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The Navy League Journal

Vol. VII. No. 5.

The Trafalgar Lesson—Lest We Forget.

NELSON was beloved by his ship's company, in fact by every Tar in his fleet and worshipped by the general public ashore. In those rude, hard years of struggle, when, for the most part His Majesty's vessels were manned by "pressed men," it would seem well-nigh impossible for a leader to hold his men with such unwavering affection and loyalty unless there was some very outstanding and humane quality of attraction in the man himself. The secret of Nelson's genius, apart from dogged determination and strength of will and decision, lay in a magnetic personality which appealed both to the learned and the unlearned, the seaman and the landman alike.

He emerged at a time when the meaning of sea-power was fast becoming dimly realised. Though ill-defined and nebulous it seems to have seized the groping national consciousness; deep down and in the background it ever loomed as an urgent necessity and reality. Perhaps Nelson's greatest work was this victorious demonstration of the need to maintain sea-power for the future. Although Napoleon was a thorn in his side, blocking his overseas projects, his great leader proved more than a mere victory and later was seen to be the true and decisive factor, influencing inexorably the course of subsequent events.

In the culminating victory off Trafalgar lustre and prestige were added to British arms; but it proved more than a mere victory and later was seen to be the true and decisive factor, influencing inexorably the course of subsequent events. Ten years later, after varying and diverse fortunes, Napoleon and all the dreams of empire stood for, crumbled eventually into impotence. Napoleon in his heyday over-ran Europe; made and broke countries; but his nearest and bitterest enemy went immune by reason of her ships and a great leader.

Nelson's victories, therefore, apart from their brilliance and their invaluable contribution to Britain's naval traditions and eminence, proved indisputably the supreme importance of sea-power. Since that date a fairly comprehensive notion of what sea-power means has been ingrained in the minds of British people throughout the world; and in place of haphazard means and the finite knowledge and vision of the few, there has sprung up a collective consciousness of the meaning of the sea, and an awareness that this may be nurtured and ever increased in the province and responsibility of the world-wide Navy League.
Marooned on Penguin Island.

The Doings of John Duce and the Saying of William Privett.

From Risdon Creek to the Island of Juan Fernandez.

By Thomas Dubrany, M.R.I.

When that engaging rascal, Amasa Delano, was caught in a storm off Juan Fernandez, the island of Alexander Selkirk, in 1804, he consulted his boat's crew, but found little help or counsel in them. The only one that retained his presence of mind was a certain William Privett, a prisoner of the Crown from Van Diemen's Land, who coolly remarked that he had lived through a worse storm on the night when he and his companions crossed Banks Straits after taking the King's boat from the Derwent.

Behind this casual remark lies one of the strangest of the many strange tales of the sea which stud the early history of Australia. We know but little of John Duce, the man who commanded the little crew that fought through the storm in Banks Straits, but he seems to have been a man of unusual qualities.

At the end of 1804 the only settlement in what is now Tasmania was that at Risdon Creek on the Derwent, where John Bowen was the Commandant. Bowen had a whaleboat, and one Saturday evening this boat came in late. As the weather was bad it was not brought up the creek, but was left at the point near the mouth of the stream.

Noticing this, John Duce, William Esum and Joseph Culver decided to take the boat and run for it. They asked John Harris, William Privett, James Smith and Thomas Mullens to go with them, saying that they could easily reach New Zealand. Privett, Mullens and Harris urged that they should try rather to reach Timor, which strikes one as a more difficult undertaking.

They stole some planks and ran down the Derwent by night. Next day they put into a harbor where Culver, who was a carpenter, "raised upon" the boat.

Duce, who seems to have had the makings of a very fine pirate, now suggested that they should go over to the islands of Bass Straits and seize the first sailing vessel that they should meet with (for the islands of the Straits were still the great sealing ground of Australasia).

He urged that if they did not see a vessel in the Straits they should go boldly on to Sydney and cut one out there. After all only five years later Robert Stewart and his companions did seize the brig Harrington in Port Jackson and got clear away as far as the Philippines, where H.M.S. Dedaigneuse forced them to run their vessel ashore after a fight. Probably they were the only convicts who ever fought a British ship of war.

