ZIG-ZAG WAYS.

It is said that a cow wandered through a wood making a winding trail. As time went on, the trail became a path, the path a lane, the lane a road and the road a city street, and for two centuries men followed that zig-zag street.

While most roads are now straight, many of us continue to travel the longer way. Some people fail to accumulate money because they wait for that uncertain time when their income will be greater than their expenses. Others save by spending less than they earn.

Our success in life depends on the habits we follow. The Commonwealth Bank of Australia will be glad to help you establish the habit of thrift, and its Savings Bank service extends, not only to every Branch, but to practically every Post Office in Australia.

THE NAVY LEAGUE JOURNAL

Vol. V. No. 12. Sydney, April, 1921.

Price 3d.

Warfare of the Future.

Scientific Savagery from Water and Cloudland.

Australia's Wise Expenditure.

The building of two Australian cruisers, and the expenditure of a sum of £800,000 on a mother-ship for seaplanes, is an event which will be of great interest to the Navy League throughout the Commonwealth.

It is well for Britannia to be mistress of the sea, but it will be better for the peace and tranquility of the world that she should also be master of the air. And especially of the free air that blows across the virgin continent of Australia. For the cruisers that Australia—in course of time—will possess will keep open the highways of commerce to our mercantile marine, and maintain inviolate our native shores against an invader.

Many of the boys of the Navy League Sea Cadet movement will probably help to man our cruisers. The coming of the new factor in warfare, the war-plane and the mother-ship, will open new vistas for our boys. So, in the fullness of time, we shall need many of our boys for the sea-plane arm of the service.

The air is the element in which, in all probability, the great battles of the future will be fought. The fighting machines of the future, both on land
and sea, will be gigantic airships, sea-planes, seaplane planes, pilotless bomb-dropping planes, and other instruments for meeting any possible foe in the air.

The war-plane can fight either on land or sea. In the management of these instruments of modern warfare many thousands of the youth and budding manhood of Australia will be needed. They will need special training, but the Navy League Sea Cadet Movement is a splendid starting point.

In every European State to-day an air force is the first line of defence. Ever since the late President Harding called the Disarmament Conference, and laid all his cards upon the table, the nations of the world have hurried forward air defence. Brigadier-General the Right Hon. Lord Thomson, who was Chief of Britain’s flying service, and an acknowledged expert, declares that another great war might be determined by “a great aerial battle.” Probably, this is the reason that Great Britain is spending £25,000,000 on her air service.

Japan is turning out 500 fighting air-planes a month. The moment the Armistice was declared Japan hired all the skilled battle-plane fighters and manufacturers she could secure. She is proceeding on the fact that one flight of war-planes can sink any battle ship in the world.

Britain is building two huge airships, rigid dirigibles, which can fly across the Atlantic and back, carrying fifty air-planes.

France has developed an invention which enables a plane, fitted with wireless, to be piloted 100 miles from an instrument on the ground.

The instrument, by which the pilotless plane is controlled and directed, is known as the “radio-gnometer,” a wireless sender. Thus, without risking the life of a man, a hostile fleet of planes could be directed against an enemy city, and its cargo of explosive, gas, or poison bombs discharged.

These are some of the possibilities of the new fighting factor in the wars of the future, should fate, unfortunately, plunge the nations into the maelstrom.

Australia must not lag behind in providing herself with the most modern types of air-planes, scouts, carriers, light cruisers and submarines.

Preparation for war may not always be a guarantee of peace, but no one is anxious to hit a big man.

In an improved defence system covering these matters our boys of the Navy League Sea Cadet movement will undoubtedly play their part, and with that objective ever kept in mind they will, if ever the time should arrive to test them, play their part like their British breed has always done.

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How Governors are Made.
Stirring Boyhood Career of Admiral Sir Dudley de Chair.
Assistant to Lord Jellicoe.

THE NAVY LEAGUE JOURNAL

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ADMIRAL SIR DUDLEY DE CHAIR, K.C.B.
(Patron, together with The Governor General, Lord Forrest, of The Navy League)
The result was that through his own brain power and intelligence, he achieved the distinction of being placed ahead of over 300 sub-lieutenants who were before him on the list, winning his lieutenant’s rank with five first-class certificates.

Promotion after promotion came in quick succession. In 1886 he was specially selected as torpedo lieutenant—then the most scientific branch of the Royal Navy—and in 1897 was promoted to the rank of commander.

Duty took him into other spheres, first as commander of the flagship in South Africa, and then as commander of the flagship of the Channel Squadron, when he was promoted to rank of post captain in 1902.

Thereupon he was selected as Naval attaché to the maritime powers of Europe and North and South America. Undoubtedly it was an honour, and clearly showed the esteem in which he was held by the powers that were in Britain at the time.

Promotion came again in 1905, and he was appointed to command H.M.S. Bacchante and H.M.S. Cochrane, cruisers of the first-class type.

And while other men would have contented themselves with duty along in one set groove, Sir Dudley de Chair was not of that class.

Assistant to Jellicoe.

He was well under the eyes of those who were controlling the destinies of the Navy at the time, and they knew his worth. Consequently, in 1908, he was selected for the position of Assistant-Controller of the Navy. Lord Jellicoe was his chief, and together they helped design the floating fortresses of the sea.

Again promotion in 1912, when he was appointed to the rank of Rear-Admiral, and selected as Naval Secretary to the First Lord of the Admiralty. It was there that the momentous ensuing years he helped control the policy that had the effect of bottling up the Kaiser’s ships during the Great War.

Then as the war years went by, honours were conferred thickly upon him. In 1916 he was called to the Admiralty to advise the Foreign Office on the Blockade that he was then carrying out, and when Mr. Balfour went to America in 1917, just before Uncle Sam threw in his lot with his cousins across the Atlantic, our Government went with him as Naval Adviser—a most important position.

A noteworthy speech, made by Mr. Balfour, on their arrival in the U.S.A., shows clearly how much that great man thought of His Excellency.

He said: “It is perhaps not known to you here that Admiral de Chair was the Admiral during the long and early months of the war who was in command of the cruiser squadron which practically carried out single handed the blockade of Germany.”

“Night and day, through summer and winter, in the storms that sea to be found anywhere on the face of the globe, that Squadron under his command carried out unchecked, and with qualified success the great task with which they were entrusted.”

“While we remember and know these things—there are two great branches of the naval activity on which perhaps our thoughts are least occupied.”

“One is the unflinching service rendered by our Merchant Marine, and not less the Admiral Balfour speaks the Admiralty report published in May, 1915, is equally interesting.

“The work of the 10th Cruiser Squadron is an extremely arduous one,” it ran. “Winter gales have been incessant, four vessels have been sunk with all hands, one with heavy loss of life; the approach of summer increases enormously the submarine risk. No blockade in history has ever been so effective from a naval point of view, or so full of expected dangers.”

Mention of the fact that nine ships were sunk by submarines and mines goes to show the great risks that these noble sailorsmen ran quite undaunted.

“Twelve months before the conclusion of the war he took command of the 3rd Battle Squadron, whose function it was to make ineffective all attempts of the German High Seas Fleet get out of the battleship into which it had been so ignominiously driven without firing even one shot.”

Honours for De Chair.

And when the war was over his King did not forget the invaluable service rendered to the country during the most terrible times through which she has ever gone. He was made Knight Commander of the Order of the Bath, a Commander of the Legion of Honour—a proof that our Allies did not forget him—and was given the American Distinguished Service Order.

And with peace came the inevitable reconstruction, in which, as in war, His Excellency was called upon to do his share. He commanded the Coast Guard of the United Kingdom, Naval Reserve of the British Empire, and expert on the matter was chosen President of the Inter-Allied Commission for the destruction of enemy war vessels.

In 1923 Sir Walter Davidson died. A successor was wanted. There could be only one man, and he was Sir Dudley de Chair...
There are no set of men more superstitious than sailors when trouble overtakes them, and no matter how rough and uncouth they might be in their general expression of sentiments, they are firm believers in the efficacy of prayer, though perhaps few would believe it. A shipmate of mine, named John Shaw, a young man who afterwards rose to command his own ship, was an apprentice in his youth on a Liverpool ship named the Ellerbank, which carried a crew of thirty-four all told.

When making round the Horn in the winter months on her voyage from Portland, Oregon, to Falmouth for orders, she was caught back and dismasted, and immediately fell off into the trough of the tremendous sea then running. The water pouted over her weather bulwarks in continuous cataracts, and the crew made their way hand-over-hand amidst the tangled cordage and shifting spars strewing the deck, to the poop for safety.

Every man jack sank on his knees, and holding on with both hands to the fife rail around the stump of the mizzen-mast, or whatever they could grasp, prayed aloud for help—one commencing when another knocked off—with the foreigners praying in their own tongue. It seemed to have been the last clap of the gale that wrought the damage, and the wind gradually died down after midnight. When the morning broke, somewhere after 8 o'clock in those regions at that time of year, another big Liverpool ship, the "Rhudian Castle," which was also rounding the Horn to the eastward, was nearly abeam.

The plight of the unfortunate "Ellerbank" was seen. The "Rhudian Castle" launched her lee boats in the still high sea, and those got under the lee of the "Ellerbank," which was now fast foundering, through the water finding its way down among her cargo of wheat. It does not take a great quantity of water to cause a cargo of grain to swell and burst a ship asunder, and the crew could not have endured the next gale.

Gales follow one another in almost unbroken succession off that inhospitable coast in the winter months.

To the Rescue.

However, the rescuing boats saved all the crew, including a favourite cat—and managed, after a hard pull again to get under the lee of their own ship, where one by one they were hoisted aboard by a bowline made fast under their arms.

After all the danger was over, the prayerful sailors from the dismasted "Ellerbank" were much more inclined to blame a couple of their shipmates who were at the wheel when the ship was taken aback, and had her masts wrenched out of her. It was but an exemplification of the old couplet—

"When the devil got sick, the devil a saint was he. When the devil got well, the devil as saint was he."
A few days ashore convinced me that it was expedient to find a new berth without waiting for the "Charles Moody," to get a charter. At almost every corner I seemed to bump into one of my old shipmates, and as they were invariably without a sou, and living on the goodwill and vassal expectations of sundry boarding house keepers, they had turned socialists – of the share and share alike persuasion. As they had nothing to share themselves, of course they expected those who had some money left, to share theirs. That kind of philosophy was, in their opinion, perfectly logical and reasonable, and if they could not practice it themselves, they impelled that practice upon others.

When walking along Front-street one evening, I caught sight of one of these socialistic shipmates whom I had obliged with a few dollars a couple of days before, and, as by his fleeting glance, I fancied he wished to avoid me, I overhauled him. Being fair, we spent the five dollars together that night, and early next morning I carried my clothes to whom a sailor owed the money, and then not until the crew were on board and the ship hauled out into the bay ready to sail.

"Signed for the Anadroma."

However, we spent the five dollars together that night, and early next morning I carried my clothes bag down aboard the "Anadroma," and signed the ship's articles, undertaking that I would serve as ordinary seaman for a voyage to Europe and back to an American port not denominated, or for twelve months.

The same afternoon – the sails having been bent out into the bay ready to sail. The wind being fair, we let go the hawser within half-a-mile of shore, the tug boat hands waved farewells, and all hands were busy hauling at the halliards and sheets in turn. By nightfall only a dim outline of the Californian coast could be seen from the main deck, and a strong northerly breeze was sending the "Anadroma" scudding like a racehorse over the waves.

The "Anadroma" was a big four-masted steel vessel, belonging to London, and carried a crew of forty-two, including half-a-dozen apprentices. As the "Anadroma" had been away from England over four years, the said apprentices were no longer apprentices; but though allowed to occupy their deckhouse just aft the mainmast, they were rated as able seamen, whilst one, more fortunate than the rest, had been made third mate. They were all anxious to get back to England and see their relatives once more.

"In Sydney Town."

Amongst the crew were several who knew Sydney well, much better than I knew it, as I had only been there once, when an uncle of mine “shouted” me down to see the Show. As I stayed there a week, and went about the town every day, I thought I knew it fairly well. Marvellous to relate, however, there wasn’t a sailor’s boarding house that I knew, not even the hotels the sailors mentioned, and I soon came to be regarded as a young man who had never seen Sydney, and a kind of impostor.

The skipper, Ruthless, a stolid man past middle age, and part owner of the ship, was reputed to be a good sailor and navigator, who took advantage of every bit of wind to get the utmost out of her.

But, unlike the Yankee skippers with whom I had sailed, he kept aloof from the crew, and allowed the mates to choose their watches without comment.

During fine weather he would pace the poop in a silk jacket; if a forty-knot breeze blustered along he would replace the silk jacket with a knitted cardigan, and once or twice, when the wind...
exceeded forty, and we had to reduce canvas to double-reefed topsails only, he donned a reefer temporarily. Before we had been at sea long the sailors—a few of whom had sailed with him before—regarded him as a meteorological expert, and the clothing he wore as synonymous with the indicator of a barometer.

Invariably, the first exclamation of the watch below on being called, was: "What's the weather?" And the second, "What did he have on?" If it was the cardigan jacket, it was a sure sign that some sail would have to be stowed, but the silk coat meant "All's well."

A good passage of fifteen days saw the "Anadroma" down to the belt of calms, which we managed to work across and through the wet doldrums, and then we squared away in as straight a line as possible for Cape Stiff.

Somewhere off the 30th degree of Southern latitude we sighted Juan Fernandez, the solitary isle upon which the pirate Rogers marooned one of his crew—Alexander Selkirk—who was made famous by Defoe in the immortal "Robinson Crusoe."

