NELSON AND AUSTRALIA.

When the island of Ascension was occupied for naval purposes a century or so ago, it was borne as a frigate on the strength of the British Navy. Australia began its career as a British settlement in much the same position.

For the British Navy was its nurseries mother. It was to the strength of the Navy that it owes the fact that it is the one Continent that has never had a hostile invasion. The first four Governors were naval men, and so were many of its most noted pioneers.

No part of the British Empire, therefore, has a deeper and more abiding interest in that greatest of British seamen, Lord Nelson, who died off Trafalgar on that October day 119 years ago, falling as he would have wished in the moment of victory.

For Nelson was the fine flower and the great leader of the British Navy in those critical days when it was the shield and buckler of the tiny colony which clung to the east coast of Australia like a swallow's nest to a wall.

The fate of Australia was in a sense decided at Trafalgar and Nelson, though he may have been noted pioneers.

He had no physical advantages; his was as Dryden wrote of a very different character:

"A trier said which, working out its way,
Plucket the guppy body is dry.
And ever interred the intention of clay
A daring soul in extremity;
To armed with the dagger when the waves went high.
It taught the storms."

Sickness might afflict and torment him, but it never affected the clearness of his vision nor the strength of his purpose. Maimed by the loss of an arm and of the sight of one eye, he turned even this to his purpose when he put the telescope to his blind eye and so failed to see the signal to withdraw given by his senior officer.

The fate of Australia was in a sense decided at Trafalgar and Nelson, though he may have been hardly conscious of it himself, played a great part in keeping secure the little British settlement in New South Wales. On the other hand Australia may have played a small part, on the material side, in the battle of Trafalgar. The warships Clatton and Calcutta, which visited Australia in 1802 and 1803, took away quantities of timber for the use of the British Navy Yards and these may have been Australian timber in some of Nelson's vessels.

Nelson will continue to save Australia if she can retain the spirit that inspired him and the men whom he led.
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THE NAVY LEAGUE JOURNAL

Castaways of the Southern Seas.

HOW CAMPBELL FOUND THE CAT WITHOUT A CRUSOE.

BY THOMAS DUNN, M.A.

If it should turn out that there really are two white women survivors from the lost Douglas Mawson, amongst the wild aborigines of Arnheim, and in the Northern Territory, it will add one more chapter, perhaps the strangest of all, to the long history of castaways in Australasian seas.

Long before there was any white settlement in Australia occasional ships were driven on the coast of Australia or on outlying reefs and islands, but there is no record of what happened to any of those on board who may have had to get ashore.

As early as 1622 an English ship, the Trial, was wrecked on a reef off the coast of Western Australia, marked on some old Dutch charts as the Trial Reef. This unlucky pioneer—302 years ago—was the first English vessel, so far as we know, to venture into Australian waters. Forty-six of the crew reached Batavia in their boats; of the fate of the other 97 there is no record. Some of them may have reached the mainland—in which case they were the first Englishmen to set foot in Australia.

Thirty years later the Dutch sent out expeditions to search for traces of the crew of one of their own vessels supposed to have been lost on the north-west coast, but it does not appear that they found anything to show what the fate of the castaways had been.

It was with the founding of the settlement at Sydney in 1788 that the chances for mariners and others being cast away on the coast of Australia were multiplied. In addition to the hazards of ordinary shipwreck convicts fleeing from the penal settlement in boats that they had seized were apt to come to grief on the coast, and to be forced to throw in their lot with the natives.

Thus when H.M.S. Reliance touched at Port Stephens in 1795 on her way to Sydney, she found amongst the aborigines, almost naked, scarred and worn, and burnt nearly as black as the natives, John Tarwood and three other white men who had lived with the savages for four years. They had seized a boat and escaped from Sydney Harbour, with some vague idea of reaching Timor, a voyage which William Bryant, his wife and two children and six other men actually carried out in 1791.

A storm had driven their boat on the coast, and forced them to take refuge with the aborigines, who seemed to have treated them as well as their limited means allowed. One of the original five escapees died, and the four survivors were taken back to Sydney. According to Collins—who was in Sydney at the time—they were rather glad to be back in captivity.

As to the seven men whom Bass, much to his amazement, found on an island off Wilson's Promontory in 1797, they were marooned men, and not castaways. Originally fourteen convicts had escaped in a boat, and the other seven had seized the opportunity to leave their companions to live or die, as luck would have it, on this little patch of earth. Bass took two of them back to Sydney in his own whaleboat, but he had no room for the other five, so he put them ashore on the mainland, and directed them to make their way overland to Sydney if they could. No doubt they left their bones to bleach in the bush.

Of the wreck of the Sydney Cove in Bass Straits in 1857, and of the wonderful overland journey of Clarke, the Supercargo, and his 16 companions, of whom 14 fell by the way, from the Ninety-mile Beach in Gippsland to Sydney, there is no need to give more than a brief mention. The story has been fully told by Captain Watson in THE NAVY LEAGUE JOURNAL.

Cat's Nine Lives.

With the great development of sealing and whaling in Australasian waters the number of the
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"Cruses of desolate islands" increased. The sealers especially plied their trade in some of the most dangerous waters in Australasia amongst the uncharted rocks and shoals of Bass Straits, of the Southern coast of Australia, and around the shores of New Zealand, and amidst the almost perpetual mists and storms of the Southern islands. In their search for seal skins they went far ahead of the official explorers, and discovered new lands - such as Macquarie and Campbell islands, the Aucklanders and (if Governor King is right) King's Island.

It was on King Island that William Campbell discovered a mystery wreck while on a sealing voyage in 1820. His men found near the southern end of the island a large quantity of wreckage from a vessel of considerable size. Campbell searched the island for possible survivors; but found, as he puts it, "only one English cat." Crusoe had his cat, but here was a cat without a Crusoe. Governor King made inquiries and reported the discovery to the British Admiralty, but no light was thrown on the identity of the wreck.

Incidentally, it may be noted that the captain of one of the vessels which went sea-elephant hunting at Macquarie Island, after its discovery in 1810, by Frederick Hasselburg, master of the Perseverance sailing out of Sydney, reported that he had found on the island the wreck of a large vessel. It had evidently been there a long time, but there was nothing to show how it had come there, or what had been the fate of those on board.

In 1813 the schooner Governor Bligh brought to Sydney four white men and an Australian aborigine who had lived for years on the Snares off the south end of New Zealand. They had lived on fish - when they could catch any - and on the flesh of seals and of birds. These, however, were not castaways, but a sealing gang left on the island by a vessel which had never come back to take them off.

Even worse was the experience of the three men whom Captain Coffin, of Nantucket, U.S.A., brought to Sydney in 1819 from the Solanders, little more than a huge rock near the entrance to Foveaux Strait. These men had been left there in 1816 by Captain Keith of the schooner Adventure of London. They went ashore with an iron pot, half a bushel of potatoes, and a bag of rice. With remarkable self-control they had saved the potatoes instead of eating them, and when they were picked up nearly half the side of the island was covered with potato plants.

Apart from the potatoes they, too, had lived on birds and fish and seals, but mostly on birds, for the chances of fishing were not too plentiful, and it was no wonder they did not get many seals.

Like some later castaways on the Auckland Islands, these refugees of the Solanders roofed a hut with skins of birds. If they wanted to lie soft they had certainly plenty of material for feather beds.

TRAGEDY OF THE BETSY

But of all the tragedies of the sealing trade none equals that of the brig Betsy. She was owned by Joseph Underwood, of Sydney, commanded by Philip Goodenough, and carried a crew of 18, mostly lascars. In 1815 she landed a sealing gang at Macquarie Island, and afterwards visited the Aucklanders. When she went back to Macquarie Islands she was driven off shore by continual gales. After three weeks of vain efforts to make the land Goodenough bore up for New Zealand.

Water ran short and the ration was reduced - first to one pint, and then to half-a-pint a day. Scrouny attacked the crew, which became too weak to work the ship.

It seemed as if the Betsy would get into Cook's Straits, but a change of wind drove her off to sea again, and she drifted with varying winds right up the west coast of the north island of New Zealand. One by one those on board dropped off, until when she was about 15 miles off the coast, not far from the North Cape, only nine men remained alive.

It was then decided to abandon the ship, and to try to reach the shore in the boats. Four sick men who were too ill to help themselves were placed in one boat, and five others went in the other, and tried to tow them ashore. After a while it was decided that it was impossible to tow the boat any further, and it was abandoned. Before it was cut adrift with its helpless freight a beaker of water was taken out of it.

The sick men made no comment on their posi-
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Artificial Respiration.

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The well-known "Cut Master."  

The public is apt to think that artificial means of promoting respiration is confined to the resuscitation of the apparently drowned, because there are more accidental deaths at least in New South Wales due to drowning than to any other single cause. This method, however, is employed not only when water enters the air spaces of the body, but also when a person is suffocated by breathing impure air, and when the involuntary respiratory muscles are paralysed by a strong electric shock.

Never knowing when one may be called on to resuscitate persons apparently killed by some such means, it behoves everyone to qualify in order to be able to render assistance if needed, for in such cases there is no time to lose, so one should know beforehand what to do. Regret that the opportunity to learn was not seized will not bring to life cases where it is possible to work and obtain reasonably pure air. Keep people from crowding round; they only get in the way and prevent free circulation of the air.

There are various methods of resuscitation—such as Sylvester's, Labrador's, and Schafer's. The latter also known as the prone pressure method, because the patient is laid out back uppermost, is now most generally used as being simpler and efficacious, unless the patient has sustained internal injuries or broken bones, which might be affected by this method.

In the case of an electric shock, if the injured man is clutching a live wire, the first thing is to break the contact. If possible, switch off, or short circuit the current. The latter may be done by throwing—not placing—a metal bar chain or piece of wire so as to connect the live wire and the earth; or should the victim be in contact with two wires of opposite charges, throw the conductor across both. It may be possible to sever a live wire with a quick blow from an axe with a dry wooden handle. If none of these things can be done, pull the victim off the live wire with a single quick motion. In doing this certain precautions must be taken. Remember water and metals are good conductors of electricity. Insulate yourself from the victim and the ground, such as by standing on a dry rolled-up coat or dry board. Do not catch hold of the victim by his boots in case you accidentally touch metal nails, springs, hooks, or eyelets. Drag away the body or the wire with a dry stick, rope, or other non-conducting material. If necessary to touch the body, do so with one hand only, and cover that with a mackintosh or rubber tobacco pouch, or with a dry coat or cap.

Carbon di-oxide—the gas which comes out of soda water bottles—is heavier than air, and is not unfrequently found at the bottom of wells. If it is necessary to descend a well, take a candle down with you. If there is too much carbon di-oxide in the air the light will go out, and if you are able to see by light from the surface take warning and retire. Should you attempt to rescue anyone overcome by carbon di-oxide from a well or vat, tie a bow-line at the end of a rope and place it round your body, so that you also be overcome, you can be hauled to the surface without delay. The air in a well can be made fit to breathe by stirring it up with a branch tied to the end of a line which is moved up and down.

Do not wait to remove the clothing of a victim, but convey him away from danger to the nearest place where it is possible to work and obtain reasonably pure air. Keep people from crowding round; they only get in the way and prevent free circulation of the air.

First feel in the patient's mouth and throat to make sure the air passages are free from foreign substances—such as false teeth.

In the case of drowning, first force the water out of the patient by placing him over some object—such as a log, or boulder, or by holding him head down and shaking vigorously. Then—(1). Lay the patient flat on his stomach, arms extended as straight as possible, but the forearm of one is bent so that the forehead of the patient can rest on his hand or wrist; the face is turned to one side so that the mouth is free from the ground. The tongue will naturally fall forward. Should you attempt to rescue anyone overpowered by carbon di-oxide from a well or vat, tie a bow-line at the end of a rope and place it round your body, so that you also be overcome, you can be hauled to the surface without delay. The air in a well can be made fit to breathe by stirring it up with a branch tied to the end of a line which is moved up and down.

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Do not wait to remove the clothing of a victim, but convey him away from danger to the nearest place where it is possible to work and obtain reasonably pure air. Keep people from crowding round; they only get in the way and prevent free circulation of the air.
(a) Kneel, straddling the patient's thighs facing his head. This is better than kneeling on one side, as more even pressure can be exerted during the subsequent movements. The exact position in which it is advisable to kneel depends on the respective weights of the operator and patient. A lightweight operator working on a heavy subject should place his knees well forward in order to exert his greatest pressure; but if the operator is heavy, and the patient light, his knees should be well back, otherwise his weight might damage the patient. Place the palms of the hands on the small of the back, the fingers and thumbs spread over the lower ribs. If the thumbs are placed parallel with the spine as is sometimes advocated, they do no good there, and the strain only tires the operator.

(b) The operator, keeping his arms straight, then swings forward from his knees so as to transfer his weight from his knees to his arms, and thence to the lower ribs of the patient. The pressure, which is exerted with the heel of the hand, should be begun lightly, and gradually increased to the end of the period. The pressure must be regular, and not in jerks, as sudden thrusts are liable to injure the lungs and liver. This motion occupies three seconds, and forces the air out of the lungs.

(4) To relieve the pressure at the end of the downward stroke swing sharply back to the first position, snapping the elbows, so as to remove the pressure quickly as possible, but the hands are kept in place all the time ready for the next downward action. This non-pressure period, during which air is drawn into the lungs, should occupy two seconds.

The cycle of three seconds pressure and two seconds free should be repeated an indefinite number of times for at least two hours, unless natural breathing is restored, or a doctor says the case is hopeless. The proper rate of respiration is 16 per minute, and care must be taken not to exceed 15 times per minute in the excitement of the moment. If the operator has assistance the helper may place warm—not hot—objects at the feet of the patient or alongside his body, but no attempt must be made to give any restorative by the mouth until natural breathing has been established. When breathing has been restored, as the arteries are nearer the surface on the inside of the limbs, rub the inside of the limbs from the extremities towards the body to promote circulation. Counter shock is found to be valuable as a means of restoring the action of those muscles which control respiration under normal conditions, especially after an electric shock. This counter shock may take the form of a slap on the jaw, a blow on the sole of the foot, or shouting in the ear. When natural breathing recommences stop artificial respiration, but carefully watch that natural breathing continues—if not, start artificial respiration again. After the patient has regained consciousness he should not be allowed to arise immediately, as his heart is liable to be very much weakened, and such an action might cause a relapse.

Please ask a friend to support the Navy League Sea Cadet Movement.
MISTAKES OF PLENIPOTENTIARIES.

"Now, when plenipotentiaries make serious mistakes, peoples and nations whom they represent suffer hardships, and are often ruined by the devastation of wars which inevitably follow as the result of those mistakes. The Treaty of Versailles has already produced a crop of troubles, but it does not yet appear to be understood that the signing of that Treaty probably marked a momentous epoch in the history of Australia. At the date of that Congress the Anglo-Japanese Treaty was nearing its end—and, in view of the covenant of the League of Nations, apart altogether from other considerations, it was generally understood that it had no chance of being renewed. That other considerations, it was generally understood being so, the Japanese representatives apparently was nearing its end—and, in view of the covenant of that Treaty probably marked a momentous epoch in the history of Australia.

AMBITION JAPAN.

"Japan is an ambitious nation which aims at securing the hegemony of the East as well as outlets for her population and trade, but the supple mind of the Asiatic is much more difficult to comprehend than that of the European; and their representatives therefore were careful not to make their designs too palpable. Great Britain, of course, was not anxious to offend the susceptibilities of its ally, Japan, and apparently the representatives of Australia and New Zealand did not see the importance of this question or they would certainly have taken such steps as would have induced Great Britain's representatives to throw their preponderating influence into the scale with America. And thus outwitted the design of the Japanese delegation to secure mandates over such vital and important islands. That America was openly resentful was well known, especially as regards the Caroline Islands, including Yap, as it is realised that if Japan continues to progress in the same ratio during the next generation that she has in the past, the United States will probably have to fight for the retention of the Philippines, and will be under very serious disabilities by the absence of bases for her ships to compensate for the League of Nations. That advantage to Japan.

