whereby this difficulty can be overcome? Such vessels could be subsidised by the various shipping companies of this country, while the Governments could also help financially. Even if the companies could not see their way clear to subsidise such vessels, they could materially assist by undertaking to take as many boys for their steamers as possible, after they come out of their time. Then, again, are there not some of Australia's wealthy men willing to undertake the work?

British Mercantile Marine has much to thank the late Sir Thomas Devitt for. He it was who did more for the training of many of our present day shipmasters and officers than any other individual, but there does not seem anybody to carry on the work, which is just as important to-day as it was in the days of the old Hesperus, Macquarie, Port Jackson, Medway, and other world-famous training ships.

The Australian Mercantile Marine is now at a stage where it holds a very high position, while it is constantly being added to. As the trade of the country progresses, more and more vessels will be required to carry on, and it is quite reasonable to assume that there will be other Australian-owned vessels engaged outside the Commonwealth Line. These vessels will have to be manned—then why not with Australian-trained officers?

The Navy League is doing excellent work in its way, but this must not stop with merely giving the boys experience on these depot ships. The education will not be complete until they have deep sea experience, and that can only come from having an ocean-going training ship. It is sincerely hoped, for the sake of those boys who are anxious to take up the sea as their calling, that a suitable vessel will be had so as to enable them to reach their ambitions, and to place the Australian Mercantile Marine on a footing its growing importance demands.

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IT is a solemn business that first long trousers’ suit and nobody knows it better than His Mightiness—the Boy. Let him make a good beginning! In a smart, faultlessly-fitting Murdoch Youth’s Suit he will grace any assembly. Here is a special “Mill to Weaver” Value in—

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Made from Australian and English Woollen Tweeds Mid and Dark shades. Coat has two-button front and one Jigger button. Trousers have side and hip pockets and permanent turn-up bottoms. Fit Youths’ 14 to 17 years .................. 53

When writing kindly mention Boy’s age. Address your letter to DESK U.
The Navy League Journal

Naval League Sports.

At Richmond, N.S.W.

Results of Events.

Football: Richmond v. Drummoyne—won by Richmond by 47 to nil.

50 Yards Championship, 12 years and under—
1st heat, Martin (R.) 1; McMoore (R.) 2.
2nd heat—McMoore (R.) 1; Walker (T.) 2.
Final—Martin (R.) 1; McMoore (R.) 2.

75 Yards Championship, 14 years and under—
1st heat, Allop (R.) 1; Butler (N.S.) 2.
2nd heat—Richmond (R.) 1; Chivers (N.S.) 2.
Final—Allop (R.) 1; Butler (N.S.) 2.

100 yards Championship, 16 years and under—
Knott (R.) 1; Hemsey (R.) 2.

1st heat—Locke (R.) 1; Haywood (B.) dead heat after a wonderful finish.
2nd heat—Haywood (B.) 1; Locke (R.) 2.

Championship Skiff Race, 16 years and under—
1st heat, Richmond (R.) 1; Butler (N.S.) 2.
2nd heat—Nay (R.) 1; Allop (R.) 2.
3rd heat—Nay (R.) 1; Butler (R.) 2.

100 yards Championship, 16 years and over—
Locke (R.) 1; Hobmy (N.S.) 3.

2 m. Relay Race (Inter Company Championship)—
Richmond, 1; Balmain, 2.

Potato Race, 14 years and under—Butcher (N.S.) 1; Drayton (R.) 2.

Apple-eating Contest, 13 years and under—
Drayton (R.) 1; Wade (R.) and Lewis (B.) dead heat for 1st.

Inter Company Championship Tug-o’war—
Won by Richmond.

Boats for the Cadets.

The Navy League has recently purchased two 28-ft. cutters, one 26-ft. cutter, two cutter gigs, and two whaleboats. It is also negotiating for the purchase of five 28 ft. gigs with masts and sails. All the boats will be used in connection with the League’s “Boys’ Raising Scheme.” Hitherto the boats (with the exception of Richmond Company) used by the League were the property of the Navy Department, and were on loan.

Shipwreck Relief.

The Royal Shipwreck Relief Society of New South Wales will hold its annual function at the Sydney Town Hall, Thursday, 13th, September. The Navy League Sea Cadets will form the Guard of Honor, and will line the sides of the centre aisle in the hall.

Skiff Races.

At Cabarita, Parramatta River, two skiff races were held on the day the training ship “Lindstol” was declared open, and resulted as under—

N. L. Sea Cadets’ Race.

North Sydney ... 1
Drummoyne ... 2
Concord ... 3

Officers’ Race.

North Sydney ... 1
Drummoyne ... 2
Concord ... 3
Balmain-Richmond ... 3

Torres Straits Pilot.

Concord Cadets will be interested to learn that Captain Gerald Bruce, who is now a Torres Straits Pilot, served his sea apprenticeship on the barque “Lindstol.” Capt. Bruce, who holds a Board of Trade extra master’s certificate, served as a Lieutenant on H.M.A.S. Brisbane during the Great War. His father was Harbour Master at Thursday Island.

“Mascot.”