It looked like a little green clump upon the ocean fifty miles off, and our proximity to it showed that we were a bit too far to the eastward. But as sailing vessels cannot go straight courses when the wind is foul no comment was made, except that a forecastle croaker expressed his opinion that he would rather be ashore on the far off island than making for the Horn. The weather had been getting cooler, the pitch no longer oozed soft in the deck seams, and some of the crew, most of whom had stowed themselves away in nooks and corners on deck whenever they wanted a snooze, talked of shifting into the stuffy forecastle for their watch below at night.

Every sailor of the ship has doubled the Horn more than once, and each seemed intent on intimidating me with fantastical accounts of the alleged horrors and hardships they had encountered there. I knew enough, however, not to anticipate, for a well-built vessel handled by sober men and active men was as safe as the laws of gravity could make her.

(To be Continued in our next issue)
Enthusiastic gatherings of Officers and Members of the Sub-Branches have eventuated at the Balmain Depot and Royal Naval House in connection with the Secretary's proposal to hold an Annual Athletic Meeting.

It was decided to promote a Sports Meeting to be held at Lyne Park on King's Birthday, commencing at 10 a.m. The event will be an Annual one.

Subject to the endorsement of the Executive Committee, the following programme was decided upon:

- 100 yards Inter-Company Championship—14 to 16.
- 100 yards Championship of The Navy League Sea Cadets—50 yards Race for Cadets 13 and under.
- £175 to £100, over 12 and under 14.
- Sack Race. (Each competitor to provide own chaff bag).
- Three Legged Race.
- Inter Company Relay Championship—4 Cadets to a team—each Cadet to run 200 yards.
- Potato Race—14 and under. (Limited to 5 Cadets from each Company).
- Apple Bobbing Contest—under 12. (Limited to 5 Cadets from each Company).
- Inter-Company Tag of War—Junior—8 to 12. (Including the Anchor Man). Accumulated weight not to exceed 64 stone.
- Inter-Company Tag of War—Senior—8 to 12. (Including the Anchor Man). Accumulated weight not to exceed 64 stone.
- High Jump Championship. (All ratings to C.P.O.'s).
- Broad Jump Championship. (All ratings to C.P.O.'s).
- Obstacle Race.
- Officers' Handicap—100 yards.
- Company Go-as-you-please Race.
- Egg and Spoon Race for Officers' Wives.
- Race for "Tingins" Cadets.
- Band Race.
- Balloon Race.
- Mascots' Race.
- Kicking the Football.

The following conditions were drawn up:

- All entries to be closed at Navy League Office on May 1st.
- Entries to sign all Entry Sheets.
- Each Competitor to wear ribbon on arm corresponding to his Company's Colors.
- Cadets are expected to provide their own lunches. A Caterer (under the supervision of Mr. Gurre) will be engaged on the ground where refreshments may be purchased at nominal rates.

Arrangements are being made for a Band to be in attendance.

The programme is a lengthy one, the cooperation of all members of the Navy League in the solicitation of suitable trophies or donations is essential for the success of this, our initial Sports fixture. The Navy League Journal is pleased in acknowledging the following donations and trophies collected by Mrs. E. Fidden (Balmain): Lowes, Ltd., open order, 10s 6d.; Colonel Sands, fountain pen; Barfield's, Ltd., silver butter dish; Stewart Dawson's, silver medal; Proud, Ltd., gold medal; Mr. Dansie, two leather school bags; Murdoch's, Ltd., open order 10s 6d.

Officers in charge and all interested members are reminded that a meeting in connection with the sports will be held at the Royal Naval House on Monday, April 20th, at 8 p.m.

As the programme is a lengthy one, the cooperation of all members of the Navy League in the solicitation of suitable trophies or donations is essential for the success of this, our initial Sports fixture. The Navy League Journal has pleasure in acknowledging the following donations and trophies collected by Mrs. E. Fidden (Balmain): Lowes, Ltd., open order, 10s 6d.; Colonel Sands, fountain pen; Barfield's, Ltd., silver butter dish; Stewart Dawson's, silver medal; Proud, Ltd., gold medal; Mr. Dansie, two leather school bags; Murdoch's, Ltd., open order 10s 6d.

The Election of Officers to control the Meeting resulted as follows:

- Starters—Messrs. Kircalde and Wray.
- Result Stewards—Messrs. Watt and Jones.
- Blackboard Steward—Mr. Hooper, Senr.
- Inquiry Tent—Mr. Morris.
- Protest Committee—Messrs. Wade, Hopkins, and Hooper, Junr.

Commander Quick is to be asked to kindly nominate two gentlemen to act as Judges.

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Ask a friend to join the Navy League.

His Excellency, Admiral Sir Dudley de Chair's Message.

It is with both pride and pleasure that the Navy League Journal publishes the following eulogistic reference to the Sea Cadet movement from one of its Patrons, His Excellency The State Governor, Admiral Sir Dudley de Chair.

K. Jeffries, Esq.,
Editor,
Navy League Journal.

"I am very warmly in sympathy with the aims and work of the Navy League. It seems to me that no better work could be carried on than the constant pressing of the importance of the Navy and the need for its maintenance, and the patriotic spirit in which this work is performed cannot be questioned when the Navy League is known throughout the Empire as a non-political body. The League's interest in the youth of the country, and its maintenance of a Sea Cadet Corps should also make its name popular with the whole community. It is building up a great asset for the State in helping with the training of boys in discipline, self-respect and sense of duty."

(Signed) D. R. S. DE CHAIR,
Governor.

9th April, 1925.

Please ask a friend to join the Navy League.

Please ask a friend to support the Navy League Sea Cadet Movement.
**SUB-BRANCH AND COMPANY NEWS.**

**BALMAIN—Continued.**

Mr. W. Waugh has kindly donated a cabin compactum, companion ladder, mirror, and two ventilators for use at our depot. Thanks, Mr. Waugh.

Drummoyne Company are constant visitors to our depot, where the boys have an enjoyable swim. They recently assisted in shifting what was left of the Moreton Bay fig tree, which was dug out on the frontage. This specimen was estimated to weigh about two tons. Not satisfied with launching it into the water, the boys expressed a wish to rid the locality of it, and under Mr. Hooper they kindly towed it to a position where it will not be a danger to navigation.

C.P.O. Ronald Gaul, now an apprentice on S.S. "Manila," is again in port. His experiences are interesting, and he likes the sea.

Twenty cadets from Drummoyne and Balmain travelled by motor "bus" to Arncliffe on Tuesday evening, April 7, and acted as a Guard of Honour in connection with the coronation of the Queen of the Carnival in aid of St. George's Hospital. It is evident that previous parades of this nature held locally have become known at Arncliffe, and we feel honored at having been asked to officiate.

Mr. Johnston, of the Canadian Pacific Line, has kindly donated two splendid framed photographs of scenes on the railways controlled by them—also a map. The Oceanic Company has also donated a map. These are to be hung in the class rooms.

Ladies' card race—1st race won by Balmain; 2nd race, Richmond. Puff Football—1st goal, Richmond; Duchy Football—1st goal, Balmain; 2nd game. Balmain won one goal. Blind-fold boxing, Sailors' Bag, Simon; and thread-the-needle won by ladies, Richmond. The fun was fast and furious till 10.20, when our friends left to catch the 11.30 train from Richmond.

This particular visit was the outcome of inviting the Richmond Company to tea on the day of the "Miss Charles Fairfax Flag" function. We are glad to see them at any time, and the more the merrier. Visits such as these help to cement the friendship that exists between the Companies. The boys from Richmond brought with them a case full of home-made jam, pickles, and all sorts of good things, which kindness both Mrs. Cooper and myself appreciate.

**EASTERN SUBURBS DISTRICT—Headquarters: CLOVELLY.**

Saturday, March 17th, was quite a naval day at my residence. The boys from Richmond and their ladies' committee, under the guidance of Mr. Wade, O.C., paid a visit to Balmain. Upon arrival our guests were regaled with soft drinks, tea, and cakes. The sea cadets of both Companies took the ladies out on the water, using both Richmond and Balmain cutters. The ladies must have felt a thrill when they saw the business-like way the lads handled their oars.

We pulled from the Grove wharf from Ball's Head just far enough to make it enjoyable. On the return journey the ladies in the Balmain boat took the oars and pulled home. That also lent a spice of adventure to the occasion.

In the evening the boys cleared the ball-room, and a most enjoyable time was spent in singing and dancing and playing nautical games.
In our previous issue we acknowledged the receipt of a cheque for £s from Mr. George B. King, Australian Club. This should be read "Mr. George B. King, Australian Club," to whom we extend our best thanks, and apologise for the mistake.

Mr. R. H. B. Johnstone, our popular Treasurer and Special Country Organising Officer, reports a growing interest among the big merchants in the country towns; and we expect as an outcome of their interest and generosity to launch a boat from the country— to be called the "Great Western"—at an early date.

We are pleased to report that suitable accommodation for our cutter and other boats has been acquired at Rose Bay.

ROSE BAY.

Mr. Reg. White, our representative on the Executive Committee of the Navy League, is rendering yeoman service to this sub-branch and the movement generally, by bringing it under the notice of all whom he thinks this great movement will appeal to. Several of the Wool Kings out West, since Mr. White brought it under their notice, are interesting themselves in our sub-branch, and are going to assist us in getting boats, etc.

We are pleased to report that Sir Samuel Hordern has been added to our list of patrons. A letter from this sub-branch welcomed him on his arrival from England, and his reply was equally prompt in accepting the position of Patron, and Hordern has been added to our list of patrons.

Several members of our Executive Committee attended a very interesting lecture by our President (Mr. H. Cochrane) presided over a most enthusiastic gathering of Navy League members and Sea Cadets. We will now be able to boast of a library consisting of 80 books and an assortment of magazines.

Our mascot is holding a bazaar in aid of the sub-branch in the near future. The cadets are already training hard for the various events of the sports meeting to be held on King's Birthday.

ANZAC DAY
SATURDAY, APRIL 25TH.

Officers-in-Charge of Sub-Branches are requested to, if at all possible, arrange a Church Parade and pay homage to the sacred day.

LANE COVE.

This Pure Wool Coat Sweater

FOR MENS. Made by skilled specialists and knitted from pure wool of selected quality. Attractive shades of Mid Grey, Heather, Navy or Cream. Fashioned with the popular V Fronts. Serviceable shades of Mid Grey, Heather, Navy or Cream.

NORTH SYDNEY.

The usual monthly meeting of the North Sydney Sub-Branch was held on Friday, March 27th, at High street wharf depot. The following members were present: Messrs. C. P. Bartholomew (in the chair), H. Morris (secretary), and the Misses Glasson, Sylvester and Miss Keefe. Apologies were received from Messrs. A. G. Milson and Keith Jeffries. The officer-in-charge (Mr. McDonald) reported that the new cutter received from Newcastle ensured Sea Cadets an outing on the harbour.

ANZAC DAY
SATURDAY, APRIL 25TH.

When ordering kindly state chest measurement, and be sure and mention the "Navy League."
British Empire Exhibition.

WEMBLEY, 1925.

Many of our readers, states "The Navy" (headquarters London) in its March issue, who visited the British Empire Exhibition during 1924, must have been disappointed at the somewhat inadequate space devoted to the Royal Navy and the Merchant Service at that Exhibition. In fact, not until the completion of the attack on Zeugmee in the Admiralty Theatre was there any striking feature relating to either of these great services.

It is hoped that in the Exhibition of 1925 the Royal Navy and Merchant Service will be more adequately represented. An official Admiralty exhibit will show the progress of naval development through the ages with, in the background, models of ships to scale in suitable marine surroundings, and in the foreground exhibits and relics of the different periods.

The periods into which the collection of models will be divided are as follows:

1. The Mediterranean—up to 500 B.C.—before guns were mounted for offence.
2. The Corinthic Period—1700-1830 A.D.
3. The Transition from sail to steam—1830-1870 A.D.
4. The Pre-Dreadnought Era—1870-1905 A.D.
5. The Dreadnought Era—1905-1925 A.D.

We have been asked by the Admiralty representative to invite our readers and their friends to let us know of any period relics which they are prepared to lend for purposes of this exhibit. We shall therefore be very grateful if our readers will inform the General Secretary of the Navy League, 13 Victoria-street, S.W.1, of the nature of exhibits which they are prepared to lend to be shown either in the official Admiralty collection or in a proposed Navy League exhibit. All exhibits are to be borne by the Exhibiting authorities.

The Secretaries of the Navy League will be glad to receive very early intimation of any period relics which they would be prepared to lend for purposes of this exhibit. 

It is hoped that this year the Navy League may be granted a site for its exhibit in the Government Pavilion, and if the plan matures every endeavour will be made to make this an attractive feature.

SCHOOL SAVINGS BANK.

TAKEN OVER BY GOVERNMENT SAVINGS BANK.

The Commissioners of the Government Savings Bank of New South Wales also now take over from the Education Department the accounts of depositors in the School Savings Banks, which in the future will comprise a department of the Government Savings Bank.

Accounts will be opened for any pupil who can sign his name, and interest will be allowed at the same rate as is paid to ordinary depositors in the Bank—4 per cent. on every £ up to £100 and 3½ per cent. on any excess to £1,000. Interest on every £ upwards will be received.

Deposits will be accepted only at the Schools where amounts from Id. upwards will be received.

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Singapore or Sydney?

Great Base Project.

Commander Kenworthy’s Fallacies.

Gateways of Indian and Pacific Oceans.

Who Shall Dominate Them?—British or Asiatics?

Why Singapore is of Vital Strategic Importance.