Smith was against the plan of taking any vessel. He, Harris and Privett, having heard of King Island, proposed that they should go there and get away on one of the sealing vessels that visited the island.

As a first step they ran across Banks Straits, which separates Cape Barren Island from the mainland of Tasmania, and it was here that they weathered the storm that left such an impression on Privett's mind.
The Marooning of Smith.

They stopped at the first island which they reached with the idea of obtaining more fish. Smith was sent to get some water in a mug, and while he was away Duce and his party pushed the boat off. Harris and Privett called on Duce to stop for Smith, to which Duce replied:—"Let him go to Hell."

Privett and Harris lowered the jib and unshipped the foresail, on which Duce told them that if they did not set the sails again he would shoot them. As Duce and his friends had the two guns Smith was left marooned on the island.

As the runaways managed to kill eight seals there were now well supplied with food and they went on to Hogan's Bay, Cape Barron Island. Duce now proposed that they should cover the boat with seal skins and run to New Zealand. Others urged that they should try for King Island.

Before this point was decided, a party of sealers employed by Campbell's, of Sydney, with Sparks as their head man, came into the bay. Some of these men knew Duce and asked him where he had come from. He at once replied that he was going to Sydney from the Derwent with despatches from Bowen for Governor King.

The sealers may or may not have believed this story, but they gave Duce some provisions. When their boat had been covered Duce and his crew set a sail for the Sisters, off Flinders Island, but a storm drove them back to Cape Barren.

There Duce, Eum and Culver took sixty or seventy seal skins from a stock belonging to the sealers. Unluckily for them Sparks and his men returned and noticed the theft before they had time to get away.

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Enter Amasa Delano.

Fearing, as he said, that they might try to seize his vessel Sparks put the runaways on Penguin Island. Three days later Sparks went to Penguin Island and took Harris and Mullens into his sealing gang, leaving the others still on the island.

When the sealing schooner Edwin touched at Cape Barren his master, Stewart, took Harris and Mullens to King Island with him. Mullens went ashore there with a sealing gang, while Harris stayed on the Edwin as cook and went with her to Port Phillip, where he told the story of his escape to Robert Knopwood, the Chaplain of the Settlement (soon afterwards removed to the Derwent).

Of what happened later to poor Smith or to that "hardened, desperate villain," Duce (as Governor King called him) there is no record. Smith may have remained the Robinson Crusoe of his little isle, but probably he was picked up by some of the sealers who then visited all the accessible islets and rocks of the Straits. That this is what happened to Duce, Eum and Culver may perhaps be deduced from the farther adventures of William Privett.

For Privett was one of the seventeen "prisoners of the Crown" who crossed the Pacific with Amasa Delano when that mariner's two ships, the Pilgrim and the Perseverance, left the Straits for the coast of Chile.

Amasa Delano was a New Englander, one of the many Yankee captains who visited Australasian waters in search of seal skins and oils. Between 1790 and 1810 he made three voyages round the world, touching at all kinds of lost corners and strange places.

A Swarm of Stowaways.

Amasa was a man of some education, and after he had retired from the sea to settle in Boston he wrote the story of his life, and an amazing book it is. Not Pepys himself was franker in his admissions, and after all Pepys did not write for publication.

This, however, is by the way. Towards the end of 1803 Delano came to Kent's Bay, on Cape barren Island, and spent some months searching for seals and not finding nearly as many as he would have liked. However, he did one good stroke of business. He picked up the Colonial cutter, bound from Sydney to the Derwent with Bowen on board, drifting about with a disabled rudder. Delano took the Integrity safely to the Derwent and received from Bowen a bill drawn on Governor King for £400. King paid it, but as Amasa Delano did not write for publication.

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| Sydney Yacht Squadron has invited the Navy League Sea Cadets to race for an aneroid barometer. The course is off Kirribilli, and Companies are allowed to enter service pulling boats which are duly handicapped. The entries are confined to the branches of the Navy League.

When the Pilgrim and the Perseverance left Kent's Bay 17 "convicts contrived to stow themselves away on board," as Amasa puts it. It seems a large number for two comparatively small vessels, and it may be supposed that no very close search was made. Delano had left some men on the voyage and was no doubt not averse to shipping a few more hands.