Miss Jean Wade, the youthful daughter of the Officer-in-Charge, Richmond Company, Mr. R. H. Wade and Mrs. Wade, was recently presented with a gold brooch, inscribed “Mascot,” by the local Sea Cadets. Mrs. Marlin, on behalf of the Ladies’ Committee, asked Miss Jean to accept a dainty hand mirror, while Mr. E. E. Sullivan, on behalf of the gentlemen, presented their “Mascot” with a handsome box of chocolates.

Boy Week.

The Rotary Club of Sydney is arranging a “Boy Week,” commencing on Sunday, September 7.

All boys’ organisations have been invited to take part in the processions and displays, and the Boy Scout slogan, “The boy of toil is the man of work,” is to be the appropriate catch-phrase for the week.

As a secondary consideration, the Rotary Club propose making an appeal for the Boys’ Brigade, to-morrow, has already been adopted as the appropriate catch-phrase for the week.

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- Globe Meat Products (James Barnes, Ltd.), Redfern, Sydney.
- Grace Bros., Ltd., Broadway, Sydney.
- Hardy Bros., Ltd., Jewellers, 13 Hunter St., Sydney.
- Hudders, Parker, Ltd., 10 Bridge St., Sydney.
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PLEASE ASK A FRIEND TO HELP THE NAVY LEAGUE.
MESSRS. MACDONALD, HAMILTON & CO., have made an important announcement regarding the time-table drawn up for the next 10 months. Early in 1925 three new steamers at present being built at Glasgow will be placed in commission to engage in the service between England and Australia. These vessels—the Cathay, the Chitral, and Comorin—will be each of 15,000 tons, and will be furnished in a manner similar to the mail steamers already engaged upon the service. The Narkunda and Naldera will be taken off the Indian service, in which they are engaged at present, and with the addition of these five vessels the company will be enabled to inaugurate a fortnightly service between England and Australia. Commencing with the outward sailings from London, the new schedule will operate from January 16. The fortnightly service from Australia will commence with the sailing of the Maloja from Sydney on March 11.

This augmented service, taken in conjunction with the new time table drawn up by the Orient Co., which also provides for new vessels, will mean that for certain periods a weekly mail service will be maintained.

The Cunard Atlantic liner Mauretania, built in 1907, is the world's fastest liner, holding the Atlantic record of 26.06 knots maintained during a 4 days 10 hours 48 minutes run from Daunts Rock to New York in September, 1920.

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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 connected with the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Preparation for British Defence and British Commerce all the World over.

Its objects are:
1. To establish 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 on the sea is the national equivalent of the ordinary insurance which no sane person grudges to private affairs, and that Simon's Sudden Development of Naval Strength is Impossible. Only Continuity of Preparation Can Guarantee National and Imperial Security.
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4. To teach the citizen of the Empire, young and old alike, that—"it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples, No Loss Depends on the Merchant Service, which, under the Sea Service 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 to the spirit of our Marine—"For God, for the King, for the Empire."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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SINGAPORE.

The Rt. Hon. Winston Churchill speaking before a large and representative gathering of citizens of London, and members of the Navy League recently, said:

I am glad to have the opportunity of making it clear that the issue which has been so ably put before you at not one of which on this platform is championed by representatives of only one of the great parties in the State. This is no Party platform, and the Navy League has always based itself upon National, and not Party foundations; and if we were to go back into the past and to undertake to trace and assign the various responsibilities between the two great Parties for the unfortunate situation in which we find ourselves at the present time, I am confident that the blame and burden of guilt would not be found by any fair minded British jury to rest on any one of these political parties, and so I am not here upon a Party platform. Neither shall I, in the few words which I will add to the powerful and luminous and comprehensive statement made by my right hon. friend the late First Lord of the Admiralty, enter at all into the technical questions as to whether battleships are the right weapons in the future, or whether Singapore is the right place. These are questions which have involved enormously complicated arguments. On the Committee of Imperial Defence I heard for months the Naval and Military case for Singapore displayed; on the Cabinet Committee which dealt with the question of battleships versus submarines I heard at twenty meetings the whole of that immense argument and counter argument involved. I can only tell you, applying my intelligence, to what I heard from the highest experts I was convinced that the view of the Admiralty was justified in regard to both these questions; and apart quite from the arguments which I had the opportunity of hearing, if I had not had that opportunity, if I had had to make up my mind from the information provided from the public Press, and again, in public discussion, I would unquestionably say that on a purely technical matter, on a question of strategy, on the question of the kind of ship or the geographical position of the base, I put my confidence in Admiral Beatty and his officers far rather than in a number of retired experts who, in no case, have achieved prime distinction in their great profession. I lay my confidence in Admiral Beatty and his officers far rather than in the question of technicalities altogether on one side, and in the very few words that I am going to burden you with, I shall concen, not exclusively upon the supreme issue of principle which is involved in the decision to abandon the construction of a Naval base at Singapore. What is the principle?
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DISCIPLINE.

Boys' Week which has just terminated was something unique in Sydney's history. While the memory of the sight of those thousands of boys from the schools, the Navy League, the Boy's Brigade, and the Boy Scouts is fresh in our hearts, it may be useful to take from the dictionary of experience that much maligned word "discipline," and examine its value.

Why is it that the average boy of to-day detests even the sound of the word "discipline"? Why does he always associate it with something that is unpleasant—something that is abhorrent to his nature?