By S. George Marks


The intense secretiveness of the recent Conference of British Admirals at Singapore has greatly augmented the interest of Pacific peoples in the problem of the establishment of the base. Australians and New Zealanders must realise that their interests—their protection—were paramount in the closely-guarded discussions.

UNQUESTIONABLY free. mobility was earnestly debated in all its vital ramifications; in all its momentous phases in relation to the adequate protection of the Dominions of the Southern Seas.

Why was Singapore selected for this most important Conference?

Because, when the base is established, this great gateway would be a difference to a British fleet based on Sydney.

Sentinel of the East.

Commander J. M. Kenworthy, R.N., a member of the British House of Commons, is an opponent of the Singapore base project; favours Sydney as a great Pacific base—on strategic grounds!

Difficult indeed it is to see how Sydney could, strategically, constitute a great base from which the British Pacific fleet would obtain the requisite mobility to meet an Eastern enemy intent on the destruction of British commerce in the Indian Ocean; in the mid-Pacific.

Examine the immense strategic advantages of Singapore on the route via Suez Canal to China and Australia. It is 3,700 miles from Aden; 1,770 miles from Colombo; 1,000 miles from the nearest point in West Australia; 1,440 miles from Hongkong; 3,000 miles from Nagasaki.

Does Commander Kenworthy forget that Singapore is the sentinel of the East—a great highway of ocean traffic. A fleet operating from it would possess immense strategic advantages; its occupation by an enemy squadron would be a disaster to a British fleet based on Sydney. So great is its situation strategically that the matured experience of the Admirals of the British Navy determined that it must be rendered impenetrable; that it must be the pivot of the mobility of the British Pacific fleet.
Paralysing Mobility.
Assuming that there was a conflict between Great Britain and Japan and Singapore was held by Japan the mobility of the British Squadron would be paralysed.

To constitute Sydney the great Pacific base instead of Singapore is an invitation, in the event of a conflict in the Pacific, to enemy squadrons to attack the coasts; the harbours; the capital cities of Australia.

Singapore lies at a considerable distance from the Japanese bases; sufficiently near, however, to be menaced, captured, were it not rendered impregnable—a veritable barrier to Japan's domination of the Southern Seas.

An expenditure of £10,000,000 should make Singapore a formidable impediment to Asiatic Pacific aspirations. When completed the Singapore base will give the British fleet that mobility which is synonymous with the protection, the security, of the British Dominions of the Southern Seas.

Commander Kenworthy recognises the strategic value of the Marshalls, the Carolines, the Ladrones, and the Pelew Islands must be to Japan in a great extent to counteract the immense strategic advantages the mandated islands in the mid-Pacific give to Japan; guarantees the maintenance of British sea communications in the Indian and Pacific Oceans; does not invite an enemy fleet to enter Australian waters to meet a British squadron based on Sydney.

Commander Kenworthy concedes that the geographical position of Singapore constitutes one of the most important strategic points in the world, because it dominates the intersection of a number of trade routes, because it is the gateway of the Indian Ocean from the East.

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Still he would not make this immensely important post impregnable; a base at Sydney, he considers, would afford more material assistance to British fleet mobility. His argument is untenable.

Japan holds in the Western Pacific strategic islands which give her formidable Asiatic Power the domination of the gateways of the Pacific; add to this prodigious strategic advantage the gateway of the Indian Ocean from the East and Japan's strategic advantages become paramount in the event of a conflict in the Pacific.

To have the base at Sydney would give the enemy an opportunity of beating British supporting squadrons in detail; provided the Japanese still held their strategic islands in the mid-Pacific and dominated Singapore—the gateway of the Indian Ocean.

Hypothesis Unconsidered.

Commander Kenworthy considers that a Japanese invasion of Australia is highly improbable: there are hypothesis he has omitted to consider seriously.

Assuming that Japan threw down the gauntlet to the U.S.A. because of the affront of the Immigration Exclusion Act, plus the manoeuvres of the American fleet in the Pacific.

Would not England throw in her power and naval prestige on the side of the Stars and Stripes?

Australia and New Zealand would, ipso facto, be drawn in the maelstrom of the conflict.

Does Commander Kenworthy imagine that the major portion of the British fleet would be kept concentrated in the waters of Port Jackson for the protection of Sydney—because Sydney might happen to be the great base of the Southern Seas?

To harbor such an idea would be most erroneous; the fleet would put to sea to seek out the enemy—an essential element of British naval war from time immemorial.

With the British fleet based upon Singapore the gateway of the Indian Ocean would be guarded by one portion of the fleet; another portion would manoeuvre for the gateway of the Pacific and the Marshall Islands; make a big endeavour to dispossess Japan of the strategic positions held in the Western Pacific—by virtue of her holding the Carolines, the Ladrone, and the Palaus Islands, in addition to the Marshall Islands.

The success of the British Squadrons at the gateway of the Indian Ocean; at the gateways of the Pacific; would be synonymous with the protection of Australia; the soil of the Commonwealth; the soil of the Dominion of New Zealand would remain inviolate from the ravages of the invader.

Neglect to make Singapore impregnable; let Asiatic squadrons seize the gateway of the Indian Ocean from the East, give them full sway at the gateways of the Pacific and the doom of Australia, in the event of a war in the Pacific, is sealed.

Do not be deceived!

Australians must not be deceived by arguments such as Commander Kenworthy's.

Singapore, not Sydney, is the great strategic position for an impregnable naval base for British war ships; capital ships, light cruisers, submarines, all auxiliaries.

With the base at Singapore the fleet would be assured of the requisite mobility to seek out Asiatic squadrons; an augmented Australian fleet would suffice for local purposes.

Australia must assist the British navy in all respects; to have the great base at Sydney—and not at Singapore—would be placing a vast strategic impediment in the way of fleet mobility; giving Asiatic squadrons such an advantage by the domination of the gateway of the Indian Ocean—the gateways of the Pacific that disaster would be inevitable.

Commander Kenworthy's arguments have not convinced Australians; he has not convinced them that a base at Sydney possesses strategic advantages comparable with those of Singapore which he himself says are the greatest in the world.

The Macdonald Labour Government abandoned the Singapore project; to abandon it would again be a disaster to the Empire—it would be an invitation to Japan to assert her hegemony of the Pacific.
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A wise old Duke once rolled a large stone into the middle of a road. Many men passed, but all walked around until a new path was worn around it.

The Duke then put his shoulder to the stone which, being hollow, was lighter than it looked and, rolling it aside, took from the hollow a great purse filled with gold. On it was written "To him who moves the stone."

Thousands of persons are to-day losing opportunities because they do not make an effort to remove obstacles. If lack of funds prevents you from owning a home, starting a business of your own or from the fulfillment of some similar desire, why not start now to save?

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Bright, glittering globes will illuminate the city for them by night and every vantage point by day will present a gaily decked spectacle of flags, banners and bunting.

But in the midst of the sport and the bright lights and national emblems floating in the breeze, how many of us will pause to ponder over the significance of the visit—the temporary mingling again of two nationalities which, until late in the 18th century, were consolidated in one amalgam under the sway and sovereignty of the British throne.

Americans—although officially foreigners to British people—are primarily British by heritage and instinct even though their new environment may have adorned them with an outer garment of an independent sentiment. "Independence" is the slogan and it is on this rock that the breach between Britain and America was effected—ostensibly over an unjust tax imposed on a caddy of tea that found a grave in Boston Harbor.

But, without any discourtesy to our American cousins, are they "independent" or are they any more so than our own people?

Even though they no longer depend on the King's discretion to say whether a new law should be passed or not they have, so to speak, skipped...
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from the frying-pan into the fire, for the President of America himself has the power to veto legislation passed by the American Senate and House of Representatives.

In what, then, does the "Independence" exist beyond a fine sounding, sentimental expression invariably trotted out for employment at national banquets and on festival occasions.

In according the members of the American fleet a warm, hospitable reception befitting Australia and the occasion we not only hope to have a better opportunity of familiarising with our celebrated lovers of Liberty and Freedom, but also to demonstrate to them that in this sunny clime of ours, even without "cutting the painter," we, in Australia, are just as free and independent with the same right of rule as our cousins from America.

This brings us to the real bond of kinship which exists between Australia and America. The freedom and liberty that we enjoy politically was won for us in America by America in 1776. For even if American "Independence" still leaves the American toiler as much a wage-slave as his Australian cousin, who is supposed to be living under a flag which is not "independent," it must be conceded that were it not for that conflict in America, Australia to-day would probably have been considered fair game for easy taxation by some of the Prime Ministers who have advised English rulers during the past century.

So, whilst we can still boast of as much "independence" as our American visitors, we can still acknowledge our debt to America for the warning its example had issued to Great Britain—that is not to repeat with Australia the blunder that cost Britain the American colonies.

It will be readily observed then that Australia's relationship towards America differs from that existing between England and America in much the same way as a twin brother's feeling for a brother, who has left home differs from the attitude of the parent towards the outcast boy.

It is because of that common interest as "twin brothers" of Great Britain's family that the sailors of the American Fleet will be taken to the hearts and hearts of all Australian people and accorded a welcome consistent with the best traditions of Australian hospitality.
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NAVAL SCRAPS.

A Cruise off Cape Frolic.

The "Bronzo" Rusé and It's Sad Sequel.

BY P.R.P.

It was during the memorable days of the late world-war and it happened on board a famous flagship which carried an even more famous admiral. It is not necessary to mention any names, but the writer imagines that, should this little anecdote catch the eye of a naval reader, the affair will be recalled with amusement. Various versions of the incident were circulated round the Fleet at the time, but I fancy that only the actual actors in the little "drama" could give a really true account. Here it is offered in the way it was recounted to the writer.

UTLAND has been fought and won, and the fleet was taking a well-earned spell, with the exception of the destroyer flotillas, whose work was never finished.

Within easy train journey—only a few minutes' distance from the naval base—lay a large and important, and we may add, a very gay city. Needless to say, at every opportunity when they could be spared, every officer and man in that great fleet obtained leave, and made thither as fast as liberty boat and train would carry him.

Ah, those halycon days! Everything was there that a sailorman could wish for. Good food, good wine and happy, care-free people. Not one of us could have enjoyed those jaunts to X more than the gunroom officers—those care-free "snotties" (midshipmen), not to mention the gun-room potentate—the senior sub-lieutenant.

In fact, so frequently did these young gentlemen gaze upon the gay life, that they began to lose the bronze complexions that they had attained through the long days at sea in the wind and spray—a fact that did not escape the watchful eye of the Admiral, who took a great deal of interest in his junior officers, and he finally sent for the senior sub. to ascertain the reason why the midshipmen were becoming such "pasty-faced little blighters."

Resourceful Sub.

Now, the sub. was a smart lad, and visions of leave being curtailed arose vividly before him—perish the thought! He hit upon a bright explanation. In his opinion the snotties were not getting enough leave. They needed more shore exercise. Yes, sir; he was positive that if extra leave could be granted, the young blighters would soon regain their normal complexions.

"H'm! the Admiral would think it over. The sub. respectfully saluted, and withdrew.

The following forenoon a visitor to any of the gun rooms of the fleet would have been amazed at the demonstrations of the wildest joy enacted therein. The reason for this exultation was not very mysterious; merely that, during the morning a signal had sped "from Flag to General" to the effect that all gun-room officers who could be spared from duty would proceed ashore every afternoon until further notice for shore exercise.

Verily, that sub. was a wily bird! But stay; did the following days of shore exercise produce the effect that the Admiral desired? No, gentle reader, emphatically no. In fact, rather the reverse was the case, and the senior sub. grew thoughtful. Shades of leave being stopped were too terrible to contemplate. Moodily he picked up one of the many magazines on the side table, and idly turned its pages.

"S.O.S. Answered."

Suddenly he leapt to his feet with a cry of "Eureka! The very thing, my bonnie boy. It's worth a trial." And he hastily commanded the nearest "snottie" to procure for him ink, pen, and paper— pronto!

It was a small advertisement that caught his eye and created a brain wave.
It read as follows:

"All handsome men are slightly sunburnt. Try our famous "Bronzo." One application sufficient, escapes detection. Price, 1s. per bottle. Send money order or stamps to ABC, etc.

The sub. dispatched his order, and in due course the expected package was delivered.

According to the instructions on the small bottles the liquid was to be applied to a "perfectly clean face" with a piece of rag, and the bronzed effect would show itself about half-an-hour after application.

The sub. decided that if he anointed all the "snotties" with "Bronzo" before they 'turned in' on Saturday night, the complexions of his victims would be all ready for Sunday morning divisions, when the Admiral would have the opportunity of seeing what a beneficial effect the "shore exercise had wrought.

The time arrived for the anointing ceremony, and there was not a single protest from the sub.'s flock. Protest, indeed! to the sub.? It would have been suicidal. Thus it was that every member of the mess—the sub. himself included—reined to his hammock with the sharp smell of "Bronzo" in his nostrils, and his cheeks tingling with the strange liquid.

But what a surprise was awaiting these gallant young officers of His Britannic Majesty's Royal Navy when they awoke the next morning.

"Black Awakening."

They gazed at their reflections in the mirrors which were affixed to the lids of their sea chests in amazement and horror. The advertisement had said "slightly sunburnt," but everyone who had submitted to the sub.'s ministrations the previous night, now found himself with a visage of dark mahogany hue. Panic ensued! For once in the history of that particular gun-room the sub. allowed himself to be called a "blinking ass" by the most junior snottie without making any reprimand.

Soap and water, vaseline, coconut oil, everything those young minds could think of, was brought to bear on Bronzo, but it had done its evil work only too well. They still remained like a set of young Indian rajahs.