Yet he soon had reason to complain bitterly of the ingratitude of the "Botany Bay" men. He says that, understanding, that was the right treatment for them, he gave them some floggings on the run across the Pacific, but even this did not keep them in good order.

At Juan Fernandez, Amasa went ashore in his whaleboat. This had been perhaps the richest sealing ground ever discovered by the Americans, and it is said that in seven years they took 5,000,000 skins from the islands.

Generosity of Thomas O'Higgins.

Now, however, Amasa found the island occupied by a party of Spaniards commanded by Thomas O'Higgins, who seems to have been a son or nephew of the great Ambrose O'Higgins, the poor Irish boy who became Captain-General of Peru and Chile. Thomas warned the Americans off. "But as it was coming on to blow he very obligingly allowed us to take some of the stones from the beach for ballast," says Amasa.

In spite of the stones the boat had a very rough passage, during which William Privett made the historic remark about the crossing of Bass Straits.

Rebuffed at Juan Fernandez, Amasa put in at the island of Maria, off the coast of Chile. Here five of the Botany Bay men, of whom Privett was probably one, though this is not stated, stole one of Delano's boats and ran away. A little later three more contrived to get ashore on the mainland of Chile. Not unnaturally they very soon got into gaiety. Having done so they wickedly and maliciously told the Spanish authorities that Amasa was a pirate. This accusation cut him to the heart, but he tells us that he succeeded in convincing the authorities that the charge was a fabrication.

With the Juan Fernandez episode William Privett disappears from history. Probably he remained in Chile and he may have become a respected citizen. This is what happened 30 years later to the convicts who ran away with the Frederick from Macquarie Harbour (Tasmania) and sailed her to Valdivia where they settled down as traders and became householders and men of substance till a new Governor arrived who gave some of them up to a British cruiser whilst the others took a vessel and sailed away, no man knowing whither.

As to Duce, Esum and Culver it may be that they reached New Zealand after all. Stranger things happened in those days. And if they were desperate ruffians, they were, as Privett proved, men of courage and coolness.

News and Fixtures for the Month.

On Saturday, the 16th October, at 2.30 p.m., the McMaster Gold Medal for proficiency in semaphore signalling will be competed for by the sea cadets. With the collaboration of the District Naval Officer (Commander Quick, R.N.), who has appointed examiners from his staff to conduct and judge the contest, the event should prove of great interest to those who wish to see our boys at their training. Birchgrove Oval has been fixed for the rendezvous and visitors will further witness inter-Company tug-o-wars.

Thursday, the 21st October, the Nelson Night Concert at Royal Naval House, Grosvenor-street, City, is scheduled to commence at 8 p.m. Members and supporters are cordially invited.

On Saturday, 23rd October, on the occasion of the opening of the yachting season, the Royal Sydney Yacht Squadron has invited the Navy League Sea Cadets to race for an aneroid barometer. The course is off Kirribilli, and Companies are allowed to enter service pulling boats which are duly handicapped. The entries are confined to the branches of the Navy League.
Naval Notes from Europe.

By a Special Correspondent.

While undergoing refit, the British submarine Hap was sunk in Devonport Dockyard on August 9, with the loss of six lives. This vessel, which was in 1918 under the War Programme, belonged to the third submarine flotilla and acts as tender to the Devonport depot ship Maidstone.

The battle-cruiser Renown, which has been definitely chosen to convey the Duke and Duchess of York to Australia in January, will proceed via Devonport depot ship Maidstone.

The battle-cruiser Repulse, which has been under repair, has now recommissioned and left Portsmouth for service with the Atlantic fleet.

On the occasion of the recent call of the Italian cruisers Pisa and Farneto at Brest, the Socialist Socialist refused to receive the Fascist officers, and as a consequence the proposed visit of the Italians to the Town Hall had to be abandoned. The cruisers are now visiting British ports.

All the known facts in the possession of the British Admirality respecting the loss of the cruiser Hampshire, which struck a mine laid by the German U75 and sank off the Orkneys with Lord Kitchener on board in 1916, have been published in the Official Reports. The former Commander-in-Chief of the German submarine forces, was present at the ceremony.

A party of Argentine cadets, who are making a tour of the naval stations round the United Kingdom, recently visited Darnmouth, Plymouth and Portsmouth dockyard where they were taken over the Victory and the battle-cruiser Hood.