DEFENCE OF AUSTRALIA.

"This naturally brings us to a survey of the possessions held by Japan under mandate from the League of Nations. And that advantage to Japan is a colossal disadvantage to Australia also, as any conflict between the United States and Japan for the possession of America's extra-territorial possessions in the Pacific, especially if it ended in a victory for Japan, would have the most momentous consequences to Australia and the other British possessions in the Pacific ocean. A glance again at the map reveals the paramount importance of the Caroline and Marshall Islands, as far as the Central Pacific is concerned. They lay right in line across the trade routes from north to south, and their strategic value is immense. Japan has a curious predilection for forming settlements at points of strategic importance round the Pacific. It will, perhaps, be said that the mandatory nation is prohibited from fortifying these islands—and, therefore, they can never be anything but commercial depots. But does anyone really believe that if Japan constructed docks and warehouses they would not be used by her warships and submarines in the event of war with any nation on the Pacific, or that she would not carry all necessary stores there which could be used by her in case of trouble? I will even go further and say: 'If Japan chose to fortify any of these islands, who is going to prevent it?' And in such a case, does anyone think she will give up her mandate and relinquish these islands at the courteous behest of the League of Nations? No. By the occupation of these islands, colonizing them and winning over their present population, Japan's position in the South Pacific is absolutely impregnable, and she has received strategic positions in this great ocean out of all proportion to any efforts she made or losses sustained in the war. By this action alone the position of Australia from the point of defence has been greatly weakened and her future destiny threatened. Japan was certainly a loyal and faithful ally during the war, and gave great help in convoying Australian and British transports, but it is well known that Japan is very resentful over Australia's immigration policy and other similar actions, and past history has shown that the friend and ally of to-day becomes the enemy of to-morrow.
steps necessary for the defence of Australia and the other British possessions in the Pacific. This is a somewhat contentious subject at present, and I desire therefore to disclaim any party or political bias, or wish to associate myself with political questions in any way. I look at this question as being one far above any party politics. It must be considered as an Empire question, for it concerns the safety of a great and integral portion of the British Empire, and should be decided by the Empire as a whole. I range myself with those who are convinced that the next great war will not be fought in the Atlantic or the North Sea, but will be in the Pacific, and will be won by the nation having the greatest naval strength there; also that the great prize of such a war will be the possession of Australia—and perhaps, New Zealand. What steps, then, must be taken to guard those great prizes?

With the defeat of Germany in the Great War, any menace from that quarter is removed for a generation or two. France has never been a really great naval power in the last hundred years, and has no aspirations in the Pacific. America, besides being practically a British race in language, civilization and outlook, is not anxious to acquire possessions outside her present boundaries or far away from her borders. The only possible menace, therefore, comes from the north, where lies an ambitious and progressive nation whose people are clamouring for new outlets for their energy and race expansion. As I have already shown, Australia is seriously under-populated at the present time, even in the southern sections, while in the north and west—where the chief danger lies—the population is so insignificant as to constitute a constant menace, especially with such an immense unguarded coastline. The first requirement, therefore, is a large influx and settlement of white people in those regions—and preferably, those of our own kindred race. The second is a strong naval force in the Pacific, based either on Australia or at some point reasonably contiguous thereto, which can protect not only the vital trade routes through and into the Pacific from the north, but can also keep the enemy away from the shores of Australia and New Zealand.

**For Singapore Scheme.**

"At the last Imperial Conference the insecurity of these two Dominions and their reliance on the British Navy for protection, was strongly emphasized, and their respective Prime Ministers both attached the greatest importance to the question of the establishment of a strong naval base at some point outside Australia which would enable the sea forces of the Empire to operate with reasonable facility and security. Having this in view, the British Admiralty had chosen Singapore as the most suitable spot, and had made arrangements for the construction of a first-class naval base at that point. This position existed at the time of the Washington Conference, at which Conference Australia and New Zealand were both directly represented as a part of the British Delegation. In view of the position which then presented itself, the Dominion Delegates stood firmly for a limitation of capital ships, which entailed the destruction of the only big ship possessed by Australia. They were convinced that with the establishment of a first-class base contiguous to their shores the British Navy would be able to guard its Pacific Mercantile Marine, and thus prevent the necessity of the Dominions having to build, and themselves maintain, not only a first-class Navy for the protection of their shores and these routes, but also to incur all the immense expense involved in the building of docking facilities, armaments, and naval stores, which would be required for the protection of such a tremendous and expansive coastline. In return for such saving that would have been effected thereby, both Dominions were prepared to contribute largely to the cost and upkeep of the base in question, besides assisting in other ways themselves by the provision of submarine bases and light cruisers, which would be attached to the British Navy if war broke out.

"Judge, therefore, of the feelings of Australia and New Zealand when it was recently announced that the British Government had decided to abandon the Singapore scheme, and to reject the advice of their naval experts on such an important matter. That the position chosen, and the decision to build such a base, was a wise one from the.
Navy League Ball.

SEA CADETS ASSIST.

There was quite a nautical atmosphere at the Palais Royal on September 30th, when the ball was held. The cadets of the Navy League, for the extension of which movement the proceeds will be given, did their share in making the function a success.

Squads from the Drummoyne, North Sydney, Balmain, and Concord depots formed a guard of honor at the arrival of the vice-regal party.

The floor was crowded with dancers, and the total attendance was well over eight hundred.

The Governor-General and Lady Forster arrived about 9.30 p.m. They were received by Sir William and Lady Cullen, Mr. and Mrs. Kelso King, Mr. Alfred Milson, and Mr. C. M. Shannon.

A new idea, but one quite in keeping with the evening, was the presentation of bouquets to her Excellency and Lady Cullen by Chief Petty Officers Hinchliffe and Hornshaw.

The Committee included Mrs. Kelso King (Chairman), Mrs. Venour Nathan, Mrs. Howard Vernon, Mrs. A. G. Craufurd, Mrs. P. A. Raintett, Mrs. George Bennett, Mrs. Le Mestre Walker, Miss Kelso King, Miss M. Austin, Mrs. H. Bray, Mrs. L. J. Davies, Miss Helen Morris, Mrs. Norton, Miss Bennett, Mrs. T. H. Silk, Miss F. Glasson, Mrs. Hamilton Marshall, Mrs. M. Mayne, Miss Hay, Mrs. Amos, Mrs. and Miss Fox.

The most successful ticket sellers were Mrs. Kelso King, 185; Miss Rita Fox, 105; and Capt. Besie, 207. Tickets were six shillings each.

NELSON NIGHT.

The Navy League will celebrate Nelson Day at Royal Naval House, Sydney, on 21st October.

The President of the League, Sir William Cullen, will deliver a short address, and later in the evening he will present English League decorations to Messrs. Shelley, Kelso King, and A. G. Milson of the Executive Committee. Several officers and petty officers will receive the N.S.W. Branch award for their splendid voluntary services. These include Messrs. M. MacDonald, R. H. Wade, J. Docking, A. Wood, and Edgar Fiden; C.P.O's R. Gaul, L. Hinchliffe, H. Stead, and G. Hornby.

QUEER CUSTOMS SEEN ON A NORTHERN CRUISE.

PETTY OFFICER (discovering Chinaman placing food on relative's grave): "Say John! What time you think your friend come up makes all chow chow?"

CHINAMAN: "After same time your friend come up makes small flowers."
A large party of cadets under the officer-in-charge (Mr. M. Macdonald) recently spent a few days camping on the shores of Middle Harbour. The Company’s cutter under sail with the whaler in tow transported the boys to their destination, and later brought them back to their depot.

Apart from the pleasure derived from these outings the boys gain a great deal of experience in the handling of boats under sail.

Mr. Wood, who for the past year has been officer-in-charge, has resigned his position owing to business reasons. The appointment of a successor to Mr. Wood will be dealt with by the N. L. Executive at its next meeting. Meanwhile the work is progressing satisfactorily under the guidance of Messrs. Hooper and Kerckeddie.

A company of sea cadets has recently been formed at Clovelly, and it is anticipated that it will meet with considerable success as times goes on.

The personnel at present is made up as follows:—


Navy blue and yellow have been adopted as the distinguishing colours of the Company.
The Navy League Journal

TO ALL OFFICERS AND INSTRUCTORS
THE NAVY LEAGUE
SEA CADET MOVEMENT
NEW SOUTH WALES

Dear Sirs:

Prior to leaving the Navy League, for a period of six months, I should very much like to express to you my earnest thanks for what you have done in the interests of our Sea Cadet Movement. No one knows so well as I the effort and the time you have given, and the selflessness you have displayed in assisting the movement to the position it now occupies in the life of the community, and I should fail in my duty to you if I omitted to place on record my appreciation of the sterling value of your voluntary work.

And with all good wishes, allied to the hope that you will continue your splendid endeavours in the cause of our boys.

Believe me,
Yours very sincerely,

Function of Local Committees.

1. To create an atmosphere favourable to the establishment and growth of the Navy League Sea Cadet movement.

2. To consider and devise ways and means to raise funds for the support and development of local cadet activities.

3. To assist the appointed officer-in-charge, or his deputy, to carry out the duties allotted to him by the Navy League Executive through its representative, in order to ensure that complete coordination of training which is essential to the well-being of the Sea Cadet movement as a whole.

4. To ensure harmonious working with the educational and religious authorities, and to cooperate with all recognised organisations devoted to the welfare of boy life.

Note.—Where an Honorary Secretary exists, all communications should be addressed to him. When, however, circumstances demand that immediate action shall be taken—e.g., cadets required at short notice to form a guard of honour, as was recently the case, head-quarters shall communicate with the officer-in-charge or with his deputy direct.

Syllabus of Training for Sea Cadets.

1. Squad drill and marching.


3. Helm—construction and uses.

4. Anchors—construction and uses.


7. Rule of the road.

8. Lead-line and markings.


10. Morse signalling.

11. International code of signals and flags of all nations.

12. Encouragement of healthy sport.

(The above is reprinted from previous issues.)

Is your Costume Murdoch Made?

It makes all the difference!

Buying a Costume in most places, you pay a profit to two people—the Manufacturer and the Retailer. Murdoch's Costumes are made in their own Workrooms—the wool comes direct from the mills—therefore you buy DIRECT—and save the difference!

Men's All Wool One-Piece Neck-to-Knee Bathing Costumes, in Plain Black or Black with coloured trimmings or bands of Royal, White, or Red. Special features of the "Surfo" are low-cut neck and armholes, narrow shoulder straps, short legs, hemmed and double gathered. Sizes 32, 34, 36 in. 30-32 in. 9/-; 32-34 in. 11/-. 9/-; 34-36 in. 11/-. 9/-; 36-38 in. 11/-. 9/-; 36 in. 11/-. 9/-; 36 in. 11/-. 9/-.

Women's Costumes

One-piece Bathing Costumes in Plain Black or Black with coloured trimmings of Rose, Red or White, with or without sleeves. Wool and Cotton. 30 inches 24 in.; 26 in.; 28 in.; 30 in.; 32 in.; 34 in.; 36 in.; 38 in.; 40 in.; 42 in.

One-piece Costumes in Plain Black or Black with coloured trimmings of Rose, Red or White, with or without sleeves. Wool and Cotton. 30 inches 24 in.; 26 in.; 28 in.; 30 in.; 32 in.; 34 in.; 36 in.; 38 in.; 40 in.; 42 in.

"The World's Largest Men's and Boys' Wear Store."
The Commercial Banking Company of Sydney Limited

CAPITAL PAID-UP: £3,476,287 10 0
RESERVE FUND: £2,700,000 0 0
RESERVE CAPITAL: £3,500,000 0 0
TOTAL: £9,676,287 10 0

DIRECTORS:
George J. Cohen, Chairman; Hon. Sir Thomas Hughes, M.L.C., Deputy Chairman;
General Manager: H. H. Massie
Assistant General Manager and Chief Inspector: J. R. Dryhurst.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.
LONDON OFFICE: 18 BIRCHIN LANE, E.C.3. LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK LIMITED; BARCLAYS BANK LIMITED.
BRANCHES THROUGHOUT NEW SOUTH WALES AND QUEENSLAND.
AGENCIES THROUGHOUT AUSTRALIA, TASMANIA AND NEW ZEALAND AND ALL OTHER PARTS OF THE WORLD.
TOTAL ASSETS, June 30th, 1924: £41,288,434.

Progressive Totals of the Balance Sheets

<table>
<thead>
<tr>
<th>Year</th>
<th>Capital</th>
<th>Reserve Fund</th>
<th>Reserve Capital</th>
<th>Total</th>
</tr>
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<tr>
<td>1834</td>
<td>£1,498,811</td>
<td>£1,847,132</td>
<td>£2,461,932</td>
<td>£5,807,875</td>
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<tr>
<td>1854</td>
<td>£4,244,231</td>
<td>£8,986,412</td>
<td>£14,351,722</td>
<td>£27,602,365</td>
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<tr>
<td>1874</td>
<td>£12,895,599</td>
<td>£27,301,279</td>
<td>£41,288,434</td>
<td>£71,485,213</td>
</tr>
</tbody>
</table>

NAVY LEAGUE RULES GOVERNING ALL CUTTER RACES.

DISTANCE.—Races shall be over a distance of half a mile in a direct line.

STARTING.—Method of.—The start shall be by Pistol shot.

BANKING.—All Boats to be double banked. Haws (only) to be single banked, and no extra cads to be carried.

AGE.—No member of the Crew (with the exception of the Coxswain) shall be more than 16 years of age on the day of the race. Competitors failing to comply with this condition will be disqualified.

HANDICAPS.—Cutters: In all races where different length cutters pull together there will be handicap as follows:
(a.) 28 ft. and 30 ft. 12-oared boats will pull together without handicap.
(b.) 26 ft. and 28 ft. 10-oared boats will be allowed three seconds start per half mile from cutters pulling 12 oars. (See (a) above).
(c.) 28 ft. and 30 ft. 12-oared boats will pull together without handicap.

COXSWAIN.—The Officers-in-Charge of Companies shall have power to take charge as Coxswains or may nominate any bona fide Officer of his Company to act in that capacity.

BALLOT FOR POSITIONS.—The positions to be battled for. The draw to take place in the presence of those members of the Navy League Committee, and the Officers in Charge of Units to be notified one day prior to the race.

PERMANENT FITTINGS IN BOATS.—No permanent fixings shall be moved or interfered with. Any breach of this rule will be met by disqualification.

DISTINGUISHING PENNANTS.—Each boat to carry in the bow a triangular pennant of the color of the particular Company.

UNIFORMITY.—Crews of each boat to be uniformly dressed.

PROTESTS.—Protests must be lodged in writing with the Judge within one hour after the event.

PROTEST COMMITTEE, JUDGE AND STARTER.—Two members of the Executive Committee of the Navy League to appoint Judge and Starter; the two members to also act as a Committee for the consideration of protests.

DISQUALIFICATION.—(a.) Coxswains of boats are especially warned that any neglect to obey immediately the orders of the Starter will render their boats liable to instant disqualification.
(b.) Any boat willfully, or from neglect, fouling another boat.
(c.) Any boat altering her course in order to prevent an overtaking boat from passing her does so at her own risk, and will be disqualified if faulted.

BLACKLEAD, CLEANING, ETC.—The bottoms of boats shall not be covered with shellac, blacklead, or any other foreign substance; nor shall be altered in any way, or any other than the regulation stretchers be used.

The Honorary Secretary of each Company shall forward to the Hon. Sec. of each other Company a list of the names and ages in years and months of all the personnel of his Company's crew one week prior to the date on which the race is to be held, such lists to be verified and signed by the Officer-in-Charge.
READY-TO-ERECT WEATHERBOARD COTTAGES

We supply all necessary materials, the best of their respective kinds, together with framing timbers—cut, marked, and numbered, ready to fit together. Our "Cottage Home" Catalogue shows forty-four Modern Designs of buildings containing from one to eight Rooms and Offices. This booklet with complete Price List mailed free to any address. Enquiries solicited.