There was only one thing left. They must wait until it wore off, and in the meanwhile pray to heaven that the Admiral would not be too observant. But, oh! ye gods. This was Sunday morning, and detection was inevitable.

And so it leaked out. When the Admiral caught sight of the "healthy" looking junior officers a twinkle came into his eye, but he said not a word. At a later hour he sent for the sub., who, it must be admitted, went into the great man's presence with quivering knees.

"You sent for me, sir?" he said timidly.

The Admiral smiled grimly.

"Yes, sub. I wish to congratulate you on the healthy appearance of the "snotties" under your charge. That is all."

The sub. turned to go, with a great feeling of relief, but was suddenly called back by the Admiral.

"And, by the way, sub., the next time you use Bronzo, add a little more water to it."

The following morning this signal was despatched from "Flag to General":—"Gun-room officers will continue to proceed on shore leave every afternoon as usual. If not playing tennis in the immediate vicinity they will go for long walks in the country, accompanied by a warrant officer. It was one up for the Admiral!"
Entries for Athletic Meeting.

ENTHUSIASTIC SUB-BRANCH RESPONSE.

The absorbing topic amongst Sea Cadets is the forthcoming athletic meeting to be held at Lynne Park, Rushcutter's Bay, on Monday, June 8th (King's Birthday). Everything points to a most auspicious introduction in catering for the recreation of the Sea Cadets. Enthusiastic meetings of Sub-Branch officials have been regularly held at the Royal Naval House to ensure a successful fixture. Members of the Navy League, particularly parents and friends of Sea Cadets, will be gladly welcomed.

Further donations towards the prize list are gratefully acknowledged. Received at Navy League office:—Mr. E. Fidden, Harrington's Ltd. Pocket Telescope; Mr. E. W. Knox, 2 Seamanship Manuals; Mr. A. Kendrick, 1 dozen Photos, £2 10s.; J. Venner, £1 1s.; Miss Ellen Dibbs, £1 1s.; Mr. E. W. Knox, £1 1s.; Mr. E. W. Knox, £1 1s.

Although the response to the appeal towards the prize list has been most gratifying, further donations will be gladly received at the Navy League office or through the Sub-Branches.

The following is the official programme, the first event of which will commence punctually at 10 a.m.

OFFICIALS:

Starters—Messrs. Kirkaldie and Watt.

Announcements—Messrs. Kirkaldie and Watt.

Blackboard Starter—Messrs. Hooper, Storey.

Photograph Starter—Messrs. Wood, Hooper and Hooper, Jones.

Cannon Starter—Messrs. Guerre.

Handcapper—Mr. Wood.

Preceding pages—Messrs. Ward, Hooper, and Hooper, Jones.

THE NAVY LEAGUE JOURNAL.

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16. HEATS—POTATO RACE—14 and under (5 from each Company).

1ST HEAT.

1. H. Taylor R. M. Miller — LC
2. D. Drayton R. B. Collins — SS
3. A. Marks W. G. Halwood — C
4. B. Ford V. R. Dent — CA
5. V. Girr LC. W. Ross — K
6. V. Graham NS. A. Dale — B
7. J. Hay C. T. Young — B
8. A. Kendrick CA. J. Gooch — LC
9. L. Martin R. D. Cooper — SS
10. D. Todd — D. W. Steadman — SS
11. R. Fraser B. B. K. Kendrick — CA

2ND HEAT.

1. K. Ranger R. H. Reach — B
2. J. Burton B. D. Steadman — D
3. J. Cooper B. H. W. Watt — B
4. S. Standish LC. L. Needham — LC
5. D. Dennis B. H. Miller — LC
6. H. Wilson CA. F. Hopkins — C

17. THREE-LEGGED RACE.

Balmain, North Sydney, Concord-Ambleside, Drummoyne, Richmond, Chiswick, Lane Cove.

18. FINAL—POTATO RACE.

BROAD JUMP CHAMPIONSHIP.

1. W. Marsden R. K. Harvey — B
2. B. Stead — F. H. Kendrell — B
4. L. Thompson R. B. W. Turner — B
5. J. Allopp — R. F. Percival — SS
6. J. Gibb B. H. Vicary — B
7. R. Stapleton B. B. D. Cooper — NS
8. T. Laming B. G. H. H. Gooch — SS
10. O. Evans B. R. Hopkins — C
12. J. Young R. B. Full — C
13. N. Laming B.

19. FINAL—TUG OF WAR—JUNIORS.

21. FINAL—TUG OF WAR—SENIORS.

MASCOT'S RACE.

THREE-LEGGED RACE FOR CADETS OF H.M.A.S. "TINGIRI.

20. FINAL—100 YARDS CHAMPIONSHIP OF NAVY LEAGUE.

THE NAVY LEAGUE JOURNAL.

THE NAVY LEAGUE JOURNAL.

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18. THREE-LEGGED RACE.

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19. FINAL—POTATO RACE.

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GARDEN HOSE

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NAVAL RESERVE BAND RACE.

OBSTACLE RACE.

Balmain, North Sydney, Concord-Ambleside, Drummoyne, Richmond, Chiswick, Lane Cove.

28. BROAD JUMP RACE.

29. EGG AND SPOON RACE FOR OFFICERS' WIVES.

30. COMPANY GO AS YOU PLEASE RACE.

During the afternoon a Field Gun Display will be given by Cadets of H.M.A.S. " Tingira."

OSWALD MCMASTERS CUP.

Officers in Charge of Sub Branches are reminded that the Annual Cutter Race will take place on Saturday, June 6th, in lieu of the Annual Cutter Race which will be held on May 30th. The event has been moved forward one week on account of the Scout Jamboree, which will be held on May 30th.

The race, which will commence at 3 p.m., will be rowed from a position opposite Wright's MINE OWNED BY

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BENZOL, TAR, SOLVENT.

NAPHTHA, SULPHATE OF AMMONIA.

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THE NAVY LEAGUE JOURNAL.
Executive Committee Meeting.

A meeting of the Executive Committee was held at the Royal Naval House on Monday afternoon, May 4th.


The Acting Organiser, in his report, stated that he had secured permission from the Clyde Brick Company, through the Secretary, Mr. Davison, to utilise an allotment of land on the waterfront at Rose Bay for a Depot for the Cloverly and Rose Bay Companies which, at present, comprise the Eastern Suburbs District. After discussion it was decided, on the suggestion of Mr. E. R. White, that the matter be investigated by a Conference consisting of His Honor Judge Backhouse, Captain Beale, Messrs. Hopkins (Clovelly), Way (Rose Bay), K. Jeffries, and the speaker.

A grant of £50 was made to the Richmond Sub-Branch in response to an application asking assistance for the purchase of the District Drill Hall, to be used as a Depot, for £30. Richmond will provide the balance of the purchase money.

A report from Mr. S. Cooper, Officer-in-Charge, Balmain, concerning the depot was referred to the local committee, for consideration.

A complaint to the effect that the Sub-Branch officials had, at a recent meeting in connection with the forthcoming athletic meeting, decided to hold a liquor booth was received from Mr. H. Morris (North Sydney). The Acting Organiser (Mr. Jeffries) on behalf of the Committee referred to, indignantly repudiated the statement. He added that he was at a loss to understand bow Mr. Morris could have allowed himself to imagine such a thing taking place at a sports gathering to be composed of essentially juveniles. The complaint was a pernicious one and entirely without foundation. It was decided that Mr. Morris be informed that he was under a misapprehension regarding the liquor, and further that the Executive Committee takes strong exception to other remarks contained in his communication.

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Welcome!

Members and Sea Cadets of the Navy League will be pleased to learn that Captain Beale has returned to his administrative position, after an enjoyable and health-giving holiday abroad with Mrs. Beale and children. Captain Beale was the Welfare Officer on the "Berrima" during the voyage to Sydney and as a tribute to his magnetic personality the passengers presented him with a valuable marble clock and silver calendar.

SUB-BRANCH AND COMPANY NEWS.

BALMAIN

Officer-in-Charge: Mr. D. DePele
Hon. Secretary: Mr. E. G. T. Waley

NORTHSYDNEY

Officer-in-Charge: Mr. H. C. Masters
Hon. Secretary: Mr. E. R. White

RICHMOND

Officer-in-Charge: Mr. H. C. Masters
Hon. Secretary: Mr. E. R. White

CONCORD

Officer-in-Charge: Mr. P. Cochrane
Hon. Secretary: Mr. J. Martin

LANE COVE

Officer-in-Charge: Mr. W. Preston
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They were allotted to sections, whilst in camp preparing and erecting the tents, canteen, etc.

A guard was formed each night in charge of C.P.O.'s. Much merriment was caused with the straying cattle, who, as uninsured goods, caused a demand to call out. "Halt, who goes there?" The reply came in the form of a bad stampede, which caused the whole camp.

The four days' outing proved very interesting, and much was learnt by the sea cadets. When off duty they indulged in swimming, cricket, football, boxing, and fishing.

On Easter Monday, Mrs. Wade and a number of the Ladies' Welfare Committee met Mrs. Reid and Sid Simpson, Miss Norrie Cooper, Miss Joyce Fiddes, Miss Sadie Frankland, Miss Ursula Baines, Mr. Cooper, Cadet E. A. Starkey (violin solo), Barry and Watt, and myself are presenting two seamanship manuals towards the prizes.

On July 23rd, the Railway Commissioners, at £1 a night, the following ladies who provided the refreshments:—Mesdames Brown, Dormer, Jeffrey's, Badgen, Daley, and Miss Frost.

On April 25th (Anzac Day), 30 lads under the command of Captain R. H. Wade, O.C., attended church parade in the morning and a memorial service in the evening. Mr. Stevens of Richmond sounded the last Post. On Sunday, April 26th, church parade was again attended.

Drill is held every Thursday night, and a good muster of sea cadets is in attendance.

There was a very cordial welcome, and many friends made the evening absolutely it by rendering items:—Stone's jazz orchestra, Messrs. W. Reid and Sid Simpson, Miss Norrie Cooper, Miss Joyce Fiddes, Miss Sadie Frankland, Miss Ursula Baines, Mr. Cooper, Cadet E. A. Starkey, P.O. Evans, L.S.S. Phillips, Cadets Barry and Watt, Cadet E. A. Starkey (violin solo),
Camping at Richmond.

Richmond! What memories that name will bring to our boys in time to come. Even today the name Richmond brings forth a smile and the proverbial yarn.

Well, the long looked for day arrived when we were to embark for the Easter Camp. Twenty-one boys of the Balmain Coy., under my charge, met at Sydney Station at 8.30 a.m. on Good Friday ready for the 9 a.m. train. Parents were there in force to see their boys away as, without one exception, it was the first camp any of them had been to—hence the excitement.

L.S. Nichol of H.M.A.S. Stalwart, late of the Balmain Unit, also made the trip. It was quite a normal display to see the boys in camp kit. Each boy carried his blankets rolled over his shoulder. In the blankets were swimming costume, change of underclothing, towel and soap.

Over the left shoulder was a haversack, containing an enamel plate, knife, fork and spoon, hair brush and comb, tooth brush, enamel mug, and jack knife slung on belt. Consequently the lads were equipped for any emergency.

We arrived at Richmond at 10.40 a.m. and were met by Captain Wade and a number of boys of the Richmond Coy. A large motor lorry was waiting for us and it did not take long to get aboard. At the camping ground, Varamindji Falls, five miles from Richmond. The Richmond boys, under Mr. H. Lea-Wilson, already had two tents pitched and the stores under cover; so, while the Balmain lads pitched two more tents, lunch was made, and it was not long ere hungry boys sat down to appease the inner boy. After lunch there were no more hands free to be detailed off to their respective tents. The small boys were placed in No. 1 under P.O. Hay, No. 2 under P.O. Good; No. 3 under P.O. Gascoyne (Richmond Coy.)

It would be impossible to find a more enjoyable place to camp. We were situated on the bank of the Nepean River. One pool alone was 70 feet long and 3 feet deep. What more could our coming sailors want—swimming in plenty, cricket, football, boxing, shooting, and bush trails, to follow?

It was astonishing to people from the city to see the way the Richmond boys could find their way through the bush.

The small boys were piped to bed at 8 p.m.—navy fashion—and the older boys sat round the camp fire, living the day over again, and planning for the morrow.

Each and every boy was detailed for guard, two at a time; any person going out of camp received a pass word, and was challenged on returning.

The guard was responsible for the stores, camp fire and tents to be visited twice during the hour, and the lads did their duty quite manfully. On Saturday night a mock trial was held which caused no end of fun. On Monday morning turn out was sounded at 7 a.m. Breakfast over camp was cleared up, and all made ready for inspection, as this was ladies' visiting day.

A number of ladies came from Sydney and journeyed from Richmond to the camp in a motor bus.

The ladies inspected the camp, and were more than pleased with the arrangements made for the boys. Mr. Wade and Mr. Lea Wilson must be complimented for the way everything was done.

These gentlemen deserve all the praise it is possible to give them. Mr. Nichols looked after the kitchen and cooking, besides doing the duties of chief officer—and must also be complimented on the way he saw everything carried out. Mr. Eazzy, who came out on Sunday, and cooked dinner and tea for the camp has two boys in the Richmond Company. This gentleman walked 6 miles out in the morning and 4 miles back in the evening to do the lads a turn. If Mr. Eazzy pays a visit to Balmain the boys will be able to return his kindness. Camp was broken at 5.10 p.m., and motor lorries took us to the station, arriving at Sydney at 10.20 p.m.
The expenses of the camp were 1s. 9d. fares, 3s. for messing—a total cost of 6s. 9d. each for four days. It must say, the best and cheapest camp ever.

ROSE BAY.