A warm welcome was given the United States destroyers Cass and Isherwood on the occasion of their visit to Aberdeen recently. They are making a tour of European waters.

The British depot ships Blenheim (built 1890) and Hecla (built 1878 as the British Crown) have been prepared for sale and moored in the Medway, pending disposal.

The 'lever target' invention of Lieutenant G. Smith for exercising crews in the management of ships' guns has been adopted by the British Admiralty.

The Norwegian Coast Defence vessel Torden-Skjoeld, in the course of a cruise recently paid a few days' visit to Dublin.

Rear-Admiral Aubrey Smith, who was passing through Paris to Geneva in connection with his duties as British Naval Representative on the League of Nations, was thrown from his horse while riding and received injuries which temporarily laid him up.

Commodore the Duke of Montrose, who served his time under sail and is the member of the Scottish Division of the R.N.V.R., is still trying to persuade the British public schools to take the same interest in the Navy as they do in the Army.

After a North Sea cruise during which she visited the Faroe Islands and Norwegian ports the sloop Harbison, flagship of the Minesweeping and Fishery Protection Flotilla, has returned to Devonport.

The British battleship Thunderer, which is being scrapped under the Washington Treaty, has paid off in preparation for sale.

Extensive repairs are to be carried out in the British cruiser Caledon at a cost of about £65,000. For this purpose she has been relieved in the Second Cruiser Squadron Atlantic Fleet by the Camden, and paid off into dockyard control.

Three destroyers for the German Navy were recently launched in one day at the Wilhelmshaven naval yard. Vice-Admiral Bauer, the former Commander-in-Chief of the German submarine forces, was present at the ceremony. A further big destroyer programme has been mooted—the ships left under the Versailles Treaty to be scrapped to make room for new vessels.

The old British battleship Agamemnon, built in 1906, is shortly to be replaced by the Centurion and go to the scrapers. She has recently been used as a wireless-controlled target ship for the Atlantic fleet.
NAVAL NOTES—Continued.

A British Admiralty order recently issued states that officers who have been attached to the Fleet Air Arm may on conclusion of that service qualify as specialist officers in another branch.

In the course of her first cruise since relieving the Pittsburgh the cruiser Memphis flagship of Vice Admiral Roger Welles, commanding the U.S. naval forces in Europe, recently paid a week's visit to Belfast.

The British destroyer Vivien has taken the place in the Fifth Flotilla of the Vortigern which has paid off into reserve at Portsmouth for retubing.

The French sloop Ville D'Us, laid down for the British Navy as the ANDROMEDA under the 1916 War Programme and turned over to the French Navy, has been visiting Montreal and Nova Scotian ports.

After being absent from their base since June 22, visiting Adriatic ports the Mediterranean Fleet, under Admiral Sir Roger Keyes, returned to Malta about the middle of August.

One of the most brilliant strategists of his day, Vice-Admiral Sir H. W. Richmond, K.C.B, who was flag captain in the original Dreadnought and who during the war was on the Admiralty War Staff, has been appointed to be Commandant of the Imperial Defence College. The function of the college will be the training of a corps of officials in the broadest aspects of Imperial strategy.

A sum of about £19,000 has been raised in Britain to save the old Trafalgar battleship Implacable (originally the French Duguay Trouin, '74). She is to be maintained as a training ship if a further £6,000 can be collected.

The British battleship Ramillies acted as guardship to the royal yacht Victoria and Albert during the Cowes Yachting Week in August.

The British Atlantic Fleet recently held their regatta at Torbay. The battle cruiser Hood, which secured the greatest number of points, was awarded the Silver Cock.

The former British gunboat Plyer, which was built in 1888, is to be placed on the sale list for scrapping. For many years she has been employed on harbour service at Gibraltar, the latter part of the time for the storage of boom defence gear.

THE WIDGEON.

The photograph on the opposite page shows the Widgeon flying boat, with the La Perouse monument in the background. Peculiar interest attaches to her as she is the first flying boat designed and built in Australia. The machine (G-AEKB) was built at the R.A.A.F. Experimental Section Randwick, N.S.W., and designed by Sqn.-Ldr. L. J. Wackett as a "Commercial Passenger Carrier." Its engine is a 260-h.p. high-compression Siddeley "Puma," normally developing 1,600 revolutions per minute. The accommodation provides for five persons inclusive of the pilot. Special features of construction and fittings comprise a detachable dinghy; anchor and capstan gear; very accessible engine installation; and folding wings.