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The "SIMPLEX" house solves the building problem where skilled labour is difficult to obtain or expensive. The "SIMPLEX" is absolutely portable. The materials are forwarded in panels, together with illustrated working and key plan, so that anyone can put them together. No nailing required. The Houses are as readily dismantled without damage. The "SIMPLEX" is the ideal seaside or week end home. For isolated settlers there is nothing to compare with it. It can be shipped or railed to any place in a comparatively small compass, and its erection is a matter of hours only. "SIMPLEX" Catalogue and Price List on application.

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City 9164 and City 9165.

WHAT OUR ADVERTISERS ARE DOING.

Advertisers in the NAVY LEAGUE JOURNAL are supporting the Aims and Objectives of the League, and Navy Leaguers are courteously invited to show their appreciation by extending their patronage to our advertisers. The names borne by our advertisers are a guarantee of excellence and age to our advertisers. The names borne by our advertisers?

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Soap and Candle Works
ALEXANDRIA
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The Britannia and the Endeavour.

EARLY TRADERS TO SYDNEY.

BY CAPT. J. H. WATSON, F.R.G.I.

The ship Britannia, 300 tons, Captain Raven, belonging to the port of London, was a regular visitor to Sydney in the early days of the colony, making her first voyage in 1791, and Governor Phillip in a dispatch to Lord Grenville says that "from reports made by the masters of the different ships I have reason to hope that a whale fishery may be established on this coast. The master of the Britannia assures me that he saw more spermaceti whales between the South Cape and this harbour than he saw on the Brazil coast in six years: and three of the whalers are now on this coast."

As there was no export trade from Australia until whale fishery, or whaling, began, the ships which brought out convicts turned their attention to that and sealing, both of which were very important features of Sydney commercial status until both these families of mammalia became practically extinct in about sixty years.

In 1792 Captain Raven arrived at Sydney with the usual passengers, and intended to visit the western coast of New Zealand on a sealing expedition, his crew had been shipped in London for that purpose. His ship was chartered for a voyage to India for provisions, and on his way down the New Zealand coast he put into Dusky Sound to land ten of his surplus crew, with instructions to collect as many seals' skins as possible, and he would pick them up on his return voyage. "To this request, Mr. Leith—the second mate—assented in the most unequivocal and manly manner that can be conceived." Captain Raven considered that the prospect of procuring skins and leasing his people there might justify his conduct and acquit him of any charge of hazarding the men's lives on such a speculation. The crew of the Britannia therefore set to and built a house 40 feet long, 18 feet broad, and 15 feet high, and landed provisions and stores for twelve months. There was also left them iron-work, cordage, and sails, etc., for the building and rigging of a small vessel, which was to be built to convey those who were to be left there to a port in case the Britannia failed to return. On December 1st, 1792, the ship sailed and left the sealing party.

True to his word, Captain Raven, after making his voyage to India and back to Sydney, as soon as possible sailed for Facile Harbour, Dusky Sound, where he arrived on September 27th, 1793, having been away just ten months.

He found them all well, and that they had collected 4,500 seals' skins, and had very nearly completed a small vessel, the dimensions of which were 40 feet 6 inches on the keel, length on deck 53 feet, 16 feet 10 inches extreme breadth, and 12 feet hold.

Captain Raven says that the carpenter—who was one of those left—"had built her with that strength and neatness which few shipwrights belonging to the merchant service are capable of performing."

Sydney in its youth was largely dependent on India for its food supply, both animal and cereal, and a vessel named Endeavour was one which had made some voyages with cattle and sheep.

On her last voyage, under Captain William Wright Bampton, she arrived at Sydney on June 1st, 1795, with 132 head of cattle, and when she had landed these, she left on September 18th for India. If there was no cargo to be had here, it was usual for vessels to go to New Zealand for timber, the long, straight trees being much valued for masts and spars by shipbuilders. On examination the ship was found to be much worse than was thought; the carpenter reported her bottom timbers to be rotten, and she was beyond repair. The only thing left for them to do was to build a vessel out of her timbers and some Australian timber they had in the hold which was being taken to India.

On looking about them, in another locality they came across the spot where the men of the Britannia had built their little vessel, and there she was as they had left her.

This small craft, however, if completed would not carry half the people the Endeavour had—for, in addition to her own crew, there were 50 con-

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"LORD NELSON" AND THE OLD "VICTORY" MADE HISTORY FOR BRITAIN

BURNET'S JELLIES
HAVE MADE FAME FOR AUSTRALIA

AND THE VICTORY ACHIEVED BY THEIR FAMOUS SUPERIORITY TO ALL OTHERS

WILL LIVE FOR EVER

AVOID INFERIOR BRANDS AND INSIST UPON THE ORIGINAL...
victs whose sentences were expired, and about the same number whose sentences were not expired, but who had managed to stow away on board. His crew of 50 seamen would probably number about 40, so with officers and "idleers" there would be about 150 people. Captain Hampton finished the small vessel, which was named Providence, and, taking as many as he could of the stranded people on board and sending the others to the small brig Fancy, an Indian vessel which accompanied him, he sailed for India. He called at Norfolk Island, and handed over to Lieutenant-Governor Phillip Gidley King about thirty of the stowaways together with a number of time-expired men, none of whom he had room for on his small vessel on a voyage to India.

At Dusky Sound, those who were left behind were building out of the Endeavour's long boat, a small schooner. A man named Hatherleigh, a carpenter of the Endeavour, and formerly a shipwright on H.M.S. Sirius, was in charge of this work. When this vessel was completed, as many men as he could take left for Sydney under the charge of Mr. Waine, one of the mates of the wrecked vessel, and she was given the name of Assistance. She arrived at Sydney on March 17th, 1796, and the last morsel of food had been eaten.

There were still a number of men left at the Sound, and these were brought to Norfolk Island by an American vessel, the Mercury, in 1797, having been at Dusky Sound 20 months.

M. C. F. H. POLLOCK, Hon. Sec. and Treasurer, Hawkes Bay (N.Z.) branch of the Navy League, writes:

"We are always greatly indebted to your Branch for so regularly sending us your Journal and I want to tell you how particularly interested we were in the September copy just reaching us containing Mr. E. G. Marks' article, "Jellicoe at Jutland." It is admirable in every way, and I have no hesitation in saying entirely represents the opinion of every officer of naval history in New Zealand."

"There will scarcely be any necessity to tell you with what profound admiration and affection Lord Jellicoe is held throughout this Dominion. It is quite unusual. He is a truly "Great" man, and his patient dignity and supreme loyalty under these unworthy conditions is a splendid example. I personally have been privileged to know him well, and he has visited this district on many occasions. The Navy League throughout N.Z. owes him lasting gratitude for the inspiration and encouragement he has given to all of us in his work and aims."

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WRITE FOR EXPLANATORY BOOKLET

33-39 HUNTER STREET, SYDNEY
MANAGER: R. COPLAND LETHBRIDGE.

AUSTRALIA AND THE PACIFIC—

point of view of the Empire, was clearly shown in the irritation expressed by the Japanese Press when it became known that Great Britain intended proceeding with this scheme. Such a decision was not in any sense contradictory to any resolution passed at Washington in regard to fortified places, as Singapore was entirely outside the Pacific, and was simply intended as a reasonable measure of security for the British Marine in connexion with their trade to India, Straits Settlements, Australia and the East generally. Unfortunately, the present British Government appears to have looked at the question in a different light, and to have made an adverse decision, largely from party considerations, and without due regard to its probable effect on the British possessions in this part of the world.

"It has been well said that the supremacy of the British Navy constitutes the greatest guarantee for international peace that existed in the world. But where will the supremacy of that Navy be unless it is kept in full strength at the various danger points, and with every provision made to enable it to operate speedily and effectively? I sympathise with those pacifists who hope that wars can be prevented by friendly conferences and compromises on points of difference; but, unfortunately, the history of the past does not show any alteration in human nature when passions are aroused, and the best safeguard for any Empire such as ours is the possession of a strong moral character in its people, backed up by the protection of a powerful navy to enforce what it believes to be right and fair. Weakness in this respect only awakens the cupidity of other powers, and the best safeguard for any Empire is the possession of a strong moral character in its people, backed up by the protection of a powerful navy to enforce what it believes to be right and fair. Weakness in this respect only awakens the cupidity of other powers.

"I sincerely hope, therefore, that on reconsideration of this great matter the British Government will remember what is due to both the Empire itself and also to those of its own kith and kin, who in the recent hour of danger gave both their lives and their money that this great Commonwealth of nations, which we call the British Empire, might be maintained intact for the benefit of civilisation and the freedom and security of its people both in the North Sea and in the outlying parts of the world."

POLLOCK
Hon. Sec. and Treasurer,

THE NAVY LEAGUE JOURNAL.

27

THE NAVY LEAGUE JOURNAL.

29

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as their name, those crisp, light

biscuits—with or without butter

or cheese. A distinct improvement

over any other biscuits, too, and all we make are just a little better than usual. So next time you want biscuits

emphasise the name—

JOYCE

Biscuits

If you don't know exactly what you want to give, why not come and see the "Queen of Biscuits," Sydney, and we will see that you get them.
The facts and warnings contained in this excellent address by Sir Hugh Denison are elaborated and exhaustively discussed in E. George Marks' capital book, "Watch the Pacific!", which is the theme of comment throughout the world—from China to Peru. "Watch the Pacific!" is the trumpet call to Australians to awake from their perilous slumber. It was written in Australia, published in Australia by Cole's Book Arcade, Sydney, and is replete with Australian sentiment.

**Please ask a friend to join the Navy League.**

---

**Aims and Objects of the Navy League.**

1. To enlisted on Imperial and National grounds the support of all classes in maintaining the Navy at the requisite standards 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 part of the world.

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sound development of naval strength is impossible without continuity of preparation, c.i guarantee national and imperial security.

3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereas, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the merchant service, which, under the sure shield of the Royal Navy, wields 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 assume Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their Motto: "For God, for the King, for the Empire."

6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

---

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58 Pitt Street, Sydney, New South Wales

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NEXT WEEK—
Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, 58 Groveron Street, Sydney.

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

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

Phone: B 7808.
WHEN I consider the importance of my bed in the economy of my life, when I reflect that I came into the world on a bed and shall probably go out of the world on one, and that, like the rest of my fellow creatures, I spend under the bed clothes about one-third of my earthly existence, I am constrained to acknowledge that a good bed is one of the best of good things.

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

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

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

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

WALLACE NELSON.
The official organ of the Navy League
North-West Wales
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making a total of £1,300 on which interest is allowed.
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THE NAVY LEAGUE JOURNAL
Vol. V. No. 7.
SYDNEY, NOVEMBER, 1924.
Price 3d.

Proud Boast of Navy League.
Sponsoring Sons of the Sea.
Movement that all should support.

Frequently the jibe or the remark has been transmitted from overseas that, collectively, we as Australians, living in Australia were not sea-going people, rather were we "land lubbers" of unmistakeable ideals.

Perhaps, in the past, there has been justification for this uninvited criticism, for as a young country the people, busily engaged in laying the foundation of, now, one of the world's commercial centres, gave their primary and undivided attention to the demands of internal organisation.
Therefore occupational opportunities and the adoption of the sea as a calling in life was never seriously considered.
But as 98 per cent of the population of this vast Continent has the English blood flowing through its veins—the blood of a nation that has for centuries past lived and fought on the sea and won the freedom of the seven seas—the inborn love of the sea of the Australian has only required sympathetic and practical encouragement to manifest itself.
War's Backhand Blessing.
But it was left to the War and its aftermath to give Australia an impulse to consider her natural needs. It invigorated Australia and charged her with a parental obligation to her offspring:
Thus we find that our Navy League Sea

THE
"RED, WHITE and BLUE"
WHISKY

EXPLANATORY BOOKLET POST FREE.
E. V. T. WHITTLE
J. W. BARNES
MANAGER
25 O'CONNELL STREET, SYDNEY.

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Cadet Movement was launched on these ideals. With the aid of a number of warm-hearted patriotic citizens, loyal to their country in peace time as well as in the dark days of War, an organisation is now established which, although only in its swaddling clothes, is now a worthy branch in the growth of the community.

It strives to attain gigantic proportions, and we would say to those loyal citizens of Sydney who have not yet lent practical support — "Show your appreciation of the doctrine of the Navy League and, incidentally, liquidate a moral debt to yourself, your King and your Country, by enlisting in the ranks as a subscribing member and thus support the Movement to its utmost."

The Navy League Sea Cadet Movement is more than a hobby or recreation—it is a powerful link in the chain of our destiny.

Australia is growing up—it's now a big offspring of the Mother country: It must, eventually, reach maturity and so fend for itself in the battle of life, and demand a respected status in the world's nations.

Remember then, officers and boys of the Navy League, that as you revel in the healthy environment and the enjoyable privileges of the Movement, your ideals are charged in this direction.

FOR SERVICES RENDERED.

Mr. A. G. MILSON (left) and Mr. KELSO KING (right) who, together with Mr. HARRY SHELLEY, received the unique and coveted Navy League Special Service Decoration from Headquarters, London.

The Call of the Sea.

Now a healthy boy does not hate his brains with questions of good or bad fortune, and he has only a nodding acquaintance with Chance (remarks a leading English critic).

He is cocksure as a rule—in himself naturally. Further, a boy who has the sea for megalomania is a boy who dreams dreams. He has illusions which are so beautiful that they become real. He knows what he knows. He has read, and his illusions are founded largely on the romances he has sampled—He knows the sea—you may be certain of that. He knows it and loves it.

He is certain that Treasure Island existed, that Clark Russell, Manville-Fenn, Henty, and a score of others, who have brought off some very wonderful and romantic bedazzlements, made true pictures of the sea and sailors.
The Aberdeen Line

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Also Cargo Steamers at Frequent Intervals.

The Breed That Stays.

Therefore, it is wise to consider the boy as well as those precepts which are grounded definitely in the brain of the vast majority of sailors. You may depend upon it that the boy who wishes to be a sailor is one of the elect. He may be very boyish, hut he is of the breed that made the Empire; of blood-fellowship with Drake, Frobisher, Raleigh, Anson, and the thousands who fought with them in the spacious Elizabethan days.

A Sailor's Life—The Best Education.

There is nothing equal to the life of a sailor for its amazing scope and interest. In the old sailing-ship days it was at its best. You were less hurried. You sat down in a port for three or four months and absorbed literally the facts with which you were faced.

The means of assimilating his knowledge might have been more skilfully arranged—still, if one may judge from the results, the lack of method and the go-as-you-please curriculum had its points. Those who had intelligence won through, and graduated in a University which had the coasts of unknown lands and the faces of unknown people for its boundaries—the heavens and the sea for its guidance.

Some honoured names have come down from this go-as-you-please education of the old-time Merchantman, and there is no reason to doubt the future in spite of the fact that ships now move by steam and oil.

The sea broadens one, shakes the youth and the man from his insular habits, which are often rather stupid.

Men of humble parentage are to be found in command all over the world. No longer as sailors, but as administrators, organisers—yet they had no special training—only that of a sailor—of a boy who aspired to command, found command at sea difficult to obtain and discovered a new foothold—something he called at the time a shore billet—and made good.

Others are in command on the great liners, others have passed into the Navy and the Merchant Service.

And in the old days when sailing ships were in their prime; when the rush of steam had not come, to push you swiftly past the headlands or hurry you from harbour, you saw your dreams mature, forgot the hardships which had brought you to your anchorage, forgot the musty bread and rusty pork; and you saw pictures even amid the barren foot hills of Cordillera, or in the volcanic cones of South Sea Islands found the Eldorado of your desire.

As an educational process, then, it must be admitted that the sea, with the travel which comes to those who are sailors, is of far-reaching importance. It is so important that the suggestion has been made that our legislators—certainly those who aim at Cabinet rank—should be compelled to undergo a course at sea.