(From Mr. R. W. Wray.)

I have pleasure in reporting that we are still making headway under a fresh breeze; our sails are set and land is in sight.

Every one is happy with the bright prospects of lower and higher orders. The cutter and making to our haven of rest—the new cutter base at Rose Bay, for which we tender our heartfelt thanks to the Directors, through Mr. Davison, Secretary, of the Clyde Brick Co., who have placed an allotment of land at our disposal.

We have yet secured a Drill hall. Finance is needed before we can undertake the renting of a hall. We would be extremely grateful of any financial assistance to improve our position.

(From Mr. S. E. Jones.)

An enthusiastic party of sea cadets comprise the Rose Bay Company. I am pleased to report good work done at our new cutter base and by the interest displayed by our boys I have every hope of a smart Company of cadets.

Our boys are feeling no discomfort at the necessity of a strict routine. I hope to have the base cleared very shortly and to be able to report in readiness for the only party of cadets I want for some time yet is a good working one to "ship their sea legs" on the voyage of gaining knowledge that will be a credit to the Navy League.

DRUMMOYNE.

During Easter a number of our boys camped at Chowder Head and had an enjoyable time.

On Anzac Day we combined with the Drummoyne Girl Guides' and attended a Church Parade at the Presbyterian Church, Drummoyne. The Service, which was very impressive, was well attended by both organisations. In the afternoon the company spent the time sailing.

On Thorsday, Mr. Cooper commenced an examination for Leading Seamen there about a dozen candidates.

Leading Seaman MacDowell has presented the Company with a Signal Instruction Chart of Morse, Semaphore, International Flags, Compass, Anchor and Ladders. The chart, which was very illustrative, was well attended by both organisations. In the afternoon the company spent the time sailing.

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The retirement of Mr. C. Oakes, one of our Vice-Presidents, from the political arena was not altogether unexpected. It is known all over the Commonwealth that he is wise in following the instructions of his medical adviser. Mr. Oakes is a keen supporter of social welfare movements and considers that he is wise in following the instructions of his medical adviser.

The President of the Clovelly Surf Club, Mr. R. Laycock, and members, are great supporter of this movement.

Our Treasurer, Mr. R. H. B. Johnson, Special Country Organising Officer, has received a cheque of £50 from Mr. Mallord, Merchant, Collingil, to whom we extend our thanks.

The minimum charge per night for the hall is 10/-.

We are hoping for a good attendance at our McMaster Cup Race at the end of June.

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The Navy League Journal.
America's Great Armada.
What Its Manoeuvres Mean.
Testing Strategic Bases.
Importance of Hawaiian and Philippine Islands
Why Japan Covets Them.
Fight For Pacific Supremacy.
British and American Squadrons in Line.
Australia's Vital Interests.

By E. GEORGE MARKS

"COMING EVENTS CAST THEIR SHADOWS BEFORE!"
The U.S.A. and Japan have entered the lists for Pacific Supremacy. The Great Republic is demonstrating with, numerically, a formidable Armada; Japan is building cruisers, light cruisers, submarines, torpedo flotillas, and aircraft with silent, unostentatious determination; Great Britain is looking on with conscious expectancy; Australia and New Zealand also.

ONE interpretation only there is of the naval manoeuvres of the American fleet in the vicinity of Hawaii. Japan coveted the Hawaiian Islands a great many years before American annexation. When the U.S.A. announced intention to annex Japan resolutely protested. Japan has never acquiesced in the control of the islands by America; out of Hawaii's population of 288,000, 130,000 are Japanese! Hawaii's Strategic Importance.
Strategically, Hawaii is of immense importance to the U.S.A.—hence the manoeuvres of the fleet. These manoeuvres are intensely resented by the Japanese; silence is enjoined by the Japanese Admiralty; unostentatious preparation is Japan's reply. U.S.A. naval strategists are aware that the seizure of the Hawaiian Islands by Japan, in a Pacific conflict, would mean irreparable disaster to the American flag. Japan is fully cognizant of the fact that she could never assert her hegemony of the Pacific without the actual possession of the Hawaiian Islands.

The centrality of the Hawaiian Islands in the Pacific renders them strategically of incomparable importance alike to the U.S.A. and Japan; America is intent upon holding them in perpetuity; Japan is equally intent on challenging America's annexation of them—an attack upon these vasty important islands by Asiatics will kindle the dread torch of war in the Pacific.

America's leading naval strategists have for many years recommended extensive fleet manoeuvres in and adjacent to the Hawaiian Islands; Congress did not want to wound Japanese susceptibilities; Japan's resolute protest concerning the annexation of the group had not been forgotten by Congressmen. Greatly has the situation between the two countries changed: The Japanese Exclusion Act, acquiesced in by Congress, openly affronted the Japanese Nation.

The strategic importance of the Hawaiian Islands was then seriously thought of by the American naval authorities; manoeuvres on a vast scale planned—to impress the Japanese Nation. Hence the manoeuvres of the U.S.A. fleet in Hawaiian waters is one of the most momentous of modern times.

Cross Roads of the Pacific.
Do not these islands sever the North Pacific from the South, the East from the West—the cross-roads of the Pacific? This segmentation is of vast strategic importance.

Should Japan ever hold these cross-roads of the Pacific then the sovereignty of the Great American Republic would be seriously imperilled; Great Britain would be constrained to come to the assistance of the U.S.A.; the Empire would be at war; her Dominions in the Southern Seas would be open to the harassment of raiders of the Emden type; provided the Singapore Base is not hurried to a condition of practical utility; and the vast strategic importance of the Marshall Islands, the Carolines, the Palau, and the Ladrone Islands in some measure neutralized.

These Mandated Islands give Japan a position of absolute impregnability in the Western Pacific. Still Australia's political leaders make not the slightest move to enter a syllable of protest. This silent acquiescence is assisting Japan to build on a new, a formidable Japan, across our trade routes; the same as she would do to the U.S.A. were Japan to hold the Hawaiian Islands.

Japanese statesmen are conscious of the tremendous importance the manoeuvres of the U.S.A. Armada must be to Australians and New Zealanders. Australians and Americans have passed Immigration Exclusion Acts against the Japanese; the Japanese have no more love for Australians than for Americans; war in the Pacific would not lend immunity to either.

The Navy League Journal.
27
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The strategic importance of the Hawaiian Islands was then seriously thought of by the American naval authorities; manoeuvres on a vast scale planned—to impress the Japanese Nation. Hence the manoeuvres of the U.S.A. fleet in Hawaiian waters is one of the most momentous of modern times.

Cross Roads of the Pacific.
Do not these islands sever the North Pacific from the South, the East from the West—the cross-roads of the Pacific? This segmentation is of vast strategic importance.

Should Japan ever hold these cross-roads of the Pacific then the sovereignty of the Great American Republic would be seriously imperilled; Great Britain would be constrained to come to the assistance of the U.S.A.; the Empire would be at war; her Dominions in the Southern Seas would be open to the harassment of raiders of the Emden type; provided the Singapore Base is not hurried to a condition of practical utility; and the vast strategic importance of the Marshall Islands, the Carolines, the Palau, and the Ladrone Islands in some measure neutralized.

These Mandated Islands give Japan a position of absolute impregnability in the Western Pacific. Still Australia's political leaders make not the slightest move to enter a syllable of protest. This silent acquiescence is assisting Japan to build on a new, a formidable Japan, across our trade routes; the same as she would do to the U.S.A. were Japan to hold the Hawaiian Islands.

Japanese statesmen are conscious of the tremendous importance the manoeuvres of the U.S.A. Armada must be to Australians and New Zealanders.

Australians and Americans have passed Immigration Exclusion Acts against the Japanese; the Japanese have no more love for Australians than for Americans; war in the Pacific would not lend immunity to either.

Asiatics do not easily forget; Japan cannot forget her great victory over Russia's hosts by
land, by s.a., in 1904—she is the unbeaten champion of the East: on land, on sea.

**Japan Longs for the Phillipines.**

Japan considers that her right to the possession of the Phillipines is ethically as sound as that of the U.S.A.; they were annexed from the defeated Spaniards in the war of 1898.

 Were Japan to hold the Hawaiian Islands—the Phillipines, too—in conflict with the U.S.A., the hegemony of the white peoples of the Pacific would be a vanishing quantity.

Supremacy over the Phillipines is not only vitally essential to Japan's hegemony in Asia. Holding the Phillipines, too—in a conflict with the U.S.A., they would remove a menace from a vulnerable flank of the Japanese; the Phillipines are to the Eastern Pacific what Samoa—if held by the Japanese—is to the Southern Pacific.

Many naval strategists consider that the harbour of Pago Pago is the most valuable anchorage in the Southern Pacific.

Before the American armada steams into Australian ports every U.S.A. possession in the Pacific will have been strategically examined—tactically tested.

The manoeuvres are a full-dress rehearsal to ascertain the vulnerable points of U.S.A. possessions in the Pacific.

Japanese naval authorities are aware of the real significance of these manoeuvres; "taints now" is enjoined: "Be quiet, don't say anything; keep silence on the matter!"

Japan has more naval bases in the Pacific than the U.S.A.; than any other naval Power.

So many intermediate bases are possessed by Japan in the Pacific that she could seek out the opposing fleet, American or British, and always be within a couple of days steering of at least two bases.

Still there are critics who have the temerity to declare that Great Britain has enough bases in the Pacific—that the base at Singapore is not wanted!
The manoeuvres will add greater measure of confidence to the officers and men of the fleet in the event of a Pacific conflict they will be aware of the initial strategic advantages of the enemy. The reconnoitring of the Pacific must prove of inestimable advantage to the American fleet.

Was it not the un-reconnoitred field of the Marne, in 1914, that lost von Kluck and the German hosts the great initial advantage of the war.

**Inapplicable Statement.**

The new Japanese Ambassador to the United States (M. Matsudaira) recently made a remarkable statement—that war in the future between the U.S.A. and Japan was a physical impossibility.

M. Matsudaira must be a benign optimist. His statement is so comprehensive as to embrace the hypothesis that the Pacific will always remain immune from the ravages of war—that Japan will be content to see the Hegemony of the Pacific pass forever to the white races. M. Matsudaira is no novice in affairs international. He knows better.

Is he not aware that any conflict for the Hegemony of the Pacific must inevitably include the U.S.A.?

Wore Great Britain and Japan, for instance, to go to war over the control of the Singapore base it is practically certain that if the struggle was protracted the U.S.A. navy would be found fighting in line with the British squadrons.

Such a pacific statement as that of the Japanese Ambassador would be intensely refreshing were it true; unfortunately it is not; there is no doubt the U.S.A. and Great Britain will, one day, be pitted against Japan in a gigantic contest for the Hegemony of the Pacific. Hence the manoeuvres of the fleet will rivet the eyes of the world upon them; the British Admiralty will watch them with interest—the most fixed, the most intense gaze will be that of Japan.

**Japan’s Strength.**

Japan is to-day what Germany was in 1913-14.

She has long since recovered from the earthquake disaster, her fleet is the instrument of her creation as a first-class Power; her only instrument whereby she can hope to achieve the supremacy of the Pacific.

When all the varying hypotheses of the situation in the great Pacific Ocean are dispassionately analysed it is an extravagant, an insupportable statement of the Japanese Ambassador at Washington—that a war between the U.S.A. and Japan is a physical impossibility: it is no more—a physical impossibility than the Japan of less than 50,000,000 people fighting the then mighty Russia of 180,000,000 and infinite resources.

**Impressing Japan.**

The numerical strength of the armada is intended to impress Japanese; no doubt it will impress them—give an impetus to the building, with greater rapidity than ever, of every conceivable species of war vessel permitted under the Washington pact.

Prior to the gigantic conflict between Japan and Russia in 1904-5, Japanese diplomats, statesmen, international publicists, scouted the suggestion that Japan—with a population then of less than 50,000,000—would have the amazing temerity of measuring strength with the then Russian colossus, whose population was 130,000,000 more.

The most daring and seductive platitude.

The new Japanese Ambassador to the United States (M. Matsudaira) recently made a remarkable statement—that war in the future between the U.S.A. and Japan was a physical impossibility. Hence the manoeuvres of the fleet will add a great measure of confidence to the officers and men of the fleet in the event of a Pacific conflict they will be aware of the initial strategic advantages of the enemy. The reconnoitring of the Pacific must prove of inestimable advantage to the American fleet.

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A handsome Calendar, patented free anywhere. Goods sent on approval throughout Australia. Five per cent. Discount allowed for cash.

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SOUTHERN COAL DISTRICT, N.S.W.

Steam Collier Fleet capacity, 3,400 tons.
Hulkage capacity, 1,600 tons. Waggons and bunker storage capacity, 6,000 tons.
Total 11,000 tons.

Contractors to numerous mail lines.
Bunker requirements can be supplied at short notice.

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BEFORE YOU BUY—Be sure you see the label

We sew that Blue & Gold Woven Label to every "Morning Glory" Mattress as a guarantee of our responsibility.

Spare 15 minutes to-day and examine this billowy and buoyant Bedding at any of the leading furniture houses. You must see it to appreciate how different it is from the old-type Mattress that has been common for years. Briefly its distinctive features are:—(1) The firm, full and uniform rolled edge; (2) The full, rounded corners; (3) The exclusive satin-finished floral damask ticking; (4) The uniform tufting; (5) The perfection of finish; (6) The reasonable price.

"MORNING GLORY" Bedding is not experimental. The full rolled edges are features that effect a uniform resilience, whereby the softness and elasticity are evenly distributed. The rolled edges, too, strengthen the borders of the Mattress.