Undergoing a series of trials last April, the report thereon shows that these were carried out thoroughly with very satisfactory results. The report states: "The aircraft is considered to have a very good performance, and to meet all the requirements of a small single-engined flying boat. It embodies a large number of new and desirable features, and has demonstrated conclusively that up-to-date and satisfactory aircraft can be constructed from local resources in Australia."

PRESENTATIONS.

The following presentations will be made at Royal Naval House on Nelson Night: Cochrane Shield—Drummoyne Company; Viking Watches for punctuality; McMaster Gold Medal for Signalling; Flag to Bondi-Rose Bay Company, which Mrs. Mayne will present on behalf of Mrs. Hamilton-Marshall; Tug-of-war Medal.
Collingwood's Dispatches.

EXTRACT FROM THE LONDON TIMES, NOVEMBER 7th, 1805.

(Original kindly furnished by J. J. Booth, Esq.)

Admiralty Office,
November 6th, 1805.

Dispatches of which the following are Copies, were received at the Admiralty this day at one o'clock a.m. from Vice-Admiral Collingwood, Commander-in-Chief of His Majesty's ships and vessels off Cadiz:

Euryalus, off Cape Trafalgar,
October 22, 1805.

Sir,—The ever-to-be-lamented death of Vice-Admiral Lord Viscount Nelson, who in the late conflict with the enemy fell in the hour of victory, leaves to me the duty of informing my Lords Commissioners of the Admiralty that on the 19th instant it was communicated to the Commander-in-Chief, from the ships watching the motions of the enemy in Cadiz, that the combined fleet had put to sea, as they sailed with light winds Westerly, his Lordship concluded their destination was the Mediterranean, and immediately made all sail for the Streights entrance with the British Squadron, consisting of twenty-seven ships, three of them sixty fours, where his Lordship was informed by Captain Blackwood (whose vigilance in watching and giving notice of the enemy's movements has been highly meritorious) that they had not yet passed the Streights.

On Monday, the 21st instant, at daylight, when Cape Trafalgar bore E by S about seven leagues, the enemy was discovered six or seven miles Eastward, the wind about West, and very light. The Commander-in-Chief immediately made the signal for the fleet to bear up in two columns as they are formed in order of sailing; a mode of attack his Lordship had previously directed to avoid the inconveniences and delay in forming a line of battle in the usual manner. The enemy's line consisted of thirty-three ships (of which eighteen were French and fifteen Spanish) commanded in chief by Admiral Villeneuve; the Spaniards under the direction of Gravina were with their heads Northward, and formed their line of battle with great closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new; it formed a crescent, convexing the leeward, so that in leading down to the centre I had both their van and rear af shaft the beam: before the fire opened every alternate ship was about a cable's length to windward of her second ahead and astern, forming a kind of double line, and appeared when on their beam to leave a very little interval between them; and this without crowding their ships. Admiral Villeneuve was in the Bucentaure in the centre, and the Prince of Asturias bore Gravina's flag in the rear; but the French and Spanish ships were mixed without any apparent regard to order of national squadron.

As the mode of our attack had been previously determined on and communicated to the Flag Officers and Captains, few signals were necessary, and none were made except to direct close order as the lines bore down.

The Commander-in-Chief, in the Victory, led the weather column, and the Royal Sovereign, which bore my flag, the lee.