It might do them good—it might do them harm. That is in the lap of the gods; it largely depends on how young you are when you go a-sailing, and what kind of craft you sail in.

Our legislators may not wish to go; but there are thousands of boys who do. The question is, how can they do so?

The Navy League Sea Cadet Movement is answering this question.

Please ask a friend to support the Navy League Sea Cadet Movement.
Nelson Night

The greatest naval battle in the history of the world, the last which was fought with the old sailing fleet, took place off Cape Trafalgar on the 21st October, 1805.

And to Admiral Nelson—the presiding genius of that titanic struggle for supremacy of the seas—the British Empire has good cause to be for ever grateful for Nelson's Victory in the Battle of Trafalgar.

No Chief ever died as Nelson did—in such a fulness of glory and perfection of triumph.

As he was carried, mortally wounded, to the cockpit of the Victory, he murmured, "I have done my duty, I thank God for it." It was the most noble and desirable of deaths.

By way of following the customary commemoration, throughout the British Empire, of the Battle of Trafalgar, members, officers and boys, together with friends, foregathered in the Royal Naval House on Tuesday evening (October 21st) to do honour to the occasion.

His Excellency the State Governor (Admiral Sir Dudley de Chair) and Sir William Cullen (President of the Navy League) delivered eulogistic and appropriate addresses.

Flushed and excited faces, happy boyish chatter, here indeed was a worthy representation of the Sons of the Empire—Nelson's great victory is in safe keeping.

A highly attractive and diversified programme was contributed by the State Military Band under the direction of Mr. J. B. Tougher, Commander Wardle, D.S.O., R.N., in a lecture, with interesting lantern slides, "Kronstadt," Recitation by Miss Dorothy Free, Sailor's Horn Pipe Misses Norrie Cooper, Joyce Fidden and May Harvey, Single Sticks display Balmain Company, Ventriloquism Mr. R. Garling.

Miss Windeyer presented an oil painting, "Saluting the Admiral," to the Royal Naval House. Mr. Milson suitably responded.

During the evening a number of presentations were made by Sir William Cullen.

The recipients well deserved the deafening applause from the boys as they stepped forward to receive a tangible recognition of appreciation from the Navy League.

Navy League's Honor Roll.

The following had the distinctions conferred upon them: The Navy League Special Service Decoration from Headquarters, London: Mr. Kelso King, Mr. Alfred Milson and Mr. Harry Shelley. General Service Medal from Sydney Branch:—Officers-in-Charge: — M. Mac Donald (North Sydney), R. H. Wade (Richmond), J. Docking (Concord), A. Wood, M.M. (Physical Training Instructor), and Edgar Fidden (Hon. Sec., Balmain). Chief Petty Officers:—R. Gaul (Balmain), L. Hinchcliffe (Drummoyne), H. Stead (Richmond), and G. Hornby (North Sydney).

Captain Beale (Organising Secretary of the Navy League), prior to his departure to England on a well merited six months' vacation, was presented with a handsome and serviceable travelling bag, equipped with toilet necessaries from the Officers-in-Charge of the Sub-Branches. Mr. T. Fox (Balmain) made the presentation, and in a happy address made eulogistic reference to the loyalty and devotion to duty of Captain Beale.

The following is a replica of the congratulatory letter received, to the Hon. Secretaries, The Navy League, N.S.W. Branch, from the General Secretary of the Navy League, London, which accompanied the coveted distinctions conferred upon Mr. Kelso King, Mr. Alfred Milson and Mr. Harry Shelley.

"My Committee in unanimously granting the award of three Special Service Decorations, directed me to ask you kindly to convey their grateful thanks to the recipients, Mr. Kelso King, Mr. Alfred Milson and Mr. Harry Shelley for their valuable services to the Navy League."

(Signed) J. H. BEN BOW.
NELSON NIGHT—Flashlight Photo of the distinguished gathering at the Royal Naval House.

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H.M.S. VICTORY.

A BRIEF RECORD OF HER SERVICE.
1st Rate ; 74 guns ; 104 men.
Laid down, 1759. Launched on May 9th, 1765.
1778—Flagship of the Grand Fleet, Admiral Howe, Augustus Keppel, Battle of Ushant.
1779—Placed in Home Waters. Admiral Sir Charles Hardy, Admiral George Anson, Action with combined French-Spanish Fleet.
1780—Flagship of Rear-Admiral Sir Francis Drake. Actions with combined French and Spanish Fleets.
1781—Admiral's flagship at the Battle of Cape St. Vincent, 13th February.
1782—Admiral Lord Howe's relief of Gibraltar, Admiral Kempenfelt destroyed French convoy under de Guichen off Ushant. 17th January.
1783—Admiral Lord Hood's occupation of Toulon. 15th May.
1784—Destruction of French Fleet in Toulon Harbour.
1785—Bustamante and capture of San Florian, Cadiz. Siege of Cadiz.
1790—Admiral Sir John Jervis destroyed the Spanish Fleet at the Battle of Cape St. Vincent on St. Valentine's Day.
1791—Destruction of French Fleet in Toulon Harbour.
1794—Boat to the French, and took 15 prizes, action with combined French and Spanish Fleets.
1795—Flagship of Admiral Hood's occupation of Toulon.
1796—Destruction of French Fleet in Toulon Harbour.
1797—Admiral Sir John Jervis destroyed the Spanish Fleet at the Battle of Cape St. Vincent.
1798—Rear-Admiral Francis W. Drake. Actions with combined French and Spanish Fleets.
1799—Flagship of Admiral Sir Charles Hardy, Admiral George Anson, Action with combined French-Spanish Fleet.
1802—Flagship of Vice-Admiral Sir John Jervis. Destroyed French and Spanish Fleets at Toulon. 10th August.
1803—Flagship of Admiral Sir John Jervis. Destroyed French and Spanish Fleets at Toulon. 10th August.
1804—Flagship of Admiral Lord Hood. Action with French and Spanish Fleets.
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1813—Flagship of Admiral Lord Hood. Action with French and Spanish Fleets.
1814—Flagship of Admiral Lord Hood. Action with French and Spanish Fleets.
1815—Flagship of Admiral Lord Hood. Action with French and Spanish Fleets.

The “VICTORY” holds an inspiration for all sons and daughters of the Empire; she is the living embodiment of the “Spirit of leadership” and the mainspring of successful enterprise. She helped to create the Empire and saved England in her hour of need.

DO NOT FAIL HER NOW.

Donations should be sent to the Navy League Office, 30 Grosvenor St., Sydney.

“Save the Victory Fund”

Admiral of the Fleet
Sir F. C. Doveton Sturdee, Bart.
G.C.B., K.C.M.G., C.V.O.,
J.P., L.L.D.

The Battle of Trafalgar must ever stand by itself. It will be preserved in history for all time.

An opportunity presents itself to those of us who would pay homage to Lord Nelson in a practical manner, by contributing to the “Save the Victory Fund” and thus help to preserve the “VICTORY”—one of the heroic monuments of Trafalgar.

Mrs. A. Goodenough Crawford has received a number of cards from Admiral Sir F. C. Doveton Sturdee, Chairman of the Appeal Fund in London, which have been printed to assist in the Appeal. The card is replete with historic facts and is set out as follows:

“CHEERFUL” COMBINATION.

About the only discriminating line between the amiable idiot and the genial ass is that the amiable idiot KNOWS HOW TO DO IT BUT NOT HOW IT OUGHT TO BE DONE, while the genial ass KNOWS HOW IT OUGHT TO BE DONE BUT NOT HOW TO DO IT.

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A Story of the Early Days.

A ND it was hinted by a gypsy woman who once camped on a common near his father's little place, that it would always be with him to the end of his days. But, what was worse, whoever his companions might be throughout his life, would always be mixed up with him in his misfortunes.

Rather a gloomy sort of outlook, and to quote a vulgarism—Thomas was a "Jonah." However, that fact didn't seem to trouble him in the least, because a cheerful optimism always made his round, pink face shine with good nature, and look as bright as a summer day.

He was born at a time when adventure was in the air, when men went abroad to seek their fortunes in strange new lands, and when there were always rumours of war between England and France, or England and Spain. And the old inn, where he resided, was always mixed up with him in his misfortunes. He was born at a time when adventure was in the air, when men went abroad to seek their fortunes in strange new lands, and when there were always rumours of war between England and France, or England and Spain. And the old inn, where he resided, was always mixed up with him in his misfortunes.
More Trouble Follows.

And, even in the months that followed, as uneventful as the run South was, Smithson fell from a yard-arm, and broke his leg. Had he fallen three or four seconds later, he would have fallen just his bad luck.

On the Way to Sydney.

Now, just at that time, shiploads of convicts and settlers were being taken to a new land thousands of miles further east—Australia. Tales there were plenty about this strange place, and when he heard these, young Smithson's appetite for more adventure was whetted considerably.

He managed—by means known only to himself—to get a berth aboard an Eastward bound ship—and, strange to say, arrived in Port Jackson after a voyage so uneventful as to be monotonous.

Nevertheless, the young man's advent (he was now about twenty-seven) presaged the most amazing series of wrecks ever known on the coast of Australia—and for that matter, on the coast of any other country in the world. Certain, it is that the like of such events has never been chronicled since.

But while he played an important part in them, it can be taken now, nearly one hundred years after, that the words of the old gypsy were pregnant with a sort of truth. It may have been sheer misfortune, it may have been the "hoodoo sign," but whatever it was, Smithson's associations with the Australian coast brought nothing but bad luck to various ships and various crews.

The Second Wreck.

Early in 1829, the "Mermaid," a colonial Government cutter, commanded by Captain Samuel Nolbrow, was fitted for a voyage to Raffles Bay. A good, honest capable seaman, known for his integrity and alacrity at obeying orders, Tom secured a berth, and went North with the vessel, working before the mast.

At that time, of course, there were very few charts of the shoals and rocks that abound along the far north coast, especially when the place was little known. Consequently, ships' masters had to display caution—keep their weather eyes open so to speak. Yet, despite the care of Captain Nolbrow, the whole time he was running against an unforeseen fate, because one of his crew had been born destined to a life of bad luck.

On the 29th of October, 1829, the "Mermaid" ran ashore, and despite the efforts of the captain and crew to save her, became a total wreck. Luckily, the sea was calm, else they might all have been lost, leaving no records to account for their disappearance.

Marooned on a Rock.

Marooned on a rock, with rescue so remote as to be almost hopeless, the little crew went through the varying stages of despair, yet each day hopefully scanning the horizon for the welcome sight of white sails and a rescue ship.

Only those who have suffered the bitter experiences of a wreck in unknown and uncharted seas can know what this little body of men suffered. But, while they had food and water, there was still hope, and in keeping with British sea traditions, they did not allow pessimism to weigh down their optimism.

Once a tiny dash of white, hardly imperceptible, passed them by despite the frantic waving of numerous shirts and handkerchiefs. And then, in three days, the "Swiftsure," bound from Tasmania, under Captain Johnson, hove in sight and brought off a timely rescue.

Startling Events.

After that events moved so quickly as to be almost startling in their rapidity. Some days later—the "Mermaid" doomed to disaster—the "Swiftsure" bowling merrily along before a handy breeze, struck a rock close in shore. Her back was broken by the bumping from the swell on the reef hidden not far below the surface; and although the ship was lost, the crews gained the

THE NAVY LEAGUE JOURNAL.
shore, there to wait, like the men from the "Swiftsure" about a week before, for Providence to save them from their plight.

Luckily, the “Governor Ready,” also from Tasmania, was making for Port Raffles; and the captain, attracted by the signals sent up from the marooned men, hauled up close, and rescued the lot, including young Smithson, who, despite his handicap, was decidedly cheerful about the whole thing.

Records show that the crews of the "Mermaid" and the "Swiftsure" were rescued on April 2 by the "Governor Ready." A day earlier and the rescue of Tom would have been rather appropriate.

Rescuers Rescued.
But sixteen days later, on April 18, the "Governor Ready" also crashed into a rock, and the three crews managed to escape with their lives in the long boats, from which they were taken some time after by the "Comet." By that time most of those saved were beginning to wonder when their journey would end, and when the "Comet" was wrecked not long after the disaster to the "Governor Ready," they began to give up all hope of ever seeing their friends again.

However, while to be wrecked was their lot, had they known, the Hand that guides all sailor men was guiding them, and perhaps it was That which brought the "Jupiter," bound for Port Raffles, along to take them to the destination for which they had sailed seven months before.

The Last Misfortune.
When the "Jupiter" arrived at Port Raffles, for which she sailed with the accumulated crews of the "Mermaid," the "Swiftsure," the "Governor Ready," and the "Comet," their hopes rose above their pessimism. Yet, no sooner was the "Jupiter" inside the entrance to the Bay than unknown currents carried her ashore, where she received so much damage that she had to be abandoned.

After being at Port Raffles some weeks by various means the different crews obtained passage back to Sydney, and among them went Smithson. What became of him after that has not altogether been recorded, but some say that he gave up the sea for good, and obtained employment with a settler on the Nepean.

Further, there seems to be no doubt that he is identical with the young farm labourer who was drowned while swimming among some weeds along the bank of the river that flowed through the farm.

The incredulous may scoff at this seemingly incredible story, but may look for further proof when history records briefly the tales of these wrecks in Torres Strait? There is hardly any doubt that misfortune was brought from Plymouth to that commonplace young man, who was born in 1800.

Please ask a friend to join the Navy League.
The Navy League is Non-Sectarian.

The Navy League is Non-Political.

New Zealand and South Seas International Exhibition.
(November, 1925)

The biggest exhibition ever held south of the Line will be opened in Dunedin (N.Z.), on November 12th, 1925, and it is expected that a large number of Australians will make the trip across the Tasman, taking in a visit to the Exhibition and the scenic wonders of the Dominion.

Mr. Scott Colville, Commissioner of the Exhibition, is in Sydney at present, and is devoting attention to the organisation of a series of excursions to New Zealand by special steamers during the period of the Exhibition, and hopes, if possible, to arrange for the inclusion of a party of Navy League Sea Cadets together with parties of kindred associations.

The Exhibition being of international character will house exhibits from almost every country in the world, and many of the finest exhibits from Wembley will be forwarded in their entirety—including that of the Imperial Government. The huge stadium will be the scene of great sporting events, as all the championships have been arranged to be held during the duration of the Exhibition. All who visit Dunedin will be assured of a hearty welcome. There will be much to see, and every facility given to the visitor to make for a really enjoyable holiday.

Executive Committee Meeting.

The usual monthly meeting of the Executive Committee took place at the Royal Naval House on Monday afternoon, November 10th.


Apologies were received from Sir Alfred Meeks and Capt. A. Pearce.

A matter of general interest to members took place, when it was decided that any adult member of a sub-branch should be allowed the privileges of the Navy League—and, in addition, shall be entitled to a Navy League badge.

The Navy League Journal has pleasure in acknowledging a subscription of £25 from Mr. A. B. Triggs, covering membership fee as a Life Vice-President of the League.
SUB-BRANCH AND COMPANY NEWS.

BALMAIN - OFFICER-IN-CHARGE Mr. S. Cooper
NORTH SYDNEY - OFFICER-IN-CHARGE Mr. W. MacDonald
CONCORD - OFFICER-IN-CHARGE Mr. J. MacKenzie
LANE COVE - OFFICER-IN-CHARGE Mr. F. L. Adams

BALMAIN.

(Contributed by Mr. K. Fidden)

Mrs. Hamilton Marshall, a keen supporter of our Company, has presented us with a number of lawn chairs, books, magazines, etc., all of which will be very useful at our depot.

Cadet Overall has joined the Mercantile Marine.

Drummoyne Company combined with us in marching in the Balmain and District Hospital procession on November 8th. On each occasion these Companies have competed in similar processions—honors (blue ribbons) for marching have been awarded to both.

An interesting ceremony was performed at the Drill Hall on 16th October, when Mr. F. Gurre, officer-in-charge, resigned to take over the Lane Cove Company; Mr. S. Cooper was elected in his stead. Both gentlemen were applauded to the echo.