Grip the edges of the old-type Mattress and note how slack they become. Then try the edge of a "MORNING GLORY" Mattress, and note the firmness and fullness. There is no flabbiness with a "MORNING GLORY" Mattress. The tickings used for a "Morning Glory" Mattress are most attractive designs of satin-finish floral damask woven exclusively for us. This ticking does not soil or crumple readily and always looks fresher than striped ticking. "MORNING GLORY" Bedding is made in all standard widths with either 5-inch or 6-inch borders. It is the purest bedding it is possible to produce. No substitute equals a "MORNING GLORY" Mattress. Be sure you see the label.

Write to Newlands Brothers Ltd., Riley Street, Sydney, for descriptive booklets.

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MORNING GLORY
Beds
BEDDING

This Metal Label is attached to every Bedstead we manufacture.
The official organ of the Navy League
New South Wales Branch.

H. WOLLASTON
The Evolution of Banking

It is difficult to trace the actual beginning of banking but the interchange of goods between the people even from prehistoric times has gradually led up to the present highly efficient systems of banking in vogue throughout the world. The generally accepted derivation of the word Bank is from the Italian word banco—a bench, from the fact that the Jews of Lombardy used benches in the market places for the exchange of money and bills. However interesting the history of the evolution of banking may be one conclusion is undoubted, that the present-day system is most highly efficient and comprehensive—yet even in these days of intense organisation it is rarely indeed that you will find a bank which so efficiently and comprehensively combines every phase of banking, general or savings, as your own national Bank the Commonwealth Bank of Australia.
THE NAVY LEAGUE JOURNAL

AUSTRALIA'S NAVY.
Vital Defensive Necessity.

Vice-Admiral Sir Guy Gaunt Answered.

Strategic Misconceptions.

Australia's Fleet Unit in the Great War.

Saved Our Coasts from Von Spee.

Australia's Youthful Seamen in the Sydney-Emden Fight.

"Those Not for an Australian Navy are Against Australia."

The Coming War in the Pacific.

By E. GEORGE MARKS

("Author of "Watch the Pacific," "How Dick Makes War," "Shipwrecks and the War," "Two Vols.,"
"Merit and Democracy," &c., &c. specially written for "The Navy League Journal.")

"I am highly gratified to observe the great progress Australia is making. Everything looks so healthy!" Vice-Admiral Sir Guy Reginald Archer Gaunt, on his arriving in Sydney from England in May.

VICE ADMIRAL GAUNT is Australian born; a native of Ballarat, Victoria, a son of the late Judge Gaunt of the Victorian County Court. He is 56; his brother, Sir Ernest Frederick Gaunt, is also a Vice-Admiral. His age is 60. Lieutenant-Colonel Cecil Robert Gaunt, another brother, preceded the army to the navy; he joined the Hussars 38 years ago; then was attached to the Dragoon Guards; his age is 62. He won the D.S.O. and is O.B.E.

Mary Gaunt (Mrs. H. Lindsay Miller), the novelist, is a sister of the distinguished trio. Brothers and sisters are Victorian natives.

"If Australia were going to have a navy it must have a good one wholly composed of modern ships. Obsolete ships would be useless in case of attack. It was not likely that any nation would attack Australia with inferior ships. The attackers would, naturally, send their fastest and most up-to-date vessels, seeing that they would be thousands of miles from their base. Then there was the question of expense. To keep an efficient navy would involve a huge amount of money. There was also the question of manning the Australian Navy. At present, with only a few ships in commission the scope of promotion was greatly limited."—Vice-Admiral Sir Guy Gaunt.
The Aberdeen Line
Regular Service between Australia and Southampton, Hull, and London via South Africa. Finest Steamers on the Route.

New Aberdeen Liner " Diogenes," 12,000 Tons.

Unsurpassed Accommodation for First and Third Class Passengers.
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Australia to Southampton, London and Liverpool via South Africa.

Regular Sailing of the Fine and Popular Steamers
" Ceramic" - 18,500 Tons
" Medici" - 12,000 Tons
" Persic" - 12,000 Tons
" Runic" - 12,500 Tons
" Suevic" - 12,500 Tons
Also Cargo Steamers at Frequent Intervals.

A Fair, an impartial, interpretation of Vice-Admiral Sir Guy Gaunt's statement is that he is opposed to the maintenance of an Australian Navy; that he could never be an advocate of a local navy.

English Environment.
His prejudice is unquestionably ascribable to his life-long association with the great British Navy; his vision is dimmed—he has lost touch with Australian conditions.

The brothers Gaunt are permeated with English ideas; English notions; English environment has subordinated Australian sentiment in them; they have imbibed the true conservation of the British Navy; the British Army.

While the brothers Gaunt have been enjoying their English environment—looking through English spectacles only—Australia has been making giant strides; during the stress, the strife, of the Great War she marshalled 419,000 of her sturdy, vigorous sons; 330,000 were despatched overseas.

Their valor, heroism, incomparable prowess, placed Australia's name on the Scroll of Fame till the end of time.

Kept Raiders Away.
What, too, of Australia's local navy during the world war?
Was not its existence a powerful deterrent to the German sea-wolves—cruisers of the Emden type—fearful of the guns of the Australia; the Sydney; the Melbourne?

Is Vice-Admiral Sir Guy Gaunt cognisant of the immense part the Australian navy played during the terribly critical periods of the war?
If he is not fully, adequately seized, with what it then accomplished he should not now endeavour to damp the ardor of those indefatigable Australian naval men who have striven zealously to build up a local navy.

Australia's coasts, New Zealand's coasts, were violated at various phases of the war, had it not been for Australia's ships of war.

Vice-Admiral Sir Guy Gaunt must know that Admiral Von Spee, commanding the Scharnhorst, the Gneisenau, armed cruisers; the Warspite, the Dresden, the Leipzig, light cruisers, had definite, specific designs, on the coasts of Australia.

Is it not the incontrovertible fact that Von Spee's intended raids upon Australia's coasts, upon Australia's commerce-carryers, was deterred only by the knowledge of the Commonwealth's navy.

Von Spee was intensely fearful that the Australia, the New Zealand, too, were in Australian waters; the Commander of the Emden and the Karlsruhe were equally fearful.

Imperative Necessity.
Australia has now a much more imperative necessity for the retention, the strengthening, of the Royal Australian Navy than before the war.

The year preceding the war the principal ships of the first fleet unit of the Royal Australian Navy were completed. Proud day indeed it was for Australian patriots when the responsibility for the defence of Australasian waters and for the maintenance of the naval establishments at Sydney and elsewhere in the Commonwealth was entirely assumed by the Federal Government, on July 1st, 1913.

Was it not with general feelings of exultation that Australians viewed the battle-cruiser, Australia; viewed the Sydney and the Melbourne; viewed the auxiliary craft that went to make up the first fleet unit of Australia's navy.

The creation of this fleet unit in Australian waters was not a contravening of the strategic unity invariably aimed at by the British navy; inasmuch as it was expressly stipulated in 1909 by the Imperial Conference that immediately upon the declaration of war the Royal Australian Navy should be placed under the control of the British Admiralty.

The Commonwealth Government adhered most loyally to the pact; the Admiralty soon had just cause to feel proud of the creation of the Australian fleet unit.

H.M.A.S. Sydney, the sister ship of the Melbourne, arrived, after completion abroad, in Australian waters in March, 1913.

On Monday, November 9th, 1914, she smashed up the famous German raider, Emden !

The Sydney's Commander fought the raider at Cocos-Keeling Island with Australians for the defence of Australia; the Melbourne, arrived, after completion abroad, in Australian waters in March, 1913.
P. & O. ROYAL MAIL STEAMERS.

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LUXURIOUS 21,000 TON STEAMERS TO Ceylon, Egypt, Mediterranean Ports and ENGLAND

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THE NAVY LEAGUE JOURNAL

Australian Navy to blazon forth the fame of the Australian Commonwealth to the four corners of the earth—the destruction of the most elusive, the most successful, commerce-destroyer of ancient, of modern times.

Vice-Admiral Gaunt is of the opinion that Australians are lacking in the requisite naval instinct.

An extract from Captain Glossop's despatch to the British Admiralty:

"I have great pleasure in stating that the behaviour of the ship's company was excellent in every way, and with such a large proportion of young hands and people under training it is all the more gratifying. The engines worked magnificently, and higher results than trials were obtained."

Read, Australian citizens, the message of the British Admiralty to the Commander of the victorious Sydney and the Australian Naval Board:

"Warmest congratulations on the brilliant entry of the Australian Navy into the war, and the signal service rendered to the Allied cause and to peaceful commerce by the destruction of the Emden."

Vice-Admiral Sir Guy Gaunt will perceive that in this message there is no scepticism concerning the practical utility of ships of the Australian Navy.

Emden's Depredations.

Australians should not forget the terrible menace the Emden was to commerce—she sank shipping valued at £4,000,000.!!

Seventy British, Japanese, French and Russian cruisers, in addition to a considerable number of armed liners, were, at one period, scouring the Indian and Pacific Oceans in quest of the Emden.

Single instance of the depredations of the Emden—in her raid on the Bay of Bengal. She stopped £6,000,000 worth of Indian exports; about half that amount of imports; besides capturing 21 steamers of the value of £1,500,000, with cargoes worth £5,500,000.!!

This elusive sea-wolf, under her intrepid, her

resourceful Commander (Captain Karl Von Müller) outwitted the most skilful manoeuvres of Allied warships; the Sydney trapped her, outfought her, left her a mass of twisted iron, on the beach at North Keeling Island.

Austria's first naval victory—the combat lasted one hour and forty minutes—proved the worth of an Australian ship of war, manned chiefly by Australians.

After such a magnificent entry into the stern realities of war, it seems incredible that any British naval officer—Admiral Sir Guy Gaunt especially included—should, after the war, deprecate the practical utility of the Australian Navy.

Australia's Indebtedness and Assets.

Australia is now much richer in exports, in imports, than before the war; her shipping, her trade, requires adequate protection; her trade routes must be kept open; her valuable harbors, her opulent cities, must not be neglected.

Australia is burdened with a colossal debt—£,027,246,000; £431,582,000 is borne by the Commonwealth; remainder by the States—but Australia's assets are healthy, stable, inviting.

Australia has grown too, commercially, internationally, important to listen to those who preach against the upbuilding, the maintenance, of an Australian Navy.

Australia's Indebtedness and Assets.

Japan's Advantage.

Before the war a Continental Power held various strategic islands in the mid-Pacific.

Germany was a European Power; her fleet was concentrated in the North Sea; she was not a Pacific Power.

Germany, under the Treaty of Versailles, was dispossessed of her islands in the Western Pacific—the Marshalls, the Carolines, the Palaus, the Ladrones.
Since 1914 these islands have been occupied by Japan—the greatest Asiatic Power the world has ever known—she is a Pacific Power; her interests, her ambitions, her destiny, is inseparably linked with the Pacific Ocean.

Her mandated islands—she holds them under the League of Nations—in the Western Pacific have given Japan immense, incalculable strategic advantages—by holding these islands she menaces Australia's trade routes; Australia's coasts; Australia's vital communications—the breath whereby we live.

The Caroline Islands are as near to Thursday Island as Thursday Island is to Sydney!!! Think of it you Australian youths!

Has Vice-Admiral Sir Guy Gaunt given serious consideration to the impregnability of Japan in the Western Pacific?

If he has, then it is incomprehensible that he is not a staunch, resolute advocate of an Australian Navy—instead of an opponent.

**Coming War.**

Unquestionably, the next naval war will be in the Pacific.

Still Vice-Admiral Sir Guy Gaunt speaks as if Australia was immune from danger for all time; that she needs no local navy—to guard her coasts; commerce.

Australia's fleet unit during the Great War included the battle-cruiser Australia—19,200 tons—36 knots; three light cruisers: the Sydney, the Melbourne, the Brisbane; six modern destroyers; two submarines; one of which was sunk in New Guinea waters, the other while attempting to enter the Sea of Marmora in the Dardanelles campaign.

The Australia was with the Grand Fleet in the North Sea.

Australia has arrived at an important epoch in her history; a strong, local fleet is vitally essential; the Pacific may at any moment be ablaze with a conflict between Asiatics and Europeans for supremacy of the great Ocean.

Japan is smarting intensely under the affront of the U.S.A. Exclusion Act; aware that Australians uphold America's attitude.

Was not Australia's Exclusion Act the first serious affront offered Japanese nationals?

**Japan Preparing.**

The great Asiatic Power which conquered the Russian Bear, on land, on sea, in 1904-5, will not submit to these affronts without ultimate retaliation. That fact is certain.

Japan has been feverishly strengthening her navy since the Washington Conference—she has now squadrons of light cruisers, submarines, destroyers; she has many air-carriers, too. She is watching the manoeuvres of the U.S.A. fleet in the Pacific with the most intense scrutiny; aware that the armada will manoeuvre in the Southern Seas—in Australian waters.

Continued on page 30.
THE Ninth Anniversary of Jutland has come and gone. How the battle should have been fought, whether to Lord Jellicoe or to Lord Beatty should be accorded the greater honour for the result, or whether, after all, victory did not fall to the Hun, has by this time developed into a subject of dispute bidding fair to be perennial, as the subject brought out under the amazing title of less veiled, is not absent from the discussion.

In a Court of Law and in "Punch."

(Contributed by Clancy Davies, Barrister at Law.)

The words in italics show clearly the conditions under which alone the bounty is made available for distribution; the fact that the applicants for it come within them is a matter to be ascertained by the tribunal by which their application is determined.