The action began at twelve o'clock by the leading ships of the column breaking through the enemy's line, the Commander-in-Chief about the tenth ship from the van, the Second in Command about the twelfth from the rear, leaving the van of the enemy unoccupied; the succeeding ships breaking through in all parts, astern of their leaders, and engaging the enemy at the muskets of their guns. The conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their Officers; but the attack on them was irresistible, and it pleased the Almighty Disposer of all events to grant his Majesty's arms a complete and glorious victory. About three p.m., many of the enemy's ships having struck their colours, their line gave way; Admiral Gravina, with ten ships joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to the Southward, or windward of the British Line, were engaged and the sternmost (of them taken), the others went off, leaving to his Majesty's squadron nineteen ships of the line (of which three are first rates—the Santissima Trinidad and the Santa Anna), with three Flag Officers, viz.: Admiral Villeneuve, the Commander-in-Chief, Don Ignatis Maria D'Aliva, Vice-Admiral; and the Spanish Rear-Admiral, Don Bathagar Hidalgo Cisneros.
After such a victory it may appear unnecessary to enter into encomiums on the particular parts taken by the several Commanders; the conclusion says more on the subject than I have language to express; the spirit which animated all was the same; when all exert themselves zealously in their country's service, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle I have described.

The Achilles (a French 74) after having surrendered, by some mismanagement of the Frenchmen, took fire and blew up; two hundred of her men were saved by the Tenders.

A circumstance occurred during the action which so strongly marks the invincible spirit of British seamen, when engaging the enemies of their country, that I cannot resist the pleasure I have in making it known to their Lordships. The Temeraire was boarded by accident or design by a French ship on one side and a Spaniard on the other. The contest was vigorous, but in the end, the combined Ensigns was torn from the poop and the British hoisted in their places. Such a battle could not be fought without sustaining a great loss of men. I have not only to lament in common with the British navy and the British nation in the fall of the Commander-in-Chief, the loss of a hero whose name will be immortal and his memory ever dear to his country; but my heart is rent with the most poignant grief for the death of a friend to whom by many years intimacy and a perfect knowledge of the virtues of his mind which inspired ideas superior to the common race of men, was bound by the strongest ties of affection; a grief to which the glorious occasion in which he fell does not bring the consolation which perhaps it ought.

His Lordship received a musket ball in his left breast about the middle of the action, and sent his Lordship received a musket ball in his left breast about the middle of the action, and sent an officer to me immediately with his last farewell, and soon after expired.

I have also to lament the loss of those excellent officers Captains Duff, of the Mars, and Cook, of the Bellerophon; I have yet heard of none others. I fear that the numbers that have fallen will be found very great when the returns come to me; but it having blown a gale of wind ever since the action, I have not yet had it in my power to collect any reports from the ships.

The Royal Sovereign having lost her masts, except the tottering foremost, I called the Euryalus to me while the action continued, which ship flying within hail made my signals—a service Captain Blackwood performed with great attention; after the action I shifted my flag to her that I might more easily communicate any orders to, and collect the ships, and towed the Royal Sovereign out to seaward. The whole fleet were now in a very perilous position, many dismantled, all shattered, in thirteen fathoms of water, off the shoals of Trafalgar; and when I made the signal to prepare to anchor, few of the ships had any anchor to let go, their cables being shot; but the same good Providence which aided us through the day preserved us through the night by the wind shifting a few points and drifting the ships off the land, except four of the captured dismantled ships, which are now at anchor off Trafalgar, and I hope will ride safe until those gales are over.

Having thus detailed the proceedings of the fleet on this occasion I beg to congratulate their Lordships on a victory which I hope will add a ray to the glory of his Majesty's crown and be attended with public benefit to our country.

I am, (Signed) C. COLLINGWOOD.

WILLIAM MANSDEN, ESQ.

The order in which the ships of the British squadron attacked the combined fleets on the 21st October, 1805:

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NADAD

PICKLE SCHOFER

ENTREPRENANTE CUTTER

(Signed) C. COLLINGWOOD.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Adj. Officer-in-Charge Mr. W. ROBBINS; Sec. H. R. MILLER;
NORTH SYDNEY—Adj. Officer-in-Charge Mr. W. L. HAMMER; Sec. P. A. MORRIS;
LANE COVE—Adj. Officer-in-Charge Mr. W. R. HOPKINS; Sec. J. H. GEHREY;
OOGHIE-CLOVELLY—Adj. Officer-in-Charge Mr. J. A. MILLER; Sec. J. E. BOWMAN.

BOYS' WEEK.

Many of our Sub-Branches actively participated in cadets' events, mostly for the Sydney Rotary Club for this week. It was certainly a varied and interesting one for the boys. Church parades and special services opened the week, and thereafter the hospitality they received from the Force. The picnic at Warwick Farm passed off in great style with no mishaps, and one and all, hosts and guests, enjoyed the outing.