The Rev. G. F. B. Manning, hon. chaplain of the Company, after the usual prayers, dedicated three new flags, two of which were presented to the Company by our Godmother, and the other by the Navy League. The latter is to be flown on the signal mast in our depot.

Mr. G. B. Smith, scout master, had an interesting talk to the boys recently; Mr. Smith's visit to the drill-hall is always much appreciated.

We have taken delivery of our whaler, which, unfortunately, is without rudder, sails, flooring boards, or oars. A set of six oars would be most acceptable. Any member of the League care to come to our rescue in this regard?

Will other Companies kindly note that the Balmain Anniversary Regatta Committee has included in its programme a Navy League cutter race to be rowed under Navy League rules, over the Balmain course (probably from Iron Cove bridge to the flagship moored off Whitehorse Point) on New Year's Day, for which a suitable trophy will be donated by a member of the League.

Prior to his departure for England, Captain W. W. Beale requested the hon. sec. to convey to the officers and cadets of all Companies his great appreciation of the handsome travelling case with which he was presented on Nelson Day.

Mr. Booth also sent a copy of the programme in which it is noticed that races over three-quarters of a mile were held for cadets under 18, 16, and 14 years respectively. Surely we might reasonably follow the homeland league in this regard. (This matter is being considered by headquarters.—Ed.)

Mr. Houth also sent a copy of the programme in which it is noticed that races over three-quarters of a mile were held for cadets under 18, 16, and 14 years respectively. Surely we might reasonably follow the homeland league in this regard. (This matter is being considered by headquarters.—Ed.)

This Company's Stocking lops have been "banded" and dark blue and high.

PLEASE ASK A FRIEND TO JOIN THE NAVY LEAGUE.

THE NAVY LEAGUE JOURNAL.

THE CLEVER CLEANER

Clever Mary will find the quickest way of banishing them. Just rub on "CLEVER MARY" and the grease rubs off at once. Glassware, things of nickel and aluminum, pewter, window for all things—and for cleaning hands—there's nothing just so good.

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ORDER A TRIAL PACKET AT ONCE.
CONCORD.

(Contributed by F. L. Adams)

The Concord Sub-Branch held a highly successful and enjoyable Social and Dance on board the "Lindstol" on Saturday, October 25th. Refreshments were provided by the Ladies' Committee.

As a result the funds of the Sub-Branch will now be swelled considerably.

Great credit is due to Mr. Docking and the members of the Company for the excellent condition of the deck, which was almost perfect for dancing—also to all the members of the Committee for their great efforts to make the function a success.

The members of the Company wish to thank the following ladies for their assistance and help on October 25th, Mesdames Daley, Budgen, Jeffery, King, Sawyer, Dormer and Frost.

Mr. Dormer, the father of one of the boys, has presented us with two splendid glow lamps, which give a very fine light on board the "Lindstol.

I am pleased to say that we are receiving splendid support from the local residents, which is a great help to the Committee.

The boys are improving wonderfully under the instruction of Mr. Johns.

Amongst the guests at our dance was Signalr. A. Cludas, who was one of our members. He has recently returned from Flinders Naval Base, where he did well, having passed 1st in his examinations.

New Entries—P. McDonald, L. Elsley, L. Smith to L.S:C.


Drummoine

(Contributed by H. Cawdell)

Drummoine Sub-Branch has introduced a new method for instructional purposes—and a very effective one.

The boys have been grouped under two watches and then sub-divided into five classes, comprised of three seaman classes, one signal class and one first-aid class.

Sails have been returned from North Sydney, and consequently the boys are now looking forward to many pleasant week-ends on the water.

Messrs. Kirkaldie and Hooper are doing excellent work in organizing the various classes—under the new system.

Mr. L. Hinchcliffe has resigned, and is now acting Officer-in-Charge of Clovelly Sub-Branch.

During his recent visit to England Sir Thomas Henley visited the London Office of the Navy League on behalf of the Drummoine Company and obtained two very fine photographs of H.M.S. "Hood" on her steam trials. These photos, which Sir Thomas has donated to this Company, are greatly appreciated and will be hung in our Depot.

Owing to the resignation of Mr. A. Wood, Officer-in-Charge, the Committee have appointed Mr. G. Kirkaldie to that position.

Mr. Kirkaldie, who is well-known as a member of the Naval Comrades, is a "true blue" sailor, and has already gained the respect of the cadets.

Mr. W. Hooper, our Second Officer, is giving Mr. Kirkaldie valuable assistance.

At the Balmain Carnival on 8th November this Company won the Special Prize for marching. Our cadets have made good progress in seamanship, and the following have received well-earned promotion: A. Parton, C.P.O.; A. Ricketts, C.P.O.; Honshaw, P.O.; R. Swain, A. Merriment, G. Lucas, D. Nelson and J. Broughton—Leading Seamen.

LANE COVE.

(Contributed by F. Garret)

The recently formed Sub-Branch at Lane Cove is already firmly established.

On the 25th October we had a visit from Mr. Buckland, the popular Chief Officer from Balmain, who referred to a "Tug-of-War"—Port v. Starboard. Port watch won the contest.

Last drill night an examination on the compass took place, and E. Carnish, A. Thomson and G. Miles were successful in annexing prizes—(Jack Knives).

On the 1st inst. Sea-Cadet Gurre was promoted Leading Seaman. The Company took the opportunity of presenting him with a handsome Stamp Album to commemorate his eleventh birthday.

The Sub-Branch has a very good friend in Mr. J. Cochrane, who has donated two 6ft. coils of rope.

As our Sub-Branch has only recently been established we are, of course, rather short of equipment.

A banner, bugles and a drum would be more acceptable.

New boys to join are F. Pritchard, C. Hedges, A. Godden, C. McIntosh, G. Miller, J. Thompson and J. Grindrod.

CLOVELLY.

(Contributed by L. Hinchcliffe)

Clovelly Sub-Branch, although only in its infancy, can now boast of thirty enthusiastic boys. Great credit is due to L. Hinchcliffe (Officer-in-Charge) and F. Hopkins (Chief Petty Officer) for their practical enthusiasm in this respect.

The Company is urgently in need of a dozen rowlocks for the cutter. It is expected that the Sub-Branch will be able to boast of a Depot in the very near future.

New Boys—F. McGarry, M. Gleeson, G. Bastick, F. Ashton, A. Ashton, F. Lynch

Enthusiastic Support.

Mr. C. J. Hopkins is rendering sterling support to the Sub-Branch. He has forwarded the following particulars of a general meeting held recently:

At a very enthusiastic meeting held at the Clovelly Surf Sheds on Thursday night, November 6th, letters were received from H. Goldstein, M.L.A., H. V. Jaques, M.L.A., and Hon. C. Oakes, M.L.A.

The above gentlemen are heartily in accord with the Sea Cadet Movement, and think it is a splendid thing for the boys. They congratulated the residents on the move they had taken in forming the first Pacific base at Clovelly Bay, and placed their services at the disposal of the Branch.

Letters were also received from the Mayor of Randwick (Ald. Tressider), Alts. Bartson, Boyd, Moverley and Baker regretting their inability to attend owing to Municipal activities, assuring us of their hearty co-operation and best wishes for the success of the Sea Cadet Movement—the first of its kind in the Eastern Suburbs.

Although the Branch has just been formed and time has not permitted of propaganda or publicity work the response has been most gratifying and exceeded all expectations. We expect to add considerably to our list of donors, who at present comprise: Mr. H. V. Jaques, M.L.A., Mr. H. Goldstein, M.L.A., Hon. C. Oakes, M.L.A (Minister for Public Health), Alds. Tressider (Mayor of

THE PENFOLD FOUNTAIN PEN

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Mr. Sullivan presented the Fairfax Banner to Cadet Collins, and placed it into his safe keeping as Standard Bearer of the Company.

The Ladies' Welfare Committee held a Gift Evening on the night of Tuesday, 2nd, and benefited to the extent of £5 12s. 6d. from sale of cakes.

An Ambulance Class has been started for the benefit of the boys, and they are taking great interest in it.

A football match was played on Richmond oval on Saturday, September 20th, between the Navy League boys and the South Sydney Junior Technical College. A very good game was played on both sides, but the Navy boys were one too many for the Juniors in the second half, and won by 21 points to 6.

On the 2nd November Mr. Lee Wilson, who is a member of our Company, presented the Lee Wilson Gold Medal to C.P.O. H. Stead.

The medal was to have been presented with the Lee Wilson Cup.

Mr. Lee Wilson has also donated two more gold medals for boys aged 14 years and under, for Semaphore signalling and knotting and splicing.

Promotions — Signaller J. Horan has been promoted to Leading Signaller.

Some of the boys under the command of Captain R. H. Wade are training in the cutter on the river every Saturday, to develop into form for the big cutter race to be rowed at a later date.

YOU OUGHT TO SEE THE OTHER CHAP!

A celebrated English pugilist, now a hale and hearty veteran, made a promise to his father that he would telegraph home the result of every fight he would engage in. For years he pugilated in foreign parts, and during his travels he would write a letter to his father every night. One night, when still a novice, he took on a young blacksmith of outstanding fistic talent.

The fight commenced at 6 p.m., and a few minutes after midnight the father received the young blacksmith of outstanding fistic talent. In which he was engaged.

Overtaking boat from passing her does so at her own risk.

Orders of the starter will render their boats liable to instant disqualification.

Any boat willfully, or from neglect, fouling another boat.

Any boat altering her course in order to prevent an overtaking boat from passing her does so at her own risk, and will be disqualified if faulted.

BLACKLEADING: GERRING, etc. — The bottoms of boats shall not be covered with blacklead, blackened, or any other foreign substance; nor shall be altered in any way, or any other than the regulation stretchers be used.

The Honorary Secretary of each Company shall forward to the Hon. Sec. of each other Company's list of the names and ages (in years and months) of the personnel of his Company's crew one week prior to the date arranged for a race, such list to be verified and signed by the Officer-in-Charge.

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PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1864 £1,469,531
1874 £2,544,281
1894 £12,895,509
1904 £27,301,278
1914 £40,351,724
1924 £51,206,454

NAVY LEAGUE RULES GOVERNING ALL CUTTER RACES.

DISTANCE. — Races shall be over a distance of half a mile in a direct line.

STARTING. — Method of. — The start shall be by Pistol shot.

RANKING. — All boats to be double banked, boats only to be single banked, and new cadets to be carried.

AGE. — No member of the Crew (with the exception of the Commodore) shall be more than 15 years of age on the day of the race. Competitors failing to comply with this condition will be disqualified.

HANDICAP. — Cutters. In all races where different length cutters pull together there will be handicap as follows —

4. 28 ft. and 30 ft. 12 oared boats will pull together without handicap.

4. 26 ft. and 28 ft. 10 oared boats will be allowed three seconds start per half mile from cutters pulling 12 oars. (See (a) above).

COWSIN. — The Officers in Charge of Companies shall have power to take action as Consulants or may any Jona Jule Officer of his Company to act in that capacity.

SALARY FOR POStIONS. — The positions to be balloted for.

The draw to take place in the presence of three members of the Navy League Committee, and the Officers in Charge of Units on being notified one day prior to the race.

PERMANENT EXTENSION BOATS. — No permanent fittings shall be moved or interfered with. Any breach of this rule will be met by disqualification.
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Elliot's Fruit Saline. All chemists and stores.
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Our First Governor.

Captain Phillip was nearly a Farmer.

In ensuring prosperity, and hastening the march of progress in New South Wales, men of the Navy have more than played their part.

Down through our short Time, from that great day in the history of our country, when gallant Cook planted the flag, and gained Australia for the Empire, sons of the sea stand, not only as able sailors, but as great colonisers as well.

When the full story of Australia is told, they will stand out examples of what the Navy has given to posterity.

It has often been said that if the memory of a man can survive the tumult and the rush of a century, his name will become immortal.

It is now a little over 136 years since Arthur Phillip, captain of the "Sirius," and first Governor of New South Wales, landed in Port Jackson with the nucleus of the first settlement that one day was to be found the great city of Sydney.

To-day the name of Phillip is still fresh; he has lived through the century—he has become immortal. And who will say that he does not deserve it, for to Phillip remained the spoiling or the building of the new colony.

Remember the task he had, think of the people with whom he had to deal—all law-breakers exiled from their native land—and you will see what great barriers he had to surmount.

Any other man might have failed. Phillip did not, and after five years of wise government, in which he brought out the best that was in the people under him, left for England, leaving behind the foundation of a nation—a foundation that has proved its own strength under the ravages of Time.

Strange to say, although from his youth, Phillip earned his living as a sailor of the King, by a strange twist of fortune he almost became a farmer in the New Forest.

If the land had claimed him for its own, what would have been the history of Australia to-day? No one can tell.

However, his was the spirit that sent Drake out on to the Spanish Main, and helped Drake whip the Dutchman off the sea. He tired of the farm, and went off to fight for Portugal against the Spaniards.

Phillip's father—Jacob Phillip—was born in Frankfort (Germany), but settled in England. The son was born in London in 1738, and was educated for the sea at a Greenwich school.

They were the days! Any youth of 1924 would give anything to have lived in the days when Phillip turned seventeen, and went to sea in the Navy to fight his country's enemies in the Seven Years' War.

There was no long range fighting then, no torpedoes—white sails and muzzle loaders, grappling irons and cutlasses, red shirts and wigs.

Science has ruined the romance of war, and there will be no more days like the days of Phillip.

At twenty-three we find him lieutenant of the "Stirling Castle" (1751), under Sir George Pococke.

First Vice-Regal Wedding.

However, when the piping times of peace came, and the ships of war found harbours from the ocean's surge, Phillip married, and settled down to what he thought might be a life of peace as a "land-lubber" at a plough.

But down in little Portugal he heard the rumours of war. Spain had attacked her little neighbour, and the would-be farmer threw down the scythe for the sword, and went out to fight the Dons.

And he served his new friends as ably as he had his King—so well, indeed, that when he left for home, he went with the regret of the Portuguese Court.

Yet, Phillip was not tired of war—adventure was in his blood, and he retired from Portugal because his own country was at war with France.

He returned in 1759, and was made master and commander of the frigate "Basilisk," to rise two years later to post-captain of the frigate "Ariadne."

Further work for England followed, and then came that momentous day, October 25, 1766, when he left for the new land—the first of New South Wales line of Sailor Governors.

Phillip, with his 1,050 settlers, in command of the First Fleet in the "Sirius," knew not to what sort of country he was going, or what the future held for him. All he knew was that he had to form a settlement at a spot named Botany Bay, so named by Captain Cook because of the flowers that covered its shores.

But Phillip was not content to remain there without seeking better places, and eight days later he founded the colony on Port Jackson, and shifted the Botany Bay settlement to Sydney.

Go back 138 years, and imagine what it was like when Phillip landed and erected the first tent, not far from the spot where to-day dwells his sailor successor, Sir Dudley de Chair.

The five years that followed meant much for the future prosperity of New South Wales, and only Phillip could have started the infant colony in the way it was.

"With a man of self-reliance," wrote Samuel Bennett, in Austral-Discovery and Colonisation, "less decision of character, or less humanity, the shores of Sydney Cove would probably have witnessed in the first year of the existence of the colony more terrible scenes of vice and crime than any which history has recorded."

Obviously, he was the man for the work; and while he was a strict disciplinarian, carrying out the discipline of the Navy, he was kind and co-
With the Australian Navy in the Pacific.

HOW A NATIVE VILLAGE WAS PAINTED RED.
BY HERALD A. BULL

NEW Guinea is a land of strange people with strange customs. The traveller there gets accustomed to surprises, and if he is ethnologically inclined he will have ample material to work upon.

During the combined naval and military expedition, when the Commonwealth forces captured the German portion of this island, many incidents of an unofficial nature took place.

Perhaps the reader may be inclined to remark that "so unofficial were these happenings, that some of the officials responsible for their unofficialness are officials no longer." But my remarks do not refer to that species of incident, which is better forgotten, but to those unrecorded happenings which occurred to those whose duty took them to remote parts of the island where human life flourishes in its most primitive and cannibalistic form.