True, discipline suggests restraint. But are we the worse for that? In every form of sport, the value of discipline is accepted without question; but immediately it is applied or is insisted upon in the routine work of the day, it becomes irksome. It is a proved fact that an untrained team has no chance of successfully competing against the skill and combination of a trained team; nor has an unorganised business much hope against the well conceived and disciplined methods of an organised competitor. Training, organisation and the like are based on discipline—and without it they become useless.

When the selected "Eight" is in training for the "head of the river" contests, individual members of the crew often deny themselves little luxuries in order that nothing may interfere with their training; that nothing in or from themselves as individuals may affect the value, the cohesion of the crew as a whole. That is self discipline. It is the highest and most effective form of discipline; it is a discipline that should be sought after and cultivated by young and old alike; it is a discipline that brings happiness to one's self and to one's fellows, for it is imposed from within. Then we have discipline of the kind we feel at home, at school; this discipline is imposed from without, and so long as it is imposed with the consent of all concerned, it is an excellent thing, but when it is thrust upon a boy against his will it becomes a dangerous thing. A boy should be invited to consider the many advantages of discipline, its leavening influence, its tremendous effect on character. True discipline and training are inseparable, and when used intelligently they become a power for good. All progress is merely the outcome of training of the individual, which enables him to co-ordinate the forces around and utilise them to the best advantage. And training, on which permanent progress is based, is only made possible by the acceptance of discipline.

Savages are often superior in native cunning and in physical strength to highly civilised men, but in a conflict between the two the latter will always win. And the reason is that team work, training, discipline, make victory possible. Discipline then, is essential if we are to truly be successful in sport or in the sterner things of life.

There is no doubt whatever that the ultimate rulers of Australia will be of the race that has the highest form of discipline, and is thus the best trained and the best equipped to rule. Is that race ruling in Australia to-day?

The big, the sterling characters of the world, are mainly the product of discipline. The waster, the profligate, the criminal know not discipline—their unbridled passions and their very antithesis and lead them to violent deaths and worse. True discipline enables us to put the interests of others before our own, and in thus eliminating selfishness it removes the bitter cause of half the discontent of the human race.

Let us then, by example, preach discipline, and we shall know with Tennyson, that: "Self-restraint, self-knowledge, self-control... lead life to sovereign power."
JELLICOE AT JUTLAND.

VON SCHEER'S CRITICISM.

TURNS AWAY IN BATTLE.

JELLICOE MISUNDERSTOOD.

UNFOUNDED GERMAN STATEMENTS.

FAMOUS FIRST OF JUNE, 1916.

BY K. GEORGK MARKS

AUTHOR OF "WATCH THE PACIFIC"; "HOW FOUR MAIDS WORE"; "NAPOLEON AND THE WAR"; "MEDITATIONS AND DEMOCRACY," &c., &c.

Battle of Jutland, May 31, 1916, is being fought over again!

Nearly eight years have sped since the gigantic clash; nearly five since the Commander-in-Chief of the Grand Fleet left the activities of the Navy to watch over the destinies of New Zealand, a great Dominion of the Southern Seas. Querulous critics insist on discussing his tactics at Jutland: patiently he endures them; too much of the disciplined British Admiral to descend to answering all the irresponsible deductions from misconceived data.

'Tis hard but patience must endure,
And soothe the woes it cannot cure.

Perhaps this couplet flits through the brain of the criticised commander-in-chief; perhaps Seneca's dictum is Viscount Jellicoe's philosophy, too—

Optimum est pati quod emendari non possit—
"It is the best thing you can do to bear patiently what you cannot amend, correct, or make better"—what cannot be cured must be endured!

Admiral von Scheer has sifted from the innermost recesses of his mind criticism which Viscount Jellicoe "cannot amend, correct, or make better"—because von Scheer's deductions are unsupported by facts.

Thus von Scheer:

If Admiral Jellicoe had deployed to starboard instead of to port, it would have brought about a decisive action, and prevented our turn altogether—a manoeuvre which alone saved us.

Von Scheer's criticism, like Achilles' heel, is vulnerable.

What would have been the result had Viscount Jellicoe deployed differently at the beginning of the action? Von Scheer's suggestion is that Admiral Jellicoe would have brought his line of battleships closer to the capital ships of the High Seas Fleet. Would such a manoeuvre have been advantageous to the British or the Germans? The High Seas Fleet would have secured an advantage which it was the British commander-in-chief's design to avoid—permitting the concentrated gun fire of the enemy upon the British line of battleships.

Considered Tactics.

Is not expert opinion agreed that no alternative system of deployment would have enabled the whole of the British battleship line to engage the capital ships of the High Seas Fleet with the promptitude it did? Whether the deployment were made on the right wing or the centre, the leading division only would have been in action until the manoeuvre was consummated. Do not the German experts themselves admit that the British capital ships were in position from which
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The Navy League Journal

decisive results were expected had it not been for the huge volumes of smoke? Immaterially considered, the tactical designs of the British Commander-in-Chief were sound; his deliberate deployment was the inevitable consequence of his considered tactics. Von Scheer would have the world believe that a deployment attended with minor results must have been misconceived; it brought the Grand Fleet into action for a few minutes between 6.45 p.m. and 6.55 p.m. between

THE BRITISH COMMANDER.

ADMIRAL VISCOUNT JELLCIOE

7.10 p.m. and 7.20 p.m. No doubt the Germans would have welcomed Admiral Jellicoe rushing into their torpedo flotillas. That may have savored of the Nelson touch! Would it not have been inviting disaster?