What is known as "The Battle of Jutland," was fought on 31 May—1 June, 1916, when the British Grand Fleet consisted of 151 ships, as one result of which was the destruction of a person than Lord Jellicoe, which stated—that at 10.20 on the 31st, the enemy was entirely out of sight, but during the night attacks were made upon him by some of the Flodillas, and at 10.30 the 2nd Light Cruiser Squadron, in rear of the Battle Fleet, was in close action with an enemy’s force of light cruisers.

An application to determine its distribution was made under the “Naval Prize Act, 1864,” that His Majesty the King was pleased to declare his intention to grant as “prize bounty” for distribution amongst such of the officers and crews of any of his Majesty’s enemies, as were actually present at the taking or destroying of any armed ship of any of His Majesty’s enemies, a sum calculated at the rate of £5 for each person on board the enemy’s ship at the beginning of the engagement.

The words in italics show clearly the conditions under which alone the bounty is made available for distribution; the fact that the applicants for it come within them is a matter to be ascertained by the tribunal by which their application is determined.

What is known as “The Battle of Jutland," was fought on 31 May—1 June, 1916, when the British Grand Fleet consisted of 151 ships, as one result of which was the destruction of 5 destroyers with crews of 458, were destroyed—two of them by the combined action of the ships of the Grand Fleet under my command. "The phrase "by the combined action" is most noteworthy.

It was further set forth that six ships of the enemy, with crews aggregating 4,079 on board, and 5 destroyers with crews of 458, were destroyed: their destruction, as was stated by Lord Jellicoe, having been "solely effected by the combined action of the ships of the Grand Fleet under my command." For the sake of the enemy’s force of light cruisers.

At daylight on June 1 the Grand Fleet turned to the N. to search for enemy vessels, but, no sign of the enemy fleet being seen, at 1.15 p.m. returned to port.

Enemy Losses.

It was further set forth that six ships of the enemy, with crews aggregating 4,079 on board, and 5 destroyers with crews of 458, were destroyed: their destruction, as was stated by Lord Jellicoe, having been "solely effected by the combined action of the ships of the Grand Fleet under my command." For the sake of the enemy’s force of light cruisers.
have had the effect of depriving them of any share of the bounty, and thus increasing that of the others. Nothing of the kind was done, no such "points" were taken. It was agreed by common consent to regard one and all to have been equally within the condition, and to have the right to participate equally in the result.

The application came on for hearing before Sir Henry Duke, the President of the Admiralty Division of the High Court on 27th July, 1920, and is reported in L.R. [1920] p. 408. It was made by Counsel on behalf of 120 of the ships supported by Counsel on behalf of the remaining 31 ships, and was consented to by Counsel who appeared to represent the interests of the Crown.

The spirit that animated the parties to the application plainly appears in the account of the proceedings before the Court. Counsel for the applicants said in his address: "It being impossible under the circumstances of this battle—probably the greatest naval battle in history—to contend that any one ship or squadron was responsible for the destruction of any particular enemy ship, the Grand Fleet have agreed that the battle should be treated as a joint and common enterprise." Counsel for the Crown assented to this statement.

And All Were Well Content. In giving his decision Sir Henry Duke said, "The duty of the Court is merely ministerial. It is to ascertain what amount of prize bounty is due in respect of the action and what ships were engaged in it. The admiration and gratitude of the nation have been properly expressed by those whose duty it is to express them. The gallant Admiral, whose affidavit has been read, and all who served under him, have received the thanks of His Majesty and of the Legislature. It is only necessary for me to say that I find and decree that the battle of Jutland was the common engagement and enterprise of the 151 ships of the Grand Fleet, and that is a decree in which those who represent the whole of the Fleet concur. The Prize bounty, which is due under the regulation, is £22,685."

The President did not allow his decision to end with the making of a formal order. He concluded with the following memorable words:—
PERDRIAU
“WATERSHED”
GARDEN HOSE
Guaranteed 3 Years
SOLD BY ALL STORES
PERDRIAU RUBBER CO. Ltd.
270 George St. Sydney, and in all States

PEARDRIAU
THE FROZEN NORTH.
Where Amundsen Seeks to Conquer.

"I desire to add of my own motion that the record of these proceedings will be one of the most cherished documents in the archives of this Court."

The proceedings referred to were doubtless instituted after due deliberation: one cannot but believe that the spirit displayed in them was, notwithstanding books since written, that same spirit of unanimity which four years before had animated all concerned in that great engagement "The Battle of Jutland."

So we will conclude with another stanza from Mr. Punch:-

So whenever I goes to London,
I lays there ought to In’
Two statues there in Trafalgar Square
To Admirals J. and B.

AN EXPLORATION SHIP IN THE POLAR ICE.

THESE STURDY VESSELS ARE BEING PARTLY SUPERSEDED BY AIRCRAFT IN THE FIELD OF ARCTIC EXPLORATION.

The undermentioned Navy League Officers in Charge of Sea Cadet Companies rank in order of seniority as follows:—

1. Mr. R. H. Wade, Richmond.
2. Mr. M. MacDonald, North Sydney.
3. Mr. J. Docking, Concord-Abbottsford.
4. Mr. F. Guerre, Lane Cove.
5. Mr. S. Cooper, Balmain.
6. Mr. G. Kirkcalder, Drummoyn.
7. Mr. Jackson, R. H. R, Clovelly.
8. Mr. R. W. Wray, Rose Bay.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

The weather was glorious, and ensured the complete success of the meeting.

Representatives from Balmain, North Sydney, Lane Cove, Drummoyne, Richmond, Rose Bay, Clovelly and Concord were present, each Company bearing its distinctive flag, together with Union Jacks and Australian ensigns, presented a very fine spectacle, and all were very favourably commented on by the visitors present.

The Royal Australian Naval Reserve Band, under Bandmaster Pitt, was present during the afternoon, and played a number of items.

The sports resulted as follows:

- 300yds Flat Race (for 14 years and under)—J. Cooper (Balmain), 1; P. Harvey (Balmain), 2.
- 300yds Flat Race (for 12 years and under)—J. Martin (Balmain), 1; J. Cooper (Balmain), 2.
- Apple Bobbing—H. Watt (Balmain), 1; S. Butcher (North Sydney), 2.
- 100yds for Cadets (14-16 years old)—J. D. Cooper, R. Maynard (Balmain), 1; J. Cooper (North Sydney), 2.
- 100yds Officers' Race—Mr. W. Preston (Lane Cove), 1; Mr. A. Wood (Balmain), 2.
- 100yds Judges (10-12 years old)—J. D. Cooper (Balmain), 1; S. Butcher (North Sydney), 2.
- 100yds for Cadets (14-16 years old)—J. Hayward (Balmain), 1; J. Hayward (Balmain), 2.
- 50yds Flat Race (for 12 years and under)—J. Court (Richmond), 1; P. Harvey (Richmond), 2.
- 100yds Officers' Race—Mr. W. Preston (Lane Cove), 1; Mr. A. Wood (Balmain), 2.

His Excellency Admiral Sir Dudley de Chair very kindly took the salute as the cadets proudly marched away to the accompaniment of their band.

Mrs. M. Mayne very generously entertained to dinner all the boys of Balmain Coy. with over 12 months service, and 40 boys of Richmond Coy. at the residence of Mr. S. Cooper, Officer-in-Charge. Mrs. Mayne, Mr. Wade, Mr. Lea Wilson, Mr. H. Nicholls (H.M.A.S. St. Albans), late Navy League Sea Cadet, R. Gaul (S.S. Marella), and some naval friends were also present. Mr. Cooper gave the toasts, namely, "The King," "The Day," and "Our Godmother." The hall was very tastefully decorated with bunting and wattles, the Navy League colours being very prominent.

After dinner the Richmond lads went for a practice spin in their cutter, on returning the combined companies were given some good advice by one of our naval friends, who specially complimented them on their smartness and cleanliness, remarking on the earmarks of the Richmond crew. He said that they pulled exceptionally well, considering the amount of practice they were able to get.

The Jutland Day Parade at St. Andrew's Cathedral proved a success regarding the number of boys present, 40 from Balmain under Officer Cooper, 20 from Richmond under Officer Wade, 20 from Lane Cove with Officer Gurre, and 25 from Drummoyne with Officer Kirkcaldie in charge.

Units carried their Union Jacks and Company colours, Bugles, and the fittings on the drums shone in the very bright sunlight and caught the eye as the boys swung along in true nautical fashion.

Drummoyne Company also bore aloft the magnificent "Miss Charles-Fairfax Flag," which it won from the Richmond cadets recently.

Nearly three hundred boys spent a care free day at Lyne Park, Rose Bay, on King's Birthday. The Royal Australian Naval Reserve Band, under Bandmaster Pitt, was present during the afternoon, and played a number of items.

The sports resulted as follows:

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- Apple Bobbing—H. Watt (Balmain), 1; S. Butcher (North Sydney), 2.
- 100yds for Cadets (14-16 years old)—J. Hayward (Balmain), 1; J. Hayward (Balmain), 2.
- 50yds Flat Race (for 12 years and under)—J. Court (Richmond), 1; P. Harvey (Richmond), 2.
- 100yds Officers' Race—Mr. W. Preston (Lane Cove), 1; Mr. A. Wood (Balmain), 2.
- 100yds Judges (10-12 years old)—J. D. Cooper (Balmain), 1; P. Harvey (North Sydney), 2.
- 100yds for Cadets (14-16 years old)—L. Hayward (Balmain), 1; P. Butter (North Sydney), 2.
- 100yds Officers' Race—Mr. W. Preston (Lane Cove), 1; Mr. A. Wood (Balmain), 2.
- 100yds Judges (10-12 years old)—J. D. Cooper (Balmain), 1; S. Butcher (North Sydney), 2.

Continued on page 32.

Among those who witnessed the sports were:

Messrs. W. W. Beale, Miss I. Hay, Mr. J. D. Cooper, T. Stead, G. Kirkaldie, Hooper, F. L. Hedges, Docking, Mr. and Mrs. Fiddon, Mr. and Mrs. Gurre, Mrs. A. M. Norton, Mrs. Roberts and Mr. and Mrs. A. Wood.

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is THE NAVY LEAGUE JOURNAL

hoped that the new interest which is being aroused will do much for the Drummoyne Company.

Our boys did very well at the recent sports meeting, and their officers and instructors are justly proud of them. This JOURNAL will have gone to press before the result of the race for the "Osvald McMaster Cup" is known; but we are hopeful that next issue will contain the news that our boys have won it from the redoubtable holders—North Sydney Company.

The following boys have recently been taken on the strength as cadets:—Messrs. Bailey, Leigh, Luzzey, Burns, Ennis, and Townsend.

Mr. Shepherd, of Glaadesville, has very kindly presented the Company with a new rudder complete for our whaler.

Information respecting the Navy League may be obtained by ringing B 7808.

RICHMOND.

(Corresponded by Mr. J. C. Antill).

Recently a number of our cadets under the officer-in-charge formed a guard of honor for Mr. Brundinell (Minister for Education), who opened the Richmond Rural School.

On Sunday morning, May 24th, the cadets paraded, under the O.C., Mr. R. H. Wade, and attended the Parish Church. In the afternoon the boys motored to Windsor, where they formed a guard of honor for Major-General Sir Granville-Ryne, who unveiled the roll of honor. The ceremony was very impressive. The cadets were highly complimented on their smart appearance.

On Sunday, May 31st, twenty cadets, under the command of Mr. R. H. Wade, entained for Sydney, where they attended the Jutland Memorial service at St. Andrew's Cathedral. Afterwards they journeyed to Balmain, and were entertained to dinner by Mrs. M. Mayne.

The boys are never tired of talking of the wonderful dinner which was provided, and the parents of the boys thank Mrs. Mayne, also Mr.

Sea Cadets of the Navy League, N.S.W. Branch.

A Ball will be held at the Palais Royal, Sydney, on the 4th August, to augment the funds for the development of our Sea Cadet Movement. Mrs. Phillip Street, wife of the Chief Justice of New South Wales, is President of the Ball Committee.

For further particulars, members of the League and their friends are invited to ring the Secretary, B 7808.
and Mrs. Cooper, for the generous way in which they always treat their boys whenever they visit Balmain.

Our enthusiastic and consistent supporter, Mr. S. J. Lee Wilson, has kindly donated £10 towards equipment for our drill hall. We extend our best thanks to him for his generosity.

Another successful Euchre Party and Dance was held in the Richmond School of Arts, on the night of June 2.

The hall was tastefully decorated with flags, bunting, and streamers. Refreshments were provided by the Ladies' Welfare Committee.

Too much praise cannot be given to Mrs. Cahill, who worked very hard to make the evening an enjoyable one.

The following ladies assisted with the refreshments: Mesdames Drayton, Pearce, McCabe, W. Martin, Easy, Reay, Whitten, Heap, Antill, Rowell, and Miss Buckton.

The last named proved herself a most energetic worker at our previous Euchre Party and Dance by collecting £4.6 each on a box of lollies kindly donated by Mr. R. Scott, of Richmond.

Our popular President, Alderman J. H. Taylor, was M.C. at the Party, and acted his part right well. Messrs. Horan, Reay, and Stead also rendered sterling assistance.

Mr. R. H. Wade, Office-in-Charge, kindly donated a handsome silver cigarette case for a genl's euchre prize.

Mesdames Whiteley and Rowell donated a case of tea spoons, as ladies first prize, while Mrs. Antill and Miss Phipps, gave a pair of glass dishes, as second prize.

Thanks to our mascot (Jean Wade), champion ticket seller of the company, who excels at this phase of usefulness.

All classes are progressing favourably, and are well attended each drill.


LANE COVE.