At one time it was thought by the authorities that the upper reaches of the Sepik River, more commonly known on the charts as the Kaiserin Augusta, held possibilities of strong German defence, and a considerable naval and military force was gathered together in Madang. That the whole affair proved a mere boodle is more or less well known now, as after some of our warships had penetrated some six hundred miles of the river...

Continued from page 87.

A good many things were exchanged to our advantage. Their requests were centred in mutual advantage. Their requests were centred in

they returned to report that nothing more formidable than a German police officer, a magistrate, and a few priests were to be found. The former were made prisoners, the latter left undisturbed.

Information, however, was obtained that a German scientific expedition was exploring the higher reaches of the river, and, as it was undesirable to leave anything to chance, a small party of native police boys, under the charge of a military officer, was sent to make a big village about 200 miles below the spot at which the party was operating, there to await their return—or, if necessary, to push on and search for them.

The "Siar" was under the command of a naval officer, who was assisted by petty officers from the Naval Brigade, and manned by a crew of Buka boys (Solomon Islanders) and Chinamen. The rest of the story I take from the diary of one of the officers of that ship.

LIFE AT MALU.

The morning after our arrival at Malu we were greeted by early morning callers, in the shape of some six or eight canoe loads of natives, every one of them naked, if one excepts a feather in the hair, a daub of red paint on nose or forehead, and garters made of plaited grass. Some of them wore a necklace or arm-bands of shells, but beyond these trifles they went naked and unashamed. Up here the natives are cannibals to a man, and given the opportunity would knock you on the head and pop you into the oven, and then gourmandise over you with the greatest gusto. As we apparently appeared far too tough for this latter proposition, they turned their attention to bartering, and to assist in this had brought up loads of yam, taro, bananas, feathers, and small dogs. The natives consider a "helping" of dog a delicacy, and next to "long pig" (the vernacular for the roast of the genus homo), is the chief item on its feast.

So next time you want biscuits—just a little better than usual. So next time you want biscuits—just a little better than usual.

emphasise the name—

You will find them just as nice as their name, these crisp, light biscuits—with or without better or cheese, a distinct improvement on the ordinary kind. We produce other biscuits too, and all we make are just a little better than usual.

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You will find them just as

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If your grocer cannot supply you, please write directly to Joyce Biscuits, Ltd., Tempe, Sydney, and we will see that you get them.
natives are, as one would hardly suppose, very keen bargainers, and will only offer you one yard, a few bananas, or other items in very small quantities, no matter what inducement is held out. However, when they see you ignore their offerings, they increase the size or quantity until for an exchange they will give you two large bunches of bananas, or perhaps 50 lbs. weight of yams.

This day we were painting ship, and one of our callers, after a few moments of hard thought, had an inspiration. Beckoning to one of the native crew who was busy painting, he requested him to give his own sable countenance a few daubs. He pushed his face forward for the operation to commence. The "boy," nothing loth, and imagining, I suppose, that he could exert his artistic talents to far greater advantage on the human face rather than the metal of a dull inanimate ship, started forthwith to decorate our friend to the best of his effect of his bedaubed visage and chest, than they no sooner had his companions noticed the striking set up a wild clamor to be treated similarly. More "boys" over the side with pots and brushes, most amazing motley of red and white bars, and that's how we painted the village of Malu.

And that's how we painted the village small miles away from the glorified reflections they saw within.

Day long canoes passed up and down the river, frequently as many as ten to fifteen being in sight at once. The occupants were mostly bent on tending their nets and fish baskets, with which supply of fat pigeons almost daily. Shooting here is made difficult and unpleasant by the treacherous nature of the natives, which makes it necessary to go into the bush comparatively large and armed parties; and secondly, the thickness of the bush itself, and the absence of decent tracks. Add to this the clouds of mosquitoes which greet one the moment one enters the bush, and it will be seen why shooting or other landing expeditions were not popular. Our native crew fortunately did not find any hardship in these conditions, and so we managed to keep our larder supplied with fat pigeons almost daily.

In the meantime the Chinamen on board indulged in it. Just before sunset on the eighth day after our arrival at Malu, I heard a loud cheer. Coming round the bend above us I saw the long-expected arrival at Malu, and so no officer-in-charge—very tired and dirty—stepped on board, and the large boat. Steam had been raised in anticipation of their arrival on that or the next day, and so no time was lost in heaving up anchor and leaving that pestilential mosquito-infested place astern.
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Is splendid Household and STEAM COAL
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THE NAVY LEAGUE


EXECUTIVE COMMITTEE—


EXECUTIVE COMMITTEE—


EXECUTIVE COMMITTEE—


EXECUTIVE COMMITTEE—


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To be careless about the selection of your bedding is endangering the health of every member of your family. Saturated and insanitary mattresses have proved to be the source of numerous of the commoner forms of infectious and skin diseases. Every “MORNING GLORY” Kapok Mattress is made of only Pure, Clean, New Materials which, together with its scientific construction, make that all-to-be-desired result—Sound, Healthy Sleep—a certainty. Spare a few minutes to-day to go to your House Furnishers and compare what you are sleeping on with this new billowy and buoyant bedding that is the purest bedding it is possible to make. Remember this: Be sure you see the Blue and Gold Label that we attach to every “MORNING GLORY” Mattress for your own protection. Obtainable at all the Leading Furniture Houses. Write for copies of our free booklets.

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The Navy League Journal  
Vol. V. No. 8.  
Sydney, December, 1924.  
PRICE 3d.  
FORGING AHEAD.  
Navy League’s Remarkable Progress.  
Our 1925 Resolution.  

BEFORE the next issue of the Journal  
appears the Christmas season of 1924 will  
have passed.  
The advent of Christmas brings to a close the  
fifth year of the Magazine’s existence. During  
that period it has gradually grown to its present  
comfortable proportion, and to-day is regarded not  
only as a link between the scattered units of the  
Navy League Sea Cadets throughout the metro-  
politan area, but also as a valuable publicity and  
advertising medium.  
Therefore the occasion seems favourable for  
briefly reviewing the progress of the Cadet move-  
ment.  
Starting away back in 1919, under humble  
circumstances, the League to-day has grown State  
wide in public interest—has its own JOURNAL,  
seven flourishing sub-branches, and a powerful  
representative executive consisting of the foremost  
citizens of Sydney. This executive is a bulwark  
and tower of strength to the movement.  
Behind the Executive is an active, energetic  
body of sympathisers who keep alive interest in  
the sub-branches by practical effort. The good  
work of these men and women cannot be too  
highly commended. Utter sincerity and unselfish-  
ess are the key notes of their administration, and  
the boys have benefited enormously by their  
patriotic labours.  
Good-and-all as has been our progress in the  
past as a result of this line spirit of helpfulness  
and camaraderie, we intend to make it still  
greater in the coming year of 1925.  
The natural development of the Sea Cadet  

THE  
"RED, WHITE and BLUE"  
WHISKY  

THE NAVY LEAGUE JOURNAL."
movement has been most fertile. Local conditions have favoured it, and the increased attention being paid to the possibilities of Australia as a new power in the Pacific will give it a vigorous impetus.

In addition to being a healthy, manly form of physical recreation the movement is of vital importance inasmuch as it is developing another valued Empire asset. It promises to bring to the service of our Empire the latent power in Australian boyhood. It carefully nurtures this reservoir of naval strength, and plans to place it at the service of the great sailors of the Navy who carry our meteor flag into all the ports of the Seven Seas.

That mission is a sacred one, both as an Empire duty and because of the great good it does in cultivating patriotism amongst our Australian youth.

In this spirit then we invoke the continued interest and support of all good citizens, of whom we hope to see many hundreds become members of the organisation in the New Year.

In this connection we would counsel members to pledge themselves to bring in at least two new members each in 1925.

We feel proud of the work already accomplished under somewhat difficult circumstances, and hope that the spirit which enabled us to surmount them will continue strong and fit to brave the obstacles that may confront us in 1925.

This being the last issue for 1924, we desire to extend to all Cadets, members, readers, and advertisers our heartiest wishes for a MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR.

THANKS!

The Navy League Journal extend its sincere thanks to its generous advertising patrons for their practical support during the past year, which we are glad to say was a most successful one. We intend offering even wider publicity for 1925.

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The Spirit of Our Forefathers is the Spirit of the Navy League.

ADIMRAL JELLICOE’S MESSAGE TO THE PEOPLE OF AUSTRALIA.

It is with both pride and pleasure that the Navy League Journal publishes a congratulatory message from Admiral Viscount Jellicoe extolling the broadening influence and the fertile growth of the Navy League.

I take this opportunity of thanking you for sending me copies of the Navy League Journal of New South Wales during my residence in New Zealand.

The Journal has interested me greatly, as its pages indicate the success of the Navy League movement in New South Wales.

Particularly have I noted the advance made in the Sea Cadet organisation. This movement must appeal strongly to everyone who realises the absolute dependence of the Empire upon its sea communications.

Those communications cannot be maintained or protected unless the youth of the Empire possess the Sea Spirit, for it is that sea spirit on the part of our forefathers which made the Empire, and gave it its greatness.

My best wishes will ever be with you in your work. May it flourish and prosper.

4/12/24.

JELLICOE.
A HUMANE MAN.

The Colony’s Second Governor.

Whether it was sheer luck, or pure deliberation that helped the powers that were in England at the beginning of the last century in making the selection of the men who were to control the new colony is hard to say.

It doubt New South Wales at that time was looked upon more as a penal settlement than a new land or a new nation by the Government of Britain at the time.

Yet, with, save perhaps, the single and striking exception of Bligh, they did not despatch the wrong men as administrators. It may have been luck, or deliberation, as we said before, but a foundation was laid by sailors of the Navy, and it was only a matter of time for the Colony to prosper within itself.

The second Governor, Captain Hunter, R.N., earned his experience with Governor Phillip, with whom he came out in the First Fleet.

As long as Australia is Australia, while the white man of British stock holds its shores against the invader, whether peaceful or otherwise, Hunter’s name will always be handed down to posterity, if only for the reason that one of Australia’s most important rivers is called after him.

But it is not for that alone that Hunter’s name takes one of the proud places in our history books, but it certainly seems fitting that the river on which is built Newcastle, the second city of New South Wales, and which flows through some of the richest lands in the State, should bear his name.

When you stand on any point that overlooks the harbour, or when you unreef your sails to the breeze, do you ever pause and think that about 150 years ago the first white man to point the nose of his boat into every corner, and to take soundings of the shoals and deeps was Captain Hunter, Surveyed the Harbour.

Almost the first task in which he was engaged was that of carrying out a survey of what was destined to be one of the world’s greatest harbours, and certainly its most beautiful.

Only the imagination can show us what Hunter saw, and perhaps it was one of the most pleasant jobs that ever he carried out. Man had not yet begun to mar its foreshores with unsightly buildings, nor had he for many years afterwards.

But, all the same, the coloniser (Captain Phillip) had his eye to business when he sent his subordinate Hunter out on voyages of exploration. And Hunter, no doubt, entered into the task with enthusiasm. Possibly, he foresaw what the result of his work would be, and in building, he built well.

Comes to the South.

He certainly made it easier for those who later came along with ships loaded with merchandise for the settlers, and facilitated the work of building a city along the shores.

Hunter’s first and only occupation was that of sailor. Born in Scotland, he entered the service of the King as a midshipman in the navy, and with that branch of the defensive service went through all the vicissitudes that marked the movements of the Navy in those eventful times.

Like the rest of sailor men, he was skilled in the arts of war as well as peace, more so in the former than in the latter, and he took part in all the moves and counter moves that were made against England’s enemies towards the end of the eighteenth century.

Then destiny threw him in the direction of the Southern Seas. The first fleet was being equipped to take the first convicts to Botany Bay under Captain Phillip, and in 1787 Hunter was appointed to the Sirius as second captain with post rank.

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Progress and Exploration.
The three years that followed his landing must of his time was spent in making the survey of Port Jackson, and in otherwise gaining knowledge of the system of control of the Settlement.

In 1792 he was sent back to England by his chief with despatches, but so well had he impressed his superior officers in England, that when Phillip returned after nearly five years' useful service in Australia, Hunter was selected to take his place. He arrived back here in September, 1795.

Under his guidance the colony progressed; and while there are few exceptional features connected with his control of the city of Sydney, exploration of the country to the north, south, and west of the town was carried out with zest—two of the most important men of his time, two of the most popular, and certainly the best known figures in any part of our history, being George Bass and Matteo Pindoria, who, encouraged by the Governor, attempted to scale the Blue Mountains, and peep into the hinterland in 1796; and who also were the first to secure knowledge of the country south of Botany Bay, now known as the Illawarra district.

Respected Governor.
Under his capable care the settlement prospered—and peace, order, and good government reigned. As it was with Phillip, so it was left with Hunter to either make or mar the colony.

Hunter did well, and five years after he took charge he returned to England respected by all who had been under him.

The fact that he knew and understood the colony was proven by a publication from his pen after his return to England, in which he dealt with the state and government of New South Wales.

A small, but interesting event in his subsequent life shows the kind of man he was, and is well worth recounting. Obviously, regard for humanity was one of the strongest traits in his pleasing personality.

Court-martialled for a Lie.
In charge of the frigate Venerable, he was cruising in the English Channel, when one of his crew fell overboard. The position was a dangerous one, but when a life had to be saved, Hunter did not count the cost. He put his ship about, but unfortunately he missed stays, went aground, and was lost. For a thing like that to take place was nothing short of sacrilege, and consequently Hunter, for what was looked upon as carelessness, had to stand his trial at court martial.

The reply he gave was worthy of the man. He was asked why he had ordered the ship to be put about. His reply was that the life of a British seaman was of more value than any ship in His Majesty's navy.

Honourably Acquitted.
Needless to say, he was honorably acquitted. What his actions were after that is not quite clear, but he did not live long afterwards, dying somewhere about 1816.

When you are down the harbour next Saturday, flying before the wind, or pulling against the tide, let your mind go back to those days of long ago, and remember that one of the first sailors of the King to gain an intimate knowledge of Sydney harbour was one of our most successful Governors.

(The career of Captain King, R.N., who took charge after Hunter will be given next month).
Our Greatest Sea Story.

Conrad’s “The Nigger of the Narcissus.”

Wonderful Triumph of a Pole.

Poetry of the Storm.

For almost every man and boy the sea has a fascination. It is an adventure—an adventure that has appealed so greatly to Britshers that it can be said, without fear of contradiction, that the history of the growth of our Empire is the story of the exploits of our sailors.

“For the beauty and mystery of the ships, And the magic of the Sea.”

In a literature as rich as ours, it should not be difficult, one would imagine, to call to mind books that fitly commemorate the deeds of our sailors whose “high courage and singular activity” have made our Empire, what it is to-day.

And, yet, careful consideration of the great books in our language forces us to the conclusion that those dealing with the deeds of our heroes “whose high hearts and manly resolution tried the fortune of the sea” can be counted almost on the fingers of one hand.

Polish Penman.

Strangest thing of all is to consider that it was left to a Pole, who until he was twenty-one years of age, was ignorant of our language, to write the greatest sea story we have. Fiction, if you like, but it is the fiction that is greater than truth; and “The Nigger of the Narcissus” remains at school till he was seventeen. Then he received some training on French ships, but not till he was twenty-one did he achieve the first of his ambitions and become a sailor on an English ship. That year he joined the Duke of Sutherland. Of her he wrote reminiscences many years later (“she’s dead, poor thing! a violent death on the coast of New Zealand!”) On her he served as an ordinary seaman.

Six years later, the young man who could speak only a few words of English when he joined the Duke of Sutherland, became a master in the English Merchant Service and also achieved his second, and greatest ambition. He became a naturalised Englishman. Ten years later he left the sea.

A Memory of Neptune.

For several years, during spare hours on many voyages, Conrad amused himself by writing a novel, a tale of the Malay Archipelago. It was not

When he was five years old his father was banished to Vologda where Conrad lived till his mother died.