**STIFFEST AT THE DECISIVE POINT.**

At a range of 13,500 yards torpedo firing may be dangerous. The British van was 14,000 yards from the Germans, the centre 17,500 yards, the rear 13,000 yards. Due south of the centre of the British line was Admiral Scheer's leading division. Admiral Jellicoe's ships, it is conceded, had to be formed outside the range of the German torpedoes; also, that the comparatively weak British armour would resist the German 12-in. shells. The heavier British projectiles were designed by Admiral Jellicoe to envelop the enemy's line in a tornado of fire. His original manoeuvre was to be the stiffest at the decisive point; his manoeuvres were hampered by the scanty information upon which he had to rely. Upon his shoulders was the responsibility of the protection of the British Empire; the protection of the interests of the Allies of the civilised world.

THE GERMAN COMMANDER.

ADMIRAL VON SCHEER

Wherein was Admiral Jellicoe's manoeuvre defective in deploying his ships in single line to within gun-fire of the Germans, so that every ship would be engaged? With 24 British ships engaging 16 German capital ships, the superiority of the concentrated fire would have been undoubted, provided the British firing line was not interfered with by torpedoes.

From the time battle is joined, a fleet is seriously exposed to torpedo attack—no tactical plan, no manoeuvre, except the manoeuvre of saving the fleet can be tenaciously adhered to. Admiral Jellicoe cannot be censured—he should be extolled—for having alternative plans so well conceived.
When Admiral Jellicoe turned his fleet away from the German torpedo attacking flotillas between 7.20 p.m. and 7.25 p.m., was he not manoeuvring against a danger which was elementary in battle tactics? He was not over-cautious; was not in error; was only following out the considered tactics of all experienced naval commanders.

To assert that Admiral Jellicoe should have employed the Nelson touch—the untenable will to conquer—when his battle line was menaced by torpedo flotillas is to utter a mere platitudinous

TURNS AWAY IN BATTLE.

To demonstrate that it is customary for commanders to turn away from torpedo attacks, the following instances are incontrovertible:—Admiral Beatty, during the Dogger Bank engagement, January 24, 1915, to avoid the meditated attack of the German destroyers, turned away—not once, but twice. During the Dogger Bank engagement Admiral Beatty ordered his cruiser squadron to turn eight points from a reported submarine—the movement was executed and the engagement, in consequence, broken off. When the 13th flotilla attacked Admiral Hipper's squadron in the first phase of the Battle of Jutland, the Germans promptly turned away, in all eight points; Admiral Hipper's guns ceased fire; ten minutes later the commander of the fifth Battle Squadron turned away from the German line to avoid a torpedo attack. At 4.50 p.m. Admiral von Hipper turned away from a destroyer attack which he thought was imminent; just after 6 p.m. Admiral von Hipper turned away from 6 to 8 points to avoid the attack of four British destroyers; at 6.15 p.m. Admiral Sir Horace Hood turned away from the Germans to clear his squadron from a torpedo attack; at 7.13 p.m. Admiral Sir Doveton Sturdee turned the Fourth Battle Squadron away from the Germans to avoid a torpedo attack, although it was at the moment in Admiral Jellicoe's deployed battle line.

Further examples are superfluous—one conclusion only is possible: when the British squadrons were turned away from the German destroyer attack between 7.20 p.m. and 7.25 p.m. the manoeuvre was not anything other than a recognised method of avoiding imminent danger. The Germans resorted to the turn away as a part of ordinary tactics; the British also. The turn away by the Germans were generally double that of the British.

Thus it will be seen that Admiral von Scheer's cheap sneers concerning Admiral Jellicoe's turn away are nothing more than sneers—crafty, inane.

BASIS OF FAIR CRITICISM.

Admiral Jellicoe has been unfairly criticised by Admiral von Scheer; unfairly criticised by English, Japanese and American writers—they have not been studious enough to collate all the available data; make deductions from actual facts; not from mere fiction.

There is a dictum at Common Law which critics of high officials should apply—it relates to fair comment. The doctrine of fair comment can only be successfully invoked when the comment is based upon actual facts; not upon fiction. Should the doctrine of fair comment be invoked upon something fictitious, upon something not the fact, then the law decrees that it is a misdescription at Common Law and the verdict must be for the defendant.

Apply this dictum to the Jellicoe controversy; put the British Admiral in the position of a defendant; then there must be an universal verdict for the Commander-in-chief of the Grand Fleet at the Battle of Jutland—because the critics—Admiral von Scheer included—have invoked the doctrine of fair comment and applied it to misconceived data; hence such criticism is a misdescription—not at Common Law but of Common Sense.

To condemn Admiral Jellicoe for his turn away at the Battle of Jutland, and not condemn Admiral Beatty for his turns-away at the Dogger Bank engagement; not to condemn Admiral Sir Horace Hood for his turn away at the Battle of Jutland; not to condemn Admiral von Hipper at the Battle of Jutland for his turn away from the attack of four British destroyers; is not fair criticism.

All of these commanders confessed to a defined tactical plan—a plan sanctioned in all navies of the world.