A very impressive Service was held in Longueville Parish Church on Empire Sunday, when the Rev. S. G. Fielding, M.A., dedicated the splendid flag given by the Ladies' Welfare Committee to the Lane Cove Sea Cadets.

In addition to the local Company, cadets from Balmain and Drummoyne were present.

Among the congregation were Mr. W. Loveridge (President of the Sydney Harbour Trust and Patron of the local Company of Cadets), Mr. Harold Cochrane (Chairman of Lane Cove Sub-Branch of the League), Mr. T. Fox (Chairman Balmain Sub-Branch), Mrs. and Miss Fox, and Captain Beale (Organising Secretary of the Navy League. Messrs. Gurrey, Cooper, and Hooper were in charge of Lane Cove, Balmain and Drummoyne Cadets respectively.

The Navy League takes this opportunity to wish Mr. Keith Jefferys every success in his profession. For the last seven months Mr. Jefferys has been Acting-Organising Secretary of the Navy League (N.S.W. Branch), and Editor of the JOURNAL, in the absence of Captain Beale.

£100 IN CASH FOR Breakfast D-Light

(Particulars in each Packet)

ASK YOUR GROCER ABOUT THE "WORD COMPETITION."

W. C. DOUGLASS LTD., Foveaux Street, SYDNEY, N.S.W.
A GREYHOUND OF THE SEAS.

NAVY LEAGUE WORKERS.

The cadet sports which took place at Lyne Park on King's Birthday, were possible because the spade work in the laying out of the ground for the many events was done by enthusiasts who have the interests of the boys at heart. That these friends of the cadet movement gladly sacrifice their leisure in order to give their younger brothers—brothers in the widest sense—pleasure, speaks volumes for the splendid selflessness which inspired them to long hours of toil in the preparation of the sports ground. The Navy League gives its sincere thanks to one and all. Among them were Messrs. S. Cooper, Edgar Fiddest, A Wood, F. Gorre, A. Patton, Stanley, Watt and Hooper.

TO VIEW AMERICAN FLEET.

It is hoped to arrange for the Navy League Sea Cadets to view the warships during their stay in Sydney.

SPORTS' RESULTS—Cont. from page 16.

Tug of War (senior).—Drunmoyne beat North Sydney.
Tug of War (junior).—Richmond beat Drummoyne.
Inter-Company Champion Relay Race.—North Sydney, 1; Richmond, 2.
Polo Race.—A. Daleon (Drunmoyne), 1; E. Drayton (Richmond), 2.
Massons' Race.—S. Butcher (North Sydney), 1; Miss Hopkins (Richmond), 2.
Obstacle Race.—G. Hornby (North Sydney), 1; S. McCabe (Richmond), 2.
Navy League Championship sculls Race.—L. Haywood (Richmond), 1; S. McCabe (Richmond), 2.
High Jump.—G. Hornby (North Sydney), 4th, 6in., 1; S. McCabe (Richmond), 3rd.
Bread Jump.—F. Perkins (North Sydney), 1st, 6in., 1; S. McCabe (Richmond), 2nd.
Boys' 100 yards. Race.—K. Tarrett (A.B.), 1; G. Selby (F.G.), 2.
Girls' 100 yards. Race.—S. Butcher and L. Butcher (North Sydney), 1st, 2nd.
Company go as you please.—North Sydney, 1; Drummoyne, 2.
AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

2. To convince the general public that expenditure on the Navy is the national equivalent of the ordinary insurance which no sane person would risk 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 the Empire, in its objects are:-

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3. To bring home to every person in the Empire that the Empire, in its objects are:-

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, welds us into one imperial whole.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Government to avoid the constant succession of the sea. Here they are alphabetically arranged, together with address:-


Adelaide Steamship Co., Ltd., 22 Bridge St., Sydney.

A.U.S.N. Co., Ltd., 7 Bridge St., Sydney.

Australian Steamships, Ltd., 350 George St., Sydney.


Brunton's flour.
Burnet's Jolly Crystals Ltd. All grocers.
Burns, Philip & Co., Ltd., Bridge St., Sydney.
Calwell's Wines.
Champion and Victory Tobacco. All tobacconists.
Clever Mary Cleaner. All grocers.
Commonwealth Bank, Sydney.
Elliott's Fruit Saline. All chemists and stores.
Elliott's Self Raising Flour.
Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St., Sydney.
Ellerton's Fruit Saline. All chemists and stores.
Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St., Sydney.
Elliott's Fruit Saline. All chemists and stores.
Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St., Sydney.
Ellerton's Fruit Saline. All chemists and stores.
Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St., Sydney.
Ellerton's Fruit Saline. All chemists and stores.
Hardy Bros., Ltd., Jewellers, 13 Hunter St., Sydney.
Hoddart, Parker, Ltd., 10 Bridge St., Sydney.
Joyce Biscuits, Ltd., Camperdown, Sydney.
John Bull Self Raising Flour.
Kiwi Boot Polish. All boot stores.
Mangrovite Belting.
Mary Gold Essences All grocers.
Mercantile Mutual Insurance Co., Ltd., 16 Martin Place, Sydney.
McIlwraith, McEacharn Line of Steamers, 61 Pitt Street, Sydney.
Murdock's Ltd., Park St., Sydney.
Newland's Bros., Bedstead Manufacturers, Sydney.
Oriental Line of Steamers, Spring St., Sydney.
Pacific Coal," 58 Pitt St., Sydney.
Perdriau Rubber Co., Ltd., George St., Sydney.
Perpetual Trustee Co., Ltd., Hunter St., Sydney.
Pearson's Sand Soap. All grocers.

Jersey Biscuits, Ltd., Camperdown, Sydney, and we will see that you get them.

JOYCE Biscuits

You will find them just as nice as their name, these crisp, light biscuits—with or without butter 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. So next time you want biscuits emphasise the name—

Joyce Biscuits.

If your confectioner cannot supply you, please write Joyce Biscuits, Ltd., Camperdown, Sydney, and we will see that you get them.

Perpetual Trustee Co., Ltd., Hunter St., Sydney.
The Commercial Banking Company of Sydney, Ltd.

The Australian Bank of Commerce, Ltd.
The Bellambi Coal Co., Ltd., 16 Spring St., Sydney.
The Australian Bank of Commerce, Ltd.

The Bellambi Coal Co., Ltd., 16 Spring St., Sydney.
The Commercial Banking Company of Sydney, Ltd.


Burnet's Jelly Crystals

Everywhere in Australia.

The Navy League Journal

A Large Floating Dock?

WITH a request that the Commonwealth Government in framing its defence programme, should build in Australia a large floating dock to accommodate capital ships, a deputation representing all branches of the Navy League in Australia waited on the Minister of Defence (Sir N. House) states The Age, Melbourne.

Mr. F. Clarke, M.L.C., president of the Victorian branch of the League, said it was evident that any sound defence of Australia must be based upon the foundation that the Empire's fleet should come to the assistance of Australia in time of attack on these shores. The main request of the deputation was that the Government should consider the advisability of building a floating dock, which could be towed to any point on the Australian coast where strategy demanded. Sydney had the building facilities for such a dock, and the Navy League urged that it was essential for Australian defence for a dock capable of accommodating capital ships to be built. The Washington Naval Treaty, which limited the size of war ships, might not last for ever, and it might be necessary for Australia some time in the future to have a capital ship of her own. In these days of modern vessels it seemed almost impossible to keep a large ship in waters where it could not be docked. The Singapore Base, apparently, was built abroad, it would be desirable to keep the whole Australian ship and dock yard hands in employ-ment with the building facilities for such a dock, and the Navy League urged that it was essential for Australian defence for a dock capable of accommodating capital ships to be built. The Washington Naval Treaty, which limited the size of war ships, might not last for ever, and it might be necessary for Australia some time in the future to have a capital ship of her own. In these days of modern vessels it seemed almost impossible to keep a large ship in waters where it could not be docked. The Singapore Base, apparently, was designed mainly for the defence of the Burmeses, Borneo and Mesopotamian oil fields and for the defence of India and the Suez Canal. While the defence of Australia was contemplated in connection with the building of Singapore base, it was really a subsidiary object with the British Admiralty when considering the project. Singapore was further from Sydney than Japan was. There was a good deal of depression in the iron trades in Australia, and while the two cruisers were being built abroad, it would be desirable to keep the Australian ship and dock yard hands in employment. He understood that Britain required a whole series of docks round the world, and if one capable of accommodating British battleships were...
built on the coast of Australia it would help to complete the ring.

Dr. P. Webster, representing the Northern Tasmanian branch of the League, said all preparations for naval defence had in view the possibility of war. Therefore any defence scheme must be capable of performing its functions in time of war. History showed that all disasters that had taken place in warfare were due to inefficient or inadequate preparations. Preparation did not necessarily mean victory, but it was a safeguard against disaster. As long as possible opponents had battleships the Empire needed a battleship, and any defence scheme for Australia which did not provide for a large dock, preferably a floating dock, in Australian waters, was like a chain minus a link, and consequently useless. No battleship could possibly operate here because there were no docks to accommodate such large vessels. Admiral Jellicoe in his books emphasised the fact that floating docks were of value because they could accompany a fleet to a new base in the event of a change in strategy. It was rather straining the point to say that Singapore base was on the flank of an attack upon Australia from the north, because it was such a great distance from Australia.

Captain Clare (S.A.) said the Navy League of his State stressed the point that the British Admiralty would hesitate before sending a first-class battleship to Australia if there were no means of having it repaired within reasonable distance of the point of casualty.

Mr. C. E. Merrett (Vic.) said he understood that the Federal Government proposed to assist in building a 15,000-ton dock in New South Wales. At present Australia had Mort's Dock and Cockatoo Island, and a third dock of the same size would only increase competition without providing accommodation necessary for large battleships.

The Minister, in reply, said naval defence was recognised by the Government as the first line of defence for the Commonwealth. The whole matter was under consideration, and the question would be taken into account. The Prime Minister had said the Government was contemplating building, in conjunction with the New South Wales Government, a dock at Walsh Island. This question, however, was one in which New South Wales made a certain offer to the Federal Government, and asked the Prime Minister for assistance in constructing a dock, the capacity of which had not yet been decided. The whole subject was being considered in consultation with the Imperial Government. It was quite clear that all the Commonwealth's defence force must be laid down, not only in consultation with the British Government, but in such a way that the Commonwealth would cooperate in time of necessity with the British force. To defend Australia against any aggressive navy would require an expenditure of £500,000,000 for ten years, but looking at the strength of navies contiguous to, or likely to attack Australia, it would be seen that it was impossible for the Commonwealth with its small population and the means at its disposal to provide sufficient forces in Australia to defend itself if it were a separate nation.
AUSTRALIA'S NAVY—Continued from page 8.

Instead of the Australian navy being weakened because of the advice of pessimists—men who have lost touch with Australian ideals, Australian sentiment—the Commonwealth Government should read aright the portents in the Pacific—make the fleet unit of the Royal Australian Navy a force to be seriously reckoned with.

The stronger the Australian Navy, the stronger the British Navy—in time of war the Royal Australian Navy becomes part of the British Fleet to maintain the principle of strategic unity.

This, however, does not presuppose that Australia's naval unit would not, in time of war in the Pacific, be utilised for the purpose of defending Australia's coasts; her harbours; her commerce.

**Strategic Misconception.**

Admiral Sir Guy Gaunt favors the establishment of a great naval base at Singapore—he considers the mission of the British fleet is always to fight against a hostile fleet. Anything is possible in war.

Assuming that the Singapore base, when completed, were captured by the Japanese—it must not be forgotten that they captured Port Arthur; Kuroksin declared it impregnable.

The strategy of the Japanese would then be to lure the British fleet—substantial portion of it—away from Southern waters, with the express design of despatching raiders to attack Australia's commerce; Australia's coasts; Australia's cities, thus hoping to bring about a weakening of Australia's support in the war.

Without a strong Australian defensive navy the enemy would, no doubt, be induced to carry out such a strategic design; would not be so anxious to do so if he thought his raiders would be held up whilst detached ships from the British fleet took them in the rear.

The Prime Minister of Australia (Mr. Bruce) is magnificently manifested his loyalty to the British Empire, on land, on sea, during the war—stands for the first law of nature—self-preservation.

Australia's Navy is defensive—does not seek war; its power is for peace. It does not seek war; its power is for peace. Australia's navy is small, unpretentious—is in no sense a means of aggression—merely defensive; unlike the giant navy of Japan which, one day, in the not far distant future, will challenge the white peoples of the world for the hegemony of the Pacific—whichever nation gains the naval supremacy of the Pacific becomes the dictator of the world—Providence save humanity from an Asiatic dictator.

Australia does not intend to construct a navy a pas de gigant—with giant strides—the case with Japan—but to steadily augment it with war vessels—craft to guard Australia's coasts; Australia's commerce; preserve her capital cities from spoliation by Asiatic naval raiders.

Australians magnificently manifested their loyalty to the British Empire, on land, on sea, during the war; they regard the British Navy as nostra patria, as the first friend of the human race.


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perhaps, the combined fleets of England and America—against the world's most formidable Asiatic fleet—that of the Mikado.

Australians would have liked to have seen the latest two light cruisers for the Royal Australian navy constructed in Australia; it would have been indicative of the Commonwealth's advanced industry, the Commonwealth's progress; the Central Government decreed otherwise—they are to be built in England.

Wherever built they will help to augment the defensive fighting power of the Australian Navy.

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As against an Australian Navy are against Australia.

Nelson's dictum was: "Those not in favor of a strong English Navy are against the nation!"

Australia must have a defensive Navy that will engender as much respect amongst the nations of the world as did the badge of the A.I.F., "the Rising Sun."

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