Then he was sent back to the Ukraine. When he was thirteen his father died. The future writer of “The Nigger of the Narcissus” remained at school till he was seventeen. Then he received some training on French ships, but not till he was twenty-one did he achieve the first of his ambitions and become a sailor on an English ship. That year he joined the Duke of Sutherland. Of her he wrote reminiscences many years later (“she’s dead, poor thing! a violent death on the coast of New Zealand!”) On her he served as an ordinary seaman.

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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 concerning the sea. It upholds as the fundamental principle of National and Imperial Policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its objects are—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of efficiency, 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 convey the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee national and Imperial security.

3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

4. To teach the citizens of the Empire, young and old alike, that “it is the Navy wherein, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend,” and that the existence of the Empire, with the liberty and prosperity of its peoples, No Less Depends on the Merchant Service, which, under the Sure Shield of the Royal Navy, wields us into one Imperial Whole.

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

“For God, for the King, for the Empire.”

6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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49 YORK ST. (Wynyard Square) SYDNEY.

“For God, for the King, for the Empire.”
till he had left the sea that he gave the English-speaking world "The Nigger of the Narcissus," a story entirely of the sea, describing the voyage of the ship "Narcissus" from Bombay to London, "a record of lovingly cherished memories."

"The Nigger of the Narcissus" is the epic of the Sailing Ship, the last word that can be written on the subject, for Conrad has gone and so have the ships. Modern liners had no charm for Conrad. Sailing Ships and small tramp steamers, these he loved.

"The modern steamship," he wrote in one of his books, "advances upon a still and overshadowed sea with a pulsating tremor of her frame, an occasional clang in her depths, as if she had an iron heart in her iron body, with a thudding rhythm in her progress and the regular beat of her propeller, heard afar in the night with an august and plodding sound as of the march of an inevitable future.

But in a gale, the silent machinery of a sailing ship would catch not only the power, but the wild and exulting voice of the world's soul.

Whether she ran with her tall spars swinging, or breast ed it with her tall spars lying ever, there was always that wild song, deep like a chant, for a lass to the shrill pipe of the wind played on the sea-breeze, with a punctuating crash, now and then, of a breaking wave. At times the weird effects of that invisible orchestra would get upon a man's nerves till he wished himself dead.

Storm in a Sailing Ship.

And a storm at sea in a Sailing Ship! This is how he describes it in "The Nigger of the Narcissus."

"Just at sunset there was a rush to shorten sail before the menace of a sombre hail storm. The hard gust of wind came brutal like the blow of a fist. The ship relieved of her canvas in time received it pluckily: She yielded reluctantly to the violent onset; then, coming up with a stately and irresistible motion, brought her spars to windward in the teeth of the screeching squall.

Out of the abysmal darkness of the black cloud overhead while hail streamed on her, rattled on the rigging, leaped in handfuls off the yards, rebounded on the deck—round and gleaming in the murky turmoil like a shower of pearls.

It passed away. For a moment a livid sun shot horizontally the last rays of sinister light between the hills of steep, rolling waves. Then a wild night rushed in—stamped out in a great howl that dismal remnant of a stormy day.

"There was no sleep on board that night. Most seamen remember in their life one or two such nights of a culminating gale. Nothing seems left of the whole universe but darkness, clamour, fury—and the ship. And like the last vestige of a shattered creation she drifts, bearing an anguished remnant of singul mankind, through the distress, tumult and pain of an avenging terror . . . .

Outside night moaned and sobbed to the accompaniment of a continuous loud tremor as of innumerable drums beating far off.

"Shrieks passed through the air. Tremendous dull blows made the ship tremble while she rolled under the weight of the seas toppling on her deck.
A terrific storm when read in its entirety—a wonderful voyage of storm and stress, of joy and beauty. "The Nigger of the Narcissus" is a "gallery of remarkably distinct and authentic portraits, the atmosphere is held in perfect restraint and the overhanging theme is never for an instant abandoned," says Mr. Hugh Walpole of this book.

Ships and the men in them.

The Nigger, the chap that was "nothing but trouble," Donkin "who never did a decent day's work in his life" and who was always discounting with sly eloquence on "right of labor to live"; the silent Singleton, "the last of a great race whose trouble," Donkin "who never did a decent day's work with clippers," and who, when asked what kind of a ship was the Narcissus replied with unmove face:— "Ship!—ships are all right. It's the men in them!" Captain Alliston, Mr. Baker, young Creighton, Charley—a wonderful gallery.

"Good-bye, brothers! you were a good crowd. As good a crowd as ever fisted the silent Singleton, "the last of a great race whose trouble," Donkin "who never did a decent day's work with clippers," and who, when asked what kind of a ship was the Narcissus replied with unmove face:— "Ship!—ships are all right. It's the men in them!" Captain Alliston, Mr. Baker, young Creighton, Charley—a wonderful gallery.

Very Economical

The Shine Lasts

A 1925 Resolution.

SUPPORT THE NAVY LEAGUE.

HOW IT CAN BE DONE.

MEMBERSHIP SCALE.

<table>
<thead>
<tr>
<th>Office</th>
<th>Members</th>
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<tr>
<td>Vice-President</td>
<td>£5.00</td>
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<tr>
<td>President for life</td>
<td>£100.00</td>
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<tr>
<td>Fellow (boys)</td>
<td>£50.00</td>
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<tr>
<td>Fellow (ladies and gentlemen) for life</td>
<td>£100.00</td>
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<td>Membership</td>
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<td>Juvenile Membership</td>
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Donors of Books.

The following were the donors:—Mrs. and Miss Willis (2 books), Mr. Bartholomew, Miss Ada Black (2 books), Miss Francis Smith (1 book), Mrs. Hudson (1 book), Miss Watson (1 book), Mr. McDonald (1 book), North Sydney Cadet (1 book), Mrs. Bogle-Luffman (3 books), Capt. and Mrs. Wilkinson (3 books), Miss E. Gardiner (2 books), Mr. Beck (2 books), Miss Dunster (1 book), Mr. and Mrs. Dencher (1 book), Mrs. Frazer (1 book), Miss Bolchaine (1 book), Mrs. Glasson (1 book), Miss Frances Glasson (1 book), Miss BGlasson (1 book), Mrs. and Miss Amos (2 books), the Mises Roseby (1 book), Mrs. Chapman (1 book), Mr. and Mrs. McDonald (2 books), Mr. and Mrs. Huyllar (2 books), Miss Sanford (1 book), Miss King (1 book), Mr. W. Hudson (4 books).

Mrs. Kelso King donated £2 25., and Mr. A. Wilson, £2.

Please ask a friend to support the Navy League Sea Cadet Movement.

For Our Journal

Voluntary contributions are always acceptable particularly if  "Bright and breezy, free and easy, With the tang of the salt sea spray, and still more acceptable, suitable photos, pictorial matter, for publication."
PERDRIAU
“WATERSHED”
GARDEN HOSE
Guaranteed 3 Years
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THE NAVY LEAGUE JOURNAL
16

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THE NAVY LEAGUE JOURNAL
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NAVY LEAGUE
SEA CADETS

EXECUTIVE COMMITTEE MEETING.
The usual monthly meeting of the Executive Committee took place at the Royal Naval House on Monday afternoon, December 8th.


Apologies were received from Captain A. W. Pease and Mr. C. C. M. Shannon.

It was decided that the following distributions be made to the Sub-Branches: Concord £50, North Sydney £25, Balmain £50, Richmond £35, Clovelly £50, Lane Cove £20, a total amount of £200.

Mr. F. Currie was appointed Officer-in-Charge of the Lane Cove Sub-Branch.

A request for a grant of £30 from the Drummoyn Sub-Branch was discussed at length. Finally, it was decided that £10 be given providing that the Sub-Branch can, by local efforts, raise the outstanding amount—£20.

The Committee, in discussing the request, was emphatically of the opinion that a Sub-Branch should, after receiving the foundation support from headquarters, be self-supporting.

With a view of infusing interest in the projected social activities of the North Sydney Sub-Branch a special meeting of all persons directly interested took place at the High Street Depot on Tuesday night (December 9th).

Mr. A. G. Milson presided over the following attendants—Mrs. Amos, Miss Frances Glasson, Mrs. Holland, Mr., Mrs., and Miss Morris, Mr. Hopkins (Clovelly), Mr. Macdonald (O.I.C., North Sydney), and Mr. Keith Jefferies (Secretary Navy League).

Apologies were received from Mrs. Emily Bennett, Messrs. Shillington and Bartholomew (Hon. Treasurer, North Sydney).

After lengthy discussion it was found desirable to reorganise the Committee, and therefore the following office-bearers were elected:—President, Mrs. Amos; Vice-Presidents, Mrs. Holland, Miss Glasson and Mr. A. G. Milson; Hon. Treasurer, Mr. C. P. Bartholomew; and Hon. Secretary, Mr. H. Morris.

During the evening the meeting tendered congratulatory thanks to Mrs. Amos for donating a centre board for North Sydney cutter, and to Miss Glasson for her successful “Book Evening” function.
SUB-BRANCH AND COMPANY NEWS.

BALMAIN — Officer-in-Charge, Mr. R. Cooper; Treasurer, Mr. J. McGovern; Hon. Secretary, Mr. T. F. Thomason; Hon. Assistant Secretary, Mr. J. O. Cooper; Assistant Treasurer, Mr. J. A. Coad.

NORTH SYDNEY — Officer-in-Charge, Mr. E. M. Radford; Treasurer, Mr. J. C. M. Radford; Hon. Secretary, Mr. J. D. Radford; Hon. Assistant Secretary, Mr. J. F. Radford; Assistant Treasurer, Mr. J. C. Radford.

CONCORD — Officer-in-Charge, Mr. J. McHugh; Treasurer, Mr. J. Duggan; Hon. Secretary, Mr. J. F. Duggan; Hon. Assistant Secretary, Mr. J. D. Duggan; Assistant Treasurer, Mr. J. C. Duggan.

LANE COVE — Officer-in-Charge, Mr. R. Cooper; Treasurer, Mr. J. Cooper; Hon. Secretary, Mr. T. J. Cooper; Hon. Assistant Secretary, Mr. J. F. Cooper; Assistant Treasurer, Mr. J. C. Cooper.

Mr. S. Oomb
Mr. E. Fidden

About 40 of our cadets, under Mr. Cooper, Officer-in-Charge, recently visited the Lane Cove Company, and were hospitably entertained by Mr. Gurre and the cadets of his Company.

Balmain and Drummoyne Companies were each presented with a Special Ribbon on the occasion of the recent Balmain and District Hospital Procession; this makes the fourth ribbon the Balmain Company has won locally.

On the 28th November a procession was held in connection with the Balmain and Rozelle Shopping Week Carnival; a handsome Gold Medal for the best Naval Squad was won by Balmain. The Officer-in-Charge attended the National Theatre on the 2nd inst., and was presented with the medal; he was applauded to the echo.

The Hon. Sec. will be glad if the Companies who have not already sent along their cheques for the W. W. Beale Testimonial will do so at their earliest convenience.

Improvements at the Base are well in hand. When completed we will have a splendid swimming bath about 50 feet long. The Sydney Collieries have handed over a deck house which, when repaired, will make a valuable addition to the boat shed. Messrs. R. L. Scrutton & Co. have donated four lengths of galvanised pipe, and Lyons Ltd. 10 sheets of galvanised iron.

Officers-in-Charge of other Companies are reminded that the Cutter Race takes place opposite our base on Anniversary Day at 3 p.m.

On Wednesday, 3rd December, Mr. Cooper placed his Ballroom at our disposal for the purpose of holding a Juvenile Plain and Fancy Dress Ball, the proceeds from which are to go towards the installation of electric light at the Base. Miss Stone kindly supplied the Orchestral music free, and the Ball was voted one of the most successful held locally. Many beautiful prizes were presented for costumes. It is expected about £10 will be realised. Our thanks are due to Mrs. Cooper for her splendid organization.

At the Drill Hall on 4th December Prizes were presented to—Signaller H. Watt, 1st Prize for Signalling (Telescope), Signaller G. Bellini, 2nd prize for Signalling (Telescope), Cadet K. Harvie, 1st prize for Knots and Splices (Telescope), Cadet B. Fox, 2nd prize for Knots and Splices (Telescope), Cadet N. Allen, 1st prize for Compass (Knife), Cadet R. Stapleton, 1st prize in Junior Section for Compass (Ball), and Cadet J. Court 2nd prize for Junior Section for Compass.

THE NAVY LEAGUE JOURNAL.

THE CLEVER CLEANER

Wherever dirt and grime assail, "CLEVER MARY" will be found the quickest way of banishing them. Just rub on "CLEVER MARY" and the grime will roll off at once. Dissolves things of soot and coalblack, woodwork, grime, windows— for all these—and for cleaning hands—there's nothing just as good.

APPLY TO

309 GEORGE ST., SYDNEY
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The Great Scenic Route Across Canada.

Fountain S.R. Flour

"Makes Scones White and Light." "Pastry Nice and Crisp."

Made of the Purest ingredients and packed by machinery the above line represents a Standard of Quality which cannot be excelled anywhere.

ORDER A TRIAL PACKET AT ONCE.
CONCORD.

(Contributed by F. L. Adams)

Our lads are going into camp at Cronulla from December 26th to January 3rd, and will be joined by members from Drummoyn and Clovelly Companies. Members of other companies are invited to attend.

We have obtained a new depot in Cabarita, which is very convenient, with shed, slip, and a wharf. The cost of the shed is £25.

New Entries—H. King, E. Sparrowhawk.

Discharges—E. Swann (first officer) at own request.

DRUMMOYNE.

(Contributed by H. Cardwell)

At the annual meeting of the Sub-Branch Messrs. J. J. Eyre and H. A. Cardwell were re-elected Chairman and Secretary respectively. Mr. H. W. Brown was elected Treasurer.

(The report, which is a comprehensive one, submitted by Mr. Cardwell, embraces the following remarks.)

During the year the Company has taken part in many local affairs, including—Drummoyn Fire Brigade Procession in February, Balmain Carnival in March, Anzac Day Celebrations at Gladesville, Empire Day Celebrations at Drummoyn School, Red Cross Procession in August, and Balmain Hospital Procession in November. On two occasions the Company has won ribbons for marching on these occasions. The Company has won several special prizes.

Through the generosity of Mr. J. Payne a large number of cadets were present at the launching of S.S. "Ferndale", while in May last the Company provided a Guard of Honour for His Excellency the Governor of New South Wales, Mr. J. W. Cochrane, who is a Vice-President of the Navy League, became President, Mr. Berman was appointed Hon. Sec., Mr. McIntosh Treas., and Mr. Mott, Mr. Medcalf was appointed a member of the Committee. Our President has already shown that he has our cause at heart, by presenting us with a side drum complete, also 40 ft. of mooring chain for our gig. The boys recently made a collection amongst themselves and purchased a bugle, so now we are beginning to be heard as well as seen in Lane Cove. We are still in need of a banner, also another bugle. Will somebody help Lane Cove in this matter? Our Company goes into camp at Kurnell from December 26th to January 3rd, and we hope to have an enjoyable time.

MONTHLY NOTES.

At the official opening of the Avenue Baths last month a special race was held for Navy League Sea Cadets. The first prize, a gold medal, was won by R. Swain, and the second prize, a silver medal, by L. Haggart.

Although the Cutter Race at the Abbotsford Regatta was declared off the Drummoyn crew raced the Concord boat over the course and won by several lengths.

A large number of our cadets are going to camp at Bradley's Head for three days during the Christmas holidays. They will be under the charge of Mr. W. Hooper.

This Company is in need of a small boat about dinghy size. We will be very glad to receive either a boat or donations for the purpose of buying one.

LANE COVE.