Why, then, should Admiral Jellicoe be made the central pivot of criticism because of his turn away at the Battle of Jutland when he was guilty
of no dereliction of duty; no breach of regulations; guilt of nothing unusual in tactics in adopting the customary turn away—in the face of imminent danger.

History is not history unless the data is unassailable. History is not true history unless the deductions are fair and impartial. Admiral von Scheer's innuendoes cannot gainsay the fact that it was only during the short period of the Battle Fleet being in action, under the immediate command of Admiral Jellicoe, that the battle was unquestionably in favor of the British; the punishment of Admiral Beatty's cruiser squadrons should not be concealed in adverse criticisms of Admiral Jellicoe. The Battle Fleet was in action for 35 minutes only; it inflicted punishment upon the Germans which Admiral von Hipper could not equal.

Admiral Jellicoe informed the Admiralty that—

If the enemy battle fleet were to turn away from an advancing fleet, I should assume that the intention was to lead us over mines and submarines, and should decline to be so drawn. I feel that such tactics, if not understood, may bring oblivion on me.

Many of Admiral Jellicoe's critics have not understood this phase of considered tactics—hence he has to silently to submit to unjustifiable criticisms of Scheer's mis-statement. Admiral von Scheer's latest comment:

If Admiral Jellicoe had wished to bring the German Fleet into action on the morning following the Battle of Jutland he could have done so.

On June 1, 1916, Admiral Jellicoe was in unchallenged possession of the battle area. During the night of May 31 battered, broken and dispirited von Scheer, von Hipper, with the
High Seas Fleet, fled under the cover of fog, dense smoke screens and darkness. Four hundred miles from its bases—in enemy waters, close to his very harbors—the Grand Fleet waited for the German to come out and rejoin the battle till 11 o'clock on the morning of June 1. Admiral Jellicoe was there waiting; von Scheer was not; von Hipper was not the High Seas Fleet had retreated to its bases—defeated on the principle of the field to the victors. Still more than seven and a half years later von Scheer has the temerity to assert that the German High Seas Fleet, on the morning of June 1, were ready to rejoin the battle. Another instance of criticism being based upon fiction—not fact.

JELLIICO'S PRODIGIOUS RESPONSIBILITY.

Much has been said in the criticisms of Admiral Jellicoe's turn away at the Battle of Jutland was in command at the Battle of Trafalgar, was in command of but Nelson touch being absent. His turn away at the Battle of Jutland was in command of the field to the victors. Jellicoe for not adopting the Nelson touch; thereby saving the Empire, civilisation, liberty, the Entente Allies.

ASSISTING THE NAVY LEAGUE.

MRS. KELSO KING

Is Chairman of the Navy League Novelty Bank Committee

The Dance will be held at the Palais Royal on 30th September, and the proceeds will be devoted to the Sea Cadet movement.

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SCIENTISTS have worked out elaborate theories according to which the search for pearls, pearl-shell, gold, and other precious substances led to the carrying round the globe of certain elements of ancient civilisation. Professor Elliott Smith (an Australian by birth) has traced the influence of old Egypt in some of the customs of the islands of Torres Straits; Dr. W. J. Perry has identified ruins and relics in New Guinea and in the islands to the east of it as evidences of the presence there of his "children of the sun," seekers after gold and pearls who drew their inspiration from ancient Egypt.

If the "children of the sun" did really make their way from old Egypt to America and to the remotest isles of the South Sea they seem to have missed Australia, or at least to have left no enduring traces of their presence. Yet, in modern times, the discovery of gold has had an immense effect on the history and development of Australia. And it is to pearls and pearl shell that such slight efforts at settlement and civilisation are as to be found along the vast stretches of the tropical coast of Australia—from Cooktown in Queensland to Port Hedland in Western Australia—are very largely due.

Thursday Island, Darwin, Broome and Derby all depend for their existence largely on pearl shell, trochus shell, trepang or beche-de-mer, and other sea spoil. If they do not depend on pearls it is because pearls are too irregular in their occurrence to invite dependence. Take away the revenue from the sea and the chief centre of the far north of Australia would dwindle into insignificance. Australia has nearly a monopoly of the world's pearl-shell. Year in and year out she produces about 90 per cent. of the total output. In pearls the proportion does not appear to be nearly so high. Either the Australian pearl oyster runs more to shell and less to pearls than its relatives in other parts of the world, or pearl-fishers elsewhere have not concentrated on the shell to the same extent, but still pay more attention to the pursuit of the elusive pearl. The shells of some of our oysters are certainly of an exalted size as compared with those of the Persian Gulf, the Ceylon banks, and other famous pearl fisheries.

So far we have been content to provide the raw materials for pearl buttons, and to leave the manufacture to the continent of Europe and to the United States. Proposals for working up the pearl shell in Australia were made a few years ago when the assistance of the Commonwealth was sought by representatives of the Pearlers' Association of Western Australia, but nothing much came of it.

Trochus shell, which competed with pearl-shell in the button business, and is a good deal cheaper, goes largely to Japan. It has come a good deal into fashion in the last few years. As to the trepang, it is a kind of sea-slug (technically called a holothurian) which eats seaweed as the garden slug eats your pet lettuces. It is an ugly and smellsome beast, but when nicely cured, it is beloved of Chinese epicures. A few years ago prime "red fish" soared to £600 a ton, or more than half as much again as pearl-shell, but trouble in China has brought the price down.

Japanese, Malayans and Kordes. Thursday Island in the east, and Broome in the west, are the chief Australian centres of the pearling industry. Each has a population of over 3,000, made up of a score of different races, and of all colours from white to black, almost entirely dependent on pearlng and kindred businesses.
nearly everything else), Derby, which has other eggs in its basket, Cossack and Shark's Bay in Western Australia.

The great revolution in modern pearling has been brought about by the introduction of the diving dress. In the old days the pearl divers dived naked, as the "swim-divers" who fish for trepang still do. Not only has the dress made it possible to work at much greater depths and to clear the beds more systematically, but it has made diving a skilled business and greatly strengthened the position of the divers who now tend to control the business.

Nowadays Japanese divers not only receive a fixed wage and a bonus of so much every ton of shell brought up, but they often insist on receiving the pearls as a perquisite. The divers and their assistants are the aristocrats of the business.

The ordinary hands on the luggers are usually Papuans or Torres Straits islanders at Thursday Island and Koepangers (from Dutch Timor), or Malays at Darwin and in Western Australia. The Koepangers are imported under indentures, but usually come only for the season, and are sent back home when the luggers are laid up during the north-west monsoon. The average Koepanger is short in stature, though often thick-set and sturdy. They are darker than the Malays, and many look as if they had a touch of the negrito.

With many good qualities the Japanese have not the gift of making themselves liked by primitive races, and there is continual friction between them and those associated with them in pearling. In 1920 the Papuans danced the war dance on the hillside at Thursday Island, and announced their intention of cleaning up the Japanese. Their chief trouble was that the Japanese had revolvers while they had only the old-fashioned weapons. It is alleged that they asked the Resident to have the revolvers taken away from the Japs, so that they might fight on equal terms. To avoid further trouble, the Papuans were sent over to Prince of Wales Island till they could be repatriated.

Further to the west the relations between the Japanese and the Koepangers are often anything but happy. A little earlier than the Thursday Island trouble, there were willing scraps between the Koepangers and the Japanese at Darwin. The Koepangers made great play with iron bars and other improvised weapons, but here again they found the odds of revolvers and other weapons of precision too great.

Broome and the other West Australian ports have at times also been enlivened by sanguinary struggles between the Japanese, on the one hand, and the Koepangers, Malay, and Filipinos, on the other.

As to the real Australians of the north, the wild aborigines of Arnhem Land, they seem ready to kill Japanese or Macassar men (Malays from the Celebes) with delightful impartiality.

Pearling luggers, by the way, are one of the few classes of craft in which sail more than holds its own. When they have been collected, the oysters are usually allowed to "ripen" a little before being ready for market.

The romance of pearling is most evident at a race course. When the lugger is over the beds, the diver goes down and gathers the shell in much the same way as oysters are gathered—on a lease at George's River or Port Stephens—except that he works in a diving rig-out, and in anything up to 30 or, in extreme cases, 40 fathoms of water.

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cleaned. That saves the trouble of forcing them open, and the pearlers are not fastidious about smells. When they are cleaned a sharp look out is kept for pearls, which are still an important by-product, though the shell is the stand-by.

Trochus-shell gathering is run on much the same lines, but is more prosaic, as there is not the gamble of looking for pearls.

Trepanging is more primitive and even more smelly. In Torres Straits and the Gulf of Carpentaria the diving for trepang is usually done by Australian aborigines. Torres Straits islanders who are of the Melanesian type, quite distinct from the Australians on the one hand and the Papuans on the other, or by Papuans. The trepang is a sluggish kind of creature, looking like a gigantic elongated sausage, which crawls slowly about the sea floor in shallow water.

The divers gather them up in handfuls, and they are then ashore to be boiled and dried. The first process after cleaning them is to boil them over a slow fire in a huge pot. Then they are dried in the sun, after which they are packed away and sent off to be turned into soup for the benefit of Chinese epicures.

White men have tasted trepang soup claim that the end justifies the means, and that the stuff is well up to turtle soup. But a trepang camp in full blast smells worse than a Royal Commission, and the only wonder is that even a Chinese ever dreamed of eating trepang.

So far the wealth of Australia's tropical waters has been exploited in the same way as too many of her other resources. It has been a matter of looting the treasures of nature and gathering easily earned wealth with no thought for the future. And to a very large extent the benefit has been reaped by foreigners, with little or no advantage to Australia.

Apart from pearl oysters, trochus-shell and trepang the waters of the north contain turtle, dugong, food fishes of many kinds, coral and sponges. These resources have been exploited where they have been used at all in the same haphazard and short-sighted way as the pearl shell and trepang fisheries. There is no reason why they should not be developed in such a way as not merely to conserve—but to increase the harvest of the sea.
NOVELTY DANCE IN AID OF SEA CADET MOVEMENT.

Successful meetings have been held at the Hotel Australia in connection with the Dance to take place at the Palais Royal on September 30. The Committee is a representative one and includes Mrs. Kelso King (Chairman), Mrs. Venour Nathan, Mrs. Howard Venmon, Mrs. A. G. Crawford, Mrs. P. A. Rabett, Mrs. George Bennett, Mrs. Le Maistre Walker, Miss Kelso King, Mrs. Nelson Clever, Miss M. Austin, Mrs. H. Bray, Mrs. L. J. Davies, Miss Helen Morris, Mr. Norton, Mrs. Bennett, Mrs. T. H. Silk, Miss Glasson, Mrs. Hamilton Marshall, Miss G. Hansford, Mrs. M. Mayne, Miss Hays, Mrs. Amos, and Miss Fox.