(Contributed by F. Currell)

At the beginning of the month a Full Company attended Church Parade, and created quite an impression on the congregation. On November 11th Balmain Company very kindly came to Lane Cove to help us celebrate the occasion of the opening of the All Nations' Fair at Sapper Heally. After the Company's Mascot presented a bouquet to Mrs. Heally the Cadets were regaled with ice cream and refreshments by the Mayor, Mr. Howell and his Committee. Again on the 21st the boys took part in the local procession.

During the month the Lane Cove Company were the guests of the Balmain Company. The boys had a glorious time, and all say that Balmain Company is O.K. During the evening Balmain Company presented the O.C. of Lane Cove with a photograph of himself and some of the Balmain Company.

Mr. MacDonald, of the North Sydney Company, very kindly took our gig round to Woodford Bay just recently, so the Company will now be able to have some boating. On Thursday a meeting was held in the School of Arts, Lane Cove, when a local Committee was formed. Mr. Harold Cochrane, who is a Vice-President of the Navy League, became President, Mr. Berman was appointed Hon. Sec., Mr. McIntosh Treas., and Mr. Mott, Mr. Medcalf was appointed a member of the Committee. Our President has already shown that he has our cause at heart, by presenting us with a side drum complete, also 40 ft. of mooring chain for our gig. The boys recently made a collection amongst themselves and purchased a bugle, so now we are beginning to be heard as well as seen in Lane Cove. We are still in need of a banner, also another bugle. Will somebody help Lane Cove in this matter? Our Company goes into camp at Kurnell from December 26th to January 3rd, and we hope to have an enjoyable time.

POSTAGE PAID TO YOUR DOOR.

"ARMOURITE" Boots
Give double life

"ARMOURITE" Soles are not simply surface-treated. A secret process carried out in the tanning provides wonderful wear-resisting properties to every inch of the leather—through and through.

Yet the cost is no greater than ordinary Boots.

Men's Black Box Glace Walkay Boots, Fashionable Balmoral shape (or Derby, as illustrated), "Armourite" Soles. Smart and Denny with good medium wide Round Toe shape. Excellent wearers.

"The World's Largest Men's and Boy's Wear Store."

When writing kindly mention the "Navy League" and be sure and state name.

Murdoch's Famous "Armourite" Boots

W.H. MURDOCH & SONS LTD.

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"ARMOURITE" Boots
Give double life

"ARMOURITE" Soles are not simply surface-treated. A secret process carried out in the tanning provides wonderful wear-resisting properties to every inch of the leather—through and through.

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"The World's Largest Men's and Boy's Wear Store."

When writing kindly mention the "Navy League" and be sure and state name.
having the use of the surf club hall, are progressing wonderfully well, and hope to put up a fine showing in the competition for the Fairfax Banner.

On the 30th November a party visited Coogee in the cutter, and spent an enjoyable afternoon surfing and fishing.

It is hoped to arrange for an examination for those cadets desirous of qualifying as leading sea cadets at the Christmas camp.

Miss E. Jeffries, an enthusiastic Navy League worker, has kindly taken up the position of Secretary to the Officer-in-Charge.

An instructional board of knots and splices, which will be of great help to the boys in learning knots, has been completed by the Officer-in-Charge.

The firm in addition offers through our advertising columns a special Bonus of 10 per cent, for Cash from December 15th to 24th.

Several new recruits have joined up, and others have expressed their intention of doing so at an early date.

We are badly in need of a coil of Rope, Anchor, Bugler, Drum and a Banner, and insert this in the hope that it may catch the eye of some potential patron who is uncertain as to how he may help the movement along, and only needs the way pointed out to make his decision take concrete form.

Mr. Kelso King has kindly consented to become a Patron of this Branch.

RICHMOND.

(Collected by Mr. J. C. Antill)

Captain R. H. Wade, O.C., received from Mr. S. J. Lea Wilson a very nice Trophy for the Cutter Crew. The Trophy is a Royal Blue Pennant, with the word Richmond done in gold lettering. On the night of the 20th ultimo the Pennant was, on behalf of Mr. S. J. Lea Wilson, presented to the Cutter Crew by Richmond Company's Mascot (Miss Jean Wade) who, on behalf of Mr. S. J. Lea Wilson, wished them every success for their coming race.

On Saturday, December 6th, at the Aerial Derby, held at the Richmond Aerodrome, the Richmond Navy League Sea Cadets, under the command of Capt. R. H. Wade, O.C., formed a Guard of Honour for the arrival of the Governor, Admiral Sir Dudley De Chair, but on account of the bad weather the Governor did not arrive, much to everyone's regret.

Drill is held every Thursday night, and a large attendance of boys are always on parade.

The Company is divided into three classes — (1) Semaphore Signalling, (2) Knotting and Splicing (3) First Aid. The boys in these three classes are making great headway.


“CHRISTMAS BOX” PROBLEM.

Visitors to the Show Rooms of J. M. Dempster Ltd., 31-33 George Street, Sydney, will have no difficulty in solving the “Christmas Box” problem, whether it be for gifts to Ladies or Gentlemen, old or young. Dainty and exclusive designs in Diamond Jewellery and Watches are temptingly displayed, while the assortment of novel and witty articles for the Boudoir or Sitting Room in both Solid Silver or Silverplate and which are gathered from the leading British and Continental Manufacturers, offer unlimited choice. For those desiring Dining Table appointments will be found a wide range of high-grade Sheffield Silverplate and Cutlery while the stocks also include assortments of reliable clocks ranging from the new miniature 8 Day Boudoirs to the stately Grandfather Clocks.

This firm in addition offers through our advertising columns, a special Bonus of 10 per cent, for Cash from December 15th to 24th.

OVERHEARD AT MAN-O’WAR STEPS.

LEADING SHAMAN (on leave) “WHERE YOOP G00N, MATE?”

2nd CLASS STOKER (who having no money has carried all his worldly possessions from Central Station) “AT THE RUDDY KEELER.”
How to Form a Company.

Obtain the use of a hall. This can generally be done free of charge in the neighbourhood, in connection with one of the parishes or schools.

Call a preliminary meeting and invite all boys in the neighbourhood over the age of 13 to attend. It is not advisable to ask the very young boys to do so.

Obtain the use of a hall. This can generally be done free of charge in the neighbourhood, in connection with one of the parishes or schools.

Give a Lantern Lecture to boys desirous of joining the Unit.

Obtain the services and help of a neighbouring Company of the Navy League Naval Units in uniform.

Call a preliminary meeting and invite all boys in the neighbourhood over the age of 13 to attend.

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Call a preliminary meeting and invite all boys in the neighbourhood over the age of 13 to attend. It is not advisable to ask the very young boys to do so.
The love of adventure, the love of travel, and the love of the old Ocean, the mother of the first life on the globe, is in our blood lying dormant maybe in many, but ready to be fired by plain, unvarnished tales of recent times. For thousands of years our ancestors have resided in ocean-ghost Britain or near by on the Continent, and the breeding of scores of generations cannot be bred out in one or two generations, though one might live far beyond the smell of the saltwater.

On no other supposition could I account for the craving to bang salt water which beset me in my early years. Reports of horribly hard tack, gruff skippers, tyrannical mates, and very poor pay could not allay the aching desire to see more of the world than my father's pumpkin patch and lucerne paddock at Lochinvar, in the Maitland district.

So, having turned eighteen, and weary of the dull, monotonous grind of farm life, I went down to Newcastle ostensibly to seek a billet in town, but really to induce, if I could, a skipper to give me a berth on his vessel for foreign parts. A youth of 18 can pull and haul as well as the best of 'em, and I imagined that with very little breaking in and learning the ropes, I would be an able seaman.

This was just where my cocksureness and conceit led me astray. I went aboard several vessels taking in coal cargoes at the Carrington Dyke, and interviewed the captains in turn, but none of them seemed to want a youth fresh from the farm, without knowing something about him, or seeing his parents or guardians.

A Rude Awakening.

In despair, I boarded a steam collier loading coal for Port Pirie, and was offered a three-holer job by one of the engineers. A trip down the iron ladder of the hot, smellful stoke-hole, however, convinced me that I wasn't cut out for a cleaner or coal passer, and from that moment steamboats were out of the question—so far as my ambition was concerned.

My pocket was almost depleted when a big three masted ship arrived in charge of a tug from Melbourne; and, common sense telling me that she would need a crew before putting to sea, I went aboard as soon as she made fast under a crane, and spoke to the chief mate.

Wanderlust.

The newspapers a day or two before that informed readers that the Mona's Isle was en route to load coal for San Francisco—and to America I was determined to go. The mate was a Yank, and possibly he admired my choice, as he agreed to ship me with the awful rank of ordinary seaman.

The Mona's Isle was an American wooden ship of nearly 2,000 tons register, and carried three sky-sail yards. I think Portland Maine was her port of registry. Besides the first and second mates, and the steward, who happened to be a brother-in-law of the skipper, there was nobody to stand by the vessel whilst she was in port.

The Mona's Isle was an American wooden ship of nearly 2,000 tons register, and carried three sky-sail yards. I think Portland Maine was her port of registry. Besides the first and second mates, and the steward, who happened to be a brother-in-law of the skipper, there was nobody to stand by the vessel whilst she was in port.
I told the mate I had been to sea a little, but
omitted to enlighten him regarding the extent of
the voyages, which were chiefly to Sydney and
return by one of the Hunter River passenger boats.
What I did tell him, however, was that I couldn’t
steer, and had been more used to steam-boats,
where the steering was done by the quarter-
masters.

Ready and Willing.

"Steamboat men are of no use whatever on this
ship," said the finger-headed chief mate, "but, if
you’re willing, I’ll soon break you in. But mind,
there’s work to be done on this ship, and there
must be no shirking."

The long and short of it was, I was appointed
general scroungabout and scrubber-out in the day-
time, and given a spell of watching the gangway
and mooring-lines at night-time. There were two
berths in the winch-room, and I took possession
of the topmost.

I swapped my portmanteau for a sea-chest with
the mates, rather a fierce-looking auburn-haired
fellow of the lanky and wiry kind, seemed all right,
notwithstanding sundry hints given me by the
body from lethargy: "Lay aloft and loose the
foretopsails and topgallant-sails and the royal.
Haul away at the halliards. I got lively there—
and get the snatch blocks."

"Spring to It."

We had barely cleared the breakwater when the
old man’s shouts from the poop wakened every-
body from lethargy: "Lay aloft and loose the
frentopsails and topgallant-sails and the royal.
Haul away at the halliards."

However, in a fortnight 3,300 tons of coal were}
trimmed below hatches, the ship was hauled out
to a buoy in the stream, a dozen seamen were
brought off in a tug and placed in possession
of the port and starboard forecastle, and at once
commenced to get the sails out of the lazarette,
and bend them to the yards and stays. Luckily,
perhaps for me, I was out of all this, having
been appointed winch-driver under the supervision
of the second mate, and engaged for the best part
of two days in pulling the sails aloft.

All taut, the decks swapped down the coal-dust
washed out the scuppers, the crew—which now
included a carpenter—were lined up for inspection,
and the ship cleared by the Customs’ officer. On
Saturday morning, the 19th February, 1915, the
stately Mon’s Isle with her yards all squared,
moved slowly outward passed Nobly’s in tow of a
tug.

Who is the Executor of Your Will?

If you have appointed a friend, have you considered that he may die soon after you, and
your Estate may pass into the control of someone whom you would never have trusted?
That he may misappropriate the Funds? Or that your Estate may suffer losses through
his neglect or inexperience?

THESE RISKS CAN BE GUARDED AGAINST BY APPOINTING
AN YOUR EXECUTOR:

PERPETUAL TRUSTEE COMPANY (LIMITED)
OF 33-39, HUNTER ST. SYDNEY
WHICH OFFERS UNDOUBTED SECURITY, COMBINED WITH EXPERT ADMINISTRATION.

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Hon. R. J. BLACK, M.L.C. (Chairman)  SAMUEL HORDERN
T. H. KELLY  H. F. LYNNAGH
Dr. R. L. FAITHFULL  WALTER T. BRUNTON

CAPITAL AND RESERVE:
SUBSCRIBED CAPITAL  £1,000,000
UNASSIGNED CAPITAL  £953,000
PERPETUAL DEPOSIT WITH GOVERNMENT  £20,000

RESERVE FUND, £100,000.

TRUST AND AGENCY FUNDS NOW UNDER THE COMPANY’S CONTROL EXCEED
£25,000,000.

MANAGER: H. COPLAND LETHBRIDGE
The old-time sailor, little and stumpy as he generally was, could bend and haul to perfection, even though his time ashore had been spent in bibulous relaxation. Anyhow, our dozen could, and one sail after another being spread and sheeted, the speed of the Mona's Isle increased faster and faster until by noon only a dim outline of the fading shores could be seen.

When another eight bells came—4 p.m.—the crew were called aft, and addressed by the skipper. "There must be no skulking or maltingering in this ship," he said; "and I expect every man to take his trick at the wheel all through when his turn comes. If there is a following sea, or the wheel gets too hard for one hand, the ordinary seaman of ship," he said; "and I expect every man to take even though his time ashore had been spent in general was, could bend and haul to perfection, the watch will take the lee wheel."

"I'll take you," went on the skipper, a bluesome named Leonard, indicating an athletic but hefty-looking seaman. "And I'll take you," called the chief mate, indicating his physically best choice. Then it was the skipper's turn again, and so on until the crew were divided into two watches. The old man must have fancied me, as he said: "Here, you'll do; the mate can take the other boy."

The crew being divided into two watches, whilst one lot shifted altogether into the starboard side of the forecastle deck-house, the port watch were relegated to the other side. The carpenter, like the captain, took no watch. At four bells (6 p.m.) the skipper's watch, which was nominally under the control of the second mate, a down-caster named Curtis, remained on deck, whilst the mate's watch went off until 8 o'clock.

As night fell the breeze increased, and the know-alls among the watch on deck predicted that the vessel would be in the vicinity of Lord Howe Island on Sunday night. One had sailed in her before, though not under the same captain, and swore that with the wind on the quarter she could run at sixteen knots without shipping even a spray.

Disquieting Discovery.

Just then Chips, who had been sounding the well, reported that the ship was making water. Apparently her topgades had been so long above water that the timbers had shrunk, and required re caulking. A wooden ship always seems to require fresh caulking after her seams have been out of water a month or two.

But the sailors couldn't look at it in that light, and the forecastle lawyer gave it as his honest opinion that the Mona's Isle was nothing but an old tub, and should have been condemned for a hulk before he was born. It made no difference to his computation that the vessel was less than four years old. When she reached port—if ever she did—he declared that he would see that she was immediately condemned, even if he had to interview the authorities all on his own.

This forecastle lawyer had probably uttered similar sentiments many times before when dispossessed with the way other ships had behaved, but had just as quickly forgotten all about it when the vessels arrived at their destination all right, and he was paid off. It is only then that his popularity wanes, and his fluency is heard no more until his money is spent, and he perfides to find another ship.

The forecastle lawyer on the Mona's Isle was a true gas-bag named Deacon, and possibly had his training been theological instead of nautical, he might have made a very good deacon. Before he had been at sea a fortnight he had induced the crew to believe that he was really responsible for almost the whole of the increase in the expenditure authorised by the Board of Trade, including the Pilgrim mark on British ships. As in physique, he was a regular triton amongst the ninewo—nobody expressed incredulity—and had he claimed to be the identical marine architect who instructed Noah how to build the Ark and arrange its interior for a floating zoo, the rest would have kow-towed to him more abjectly than ever.

However, the first watch pumped the bilges dry without any load demur, or threatening to steer back to Newcastle for a fresh overhaul. We had been pulling and hauling and chantying all day, and were practically done, but our toil was only just commencing, though the leaking stopped in a few days.

The captain had a reputation, if not exactly for making last passages, for attempting to establish new records and the watch on deck at night seldom found time for snoozing when he was about. The watches ran four hours on and four hours off, excepting the dog-watches, from 6 to 6 and 6 to 8 p.m., which daily varied the hours, so that those who were on deck until midnight one day would be in their bunks till midnight next day.

(To be Continued in our next issue.)
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