At a Sub-Committee Meeting held at the Navy League office on the 25th August, it was decided to introduce novelties on the occasion of the dance, and after discussion it was agreed to make prizes available for the most attractive surfing costume, with skirt and sunshade; the best representation of an Australian Wild Flower; also a prize of five guineas for a Jazz Competition. There will be prizes for holders of lucky numbers—balloons, etc.

It is earnestly hoped that all Navy Leaguers and their friends will do their utmost to make the function an unqualified success.

Tickets are available at six shillings each at the Navy League, 30, Grosvenor Street, City, and at Swain's Book Store, 123, Pitt Street.

COMPANY NOTES.

BALMAIN.

On the 6th inst. a procession was held in Balmain in aid of the local Hospital. Balmain and Drummoyne Companies were each presented with First Prize Ribbons for marching.

Balmain and Drummoyne Companies made a splendid show on the occasion of the Balmain procession at the start of Boys' Week. Both Companies were well represented.

The Commonwealth Portland Cement Company has donated three bags of cement for tabernacle for mast and repairs to depot; Perdriau Rubber Coy.; and Dunlop Rubber Coy., hose; and Brandt Bros., 2 hurricane lamps.

NORTH SYDNEY

Mrs. Amos, of "Soma," Kirribilli, has purchased a splendid whaler for this Company, which will be invaluable for training purposes. Under the skilful eye of the officer-in-charge, Mr. M. Macdonald, the cadets will gain a vast amount of experience in the handling of the boat under sail during the summer months. With its fine deck, signalling mast (the lower mast of which was formerly the signal yard of the battle cruiser Australian) cutter, whaler and dinshey, this Company should be well in the Navy League picture. The Company's greatest disability at present is its lack of a real live committee to back up the work of the enthusiastic and hard-working officer-in-charge and his assistants. It is earnestly hoped that local residents who are interested in boy welfare work will come forward and volunteer their assistance.

The Honorary Treasurer of the Company is Mr. C. P. Bartholomew, c/o Royal Sydney Yacht Club.

CONCORD

The cutter gig completely fitted and donated by Mr. Kelso King has been delivered to this Company, and has been put into commission already.
A donation of grey paint has been received from Messrs. Major Bros., Ltd.

Mr. J. Johns, late instructor on H.M.A.S. "Tingira," and late C.P.O. on H.M.A.S. Brisbane, has volunteered his services as honorary instructor, and the boys have already derived great benefit from his work.

Mr. Kelso King has very kindly consented to become patron of the Company.

The first annual meeting of the Committee was held on Thursday, 28th August, when the following gentlemen were elected for the coming year:—Chairman, Mr. W. Budgen; hon. treasurer, Mr. F. L. Adams; auditors, Messrs. Budgen and Docking.


DISCHARGED AT OWN REQUEST.—J. Duncan.

During the month a satisfactory number of boys have spent the week ends on board the Lindstol. It is proposed to hold a Social and Dance on board at an early date to further augment our funds.

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PLEASE ASK A FRIEND TO JOIN THE NAVY LEAGUE.
KITE - BALLOONS.
An Experiment and an Experience.
By F. B. Peirson, Flight-Lt. R.N.

TOWARDS the latter days of the world war it was a common sight to see a battleship, cruiser or destroyer come steaming into port with a kite-balloon in tow, but it was not so during the first two years or more of hostilities.

Although they had been in use for some considerable time on the Western Front, it was not until the latter part of 1916 that kite-balloons were used to any extent by the Royal Navy.

The officer chiefly responsible for their adoption by the “Senior Service” was the late Air Commodore E. M. Mailand C. B., D. S. O. (unfortunately one of the old “Menelaus” had for some time been in use for some considerable time on the Western Front, it was not until the latter part of 1916 that kite-balloons were used to any extent by the Royal Navy.

The first thing to be done in this evolution was to transfer the “Lanchester” winch from the balloon to the battleship’s quarter-deck. It was decided to make the experiment, and on the 6th, at Scapa Flow, the “Menelaus” was fast alongside H.M.S. “Benbow” (at that time the flagship of Admiral Sir E. Doveton Sturdee), in order to transfer her balloons to the battleship’s quarter-deck.

Captain Oliver Swan, R.N. (now Air Vice-Marshal Sir O. Swan) took charge of operations on deck, assisted by Flight Commander T. Morris, R.N., the pilot of the balloon and the observer being the present writer and Sub-Lieut. C. A. Beck respectively.

The Captain of the “Menelaus” was Commander C. W. McColloch, R.N., one of the old “Hungry Hundred,” a charming man and a splendid seaman.

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whilst steaming at full speed. Hitherto they had been flown only from their parent ships, and never above a speed of about eight to ten knots.

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by ratings on deck, who passed them over the side to the men waiting on the battleships, while those below in the hold walked the balloon bodily over until the part handling guys could be taken by the men on deck.

These in turn were passed over to the "Benbow" and the balloon was then hauled down and securely "bagged down" on the quarter deck.

The "Benbow" then got under way, and it was found necessary to have men at each bridle all the way round to keep the balloon in position. At one moment it seemed that nothing would prevent the balloon from careering over the side, so great was the force of wind.

After cruising round for a while, with the balloon on deck, the ship was brought head to wind and stopped in order to let up the balloon.

The latter operation was performed in the usual ordinary way, by letting up on the handling guys, and the men on deck, who passed them over the side until the part handling guys could be taken by the men below in the hold walked the balloon bodily over in an alarming manner.

As this was an entirely experimental operation, the Admiral was of the opinion that the balloon should be sent up without passengers in the car, and weighted only with sandbags to eliminate any possible loss of life, should the balloon carry away, but Commander McCulloch, who was anxious to demonstrate to the senior fleet officers that the "stunt" would be successful in every way, overruled the Admiral's decision, and accordingly the ascent was made with passengers.

The wind on deck was registered at 19.21 m.p.h., against which the ship steamed at a speed of 15 to 18 knots. The wind speed estimated in the balloon was 56 m.p.h., against which the ship steamed at a speed of 15 to 18 knots. The wind speed estimated in the balloon was 56 m.p.h.

As the winch stubbornly refused to haul down any further it was at length decided to complete the job by hand. This was accomplished with the telephone, the wire of which passed down the centre of the cable, worked faultlessly, and communication between the balloon and the ship's bridge was maintained throughout the whole evolution.

The balloon now having been in the air for about 45 minutes hauling down was commenced, but when at a height of some 300 feet the winch jammed, and for about half an hour the balloon remained at that altitude, during which time it swung and dived in an alarming manner.

As the winch stubbornly refused to haul down any further it was at length decided to complete the job by hand. This was accomplished with the assistance of the men who had been on the battleships, while those on deck worked by ratings on deck by application of a tension meter, to the extent of 1/2 tons.

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H.M.S. BENBOW
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The telephone, the wire of which passed down the centre of the cable, worked faultlessly, and communication between the balloon and the ship's bridge was maintained throughout the whole evolution.

The balloon now having been in the air for about 45 minutes hauling down was commenced, but when at a height of some 300 feet the winch jammed, and for about half an hour the balloon remained at that altitude, during which time it swung and dived in an alarming manner.

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Continued on foot page 20.
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“EAST IS EAST AND WEST IS WEST.”

Australian and Japanese Naval Officers.

assistance of about 100 of the “Benbow’s” blue-jackets, and after a great deal of swinging and diving the balloon was safely bagged down on deck, much to the relief of the occupants of the car, who had received a thorough shaking up.

While the balloon was on deck, the strain on the handling guys was so great that three of them carried away.

When the balloon was back in the hold of the "Menelaus," it was deflated and examined, and it was found that nearly all the panels had stretched considerably, proving that it had been strained to its utmost—at the same time it must be borne in mind that this balloon had already seen a year's hard service.

Although the experiment was not absolutely the success that might have been desired, it taught the kite balloon authorities many things. More experiments were carried out later with the new "Coquet" type of balloon (invented by Captain Coquet, of the French Army), and it was not long before at least one vessel in every squadron and flotilla carried a kite-balloon.

In 1917 Flight-Lieut. Butcher, D.S.C., whilst making observations from a balloon in tow of a destroyer, sighted a German submarine, and was able to direct the vessel so accurately by means of a telephone that a depth charge was successfully dropped destroying the Hun.

Balloons were particularly useful in convoy work. The German submarine commander who dared to attack a convoy whilst one of the escorting destroyers was flying a balloon, was simply asking for trouble, for once the locality of a submarine is known to the navigator of a fast destroyer he is able to drop his depth charges with almost never failing results.

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Predisposing Causes of Accidents.

BY F. DAVEN POWER, F.R.S., THE WELL-KNOWN AUSTRIA NATIVE.

We are all liable to meet with accidents, mostly brought about by some personal factor of ourselves or others, or both combined. It is strange how each person tends to look on himself as being in a class of his own. We are generally optimistic regarding our personal freedom from accidents, but are pessimistic regarding the other fellow. Some people are proverbially unfortunate so far as accidents are concerned; but there is always a reason for such misfortunes. This should be sought and remedied, and the best remedy is education. More accidents happen to new hands during their first month of employment than later on; it therefore behoves men and boys to be extra careful till they get accustomed to the conditions of their work.

Personal causes of accidents may be physical or mental. The former includes such troubles as eye defects—short sightedness, colour blindness, difficulty in focussing, total blindness, etc.—hearing defects, such as deafness—temporary or permanent—foot defects, such as flat-footed, lameness; other physical defects may make a person clumsy. Naturally persons with such defects should be debarred from certain industries, not only for their own sakes, but also for the sake of others who might suffer in consequence. For instance, one who is colour blind should not be a locomotive driver or a pilot, and he would not be much good in dye works. One who is deaf should not work in a place where audible signals have to be given: a clumsy man, or one liable to fits or heart trouble, is a source of danger in the neighbourhood of moving machinery.

The mental causes of accidents are perhaps more important than the physical, anyhow they are less easily seen, and a man's temperament may not be recognized till he has done a certain amount of damage. Sense defects may mislead the mind, and by causing bad judgment bring about an accident. A person should be selected for a given class of work, not only on account of his physical
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