On the Thursday, the exhibition Committee invited the Navy League Sea Cadets to put on a demonstrational item. Birchgrove, which had submitted a single-stick display, were chosen, and gave a very good show to those gathered in the Town Hall on that afternoon.

Headquarters have received a letter of thanks emanating from the Boys' Week Executive Committee thanking the League and its sea cadets for their hearty co-operation with Rotary in this effort to bring before the community the importance of the boys to the nation.

After the interval a squadron of our boys marched on the stage, and the Organising Secretary of the League spoke to the youthful audience about the sea cadets and the Navy League. Recruiting for the Force was characterised by a healthy keenness, and over 35 boys enrolled during the afternoon. Captain Hammer and his cadets made a wonderful impression on the young audience; and, on the call for the first ten to come up on to the stage, there was a literal break and rush for the coveted honor.

This is a splendid nucleus for the prospective Mosman sub-branch, and a very fine type of boy has been attracted by the recruiting efforts. North Sydney also has added thereby another dozen to its roll.

The Welfare Committee have arranged a dance for the 30th October at Warrigal Hall, the proceeds to go towards the general fund. This fund is also permanently increased by Captain Hammer's offer to pay 10/- per week into it, for which consideration the Committee are very grateful. Captain Hammer has now taken up his residence at the depot.

For the time being, and until the other centres get into full working order and attain autonomy the North Sydney Sub-branch is taking Mosman and Willoughby under its wing; and for present purposes and for convenient designation intere in North Sydney is "A", Mosman Bay "B," and Willoughby "C" Company.

BIRCHGROVE.

(Contributed by Mr. S. Cooper, O.C.)

We, in common with other Companies, have spent a very interesting and full time during Boys' Week. On Sunday, 25th September, Birchgrove Company attended two Church parades, St. John's in the afternoon and the invitation of Rev. Kibbers, at the mission in the evening. Those cadets turning up to parade were given their tickets for Warwick Farm Picnic.

On Tuesday of Boys' Week 60 cadets, in charge of Mr. Lauchie Robertson, sportsmaster, rallied at Redfern Police Barracks, where, at the invitation of the Commissioner of the Police, they were privileged to see a very fine programme given by the force. There were drills, display of athletics, and wonderful horsemanship which thrilled our boys and opened their eyes to the many-sided activities of the police. Also their kindly hosts regaled them with cakes and ginger beer, thus entirely capturing and opened their eyes to the many-sided activities of the police. Also their kindly hosts regaled them with cakes and ginger beer, thus entirely capturing and opened their eyes to the many-sided activities of the police.

Our next turn-out was to the Sydney Town Hall to witness the presentation of awards by the Shipwreck Society. We helped to form a Guard of Honour to the Governor, and also to escort some recipients of the awards up the aisle.

A bugle has been donated to the Company by ex-Cadet Grindrod, for which we are very thankful.

We have had assistance from Birchgrove Company with our signalling and the boys are very keen on practising.

The next day (Wednesday) 18 cadets attended the picnic at Warwick Farm. Leaving Balmain at 10 a.m. they were transported by lorry and private cars to the course—and, although the weather was not all that could be desired, the boys had a very jolly time with plenty of food and amusement. Our President, T. H. Silk, Esq., was host to 30 cadets, Mayne to 10, Middex to 10, Mr. Wren, of Edgecliff, to 10; and Mr. Dyer put his car at our disposal. And we wish to put on record our thanks and appreciation to those ladies and gentlemen for the good time they gave the boys.

On the Thursday of "The Week" we gave an exhibition of single-stick work—guarding, cutting and pointing exercises were demonstrated, and in conclusion two sets of boys had a bout with the sticks, the whole item being received with loud applause. Also the hornpipe was given by key supporters of our Branch, which was done with a great reception.

On Monday, the 4th, and a holiday, the Welfare Committee and their children attended a picnic at Gore Bay. In all 80 persons rolled along, and we had to utilize Richmond's cutter with the whale's sails rigged in her. This make-shift arrangement proved quite successful, and the cutter sailed back and back without resorting to armstrong's engines—the dear old gentle exercise of pulling.

Sunday was a red-letter day in the musical annals of Sydney; for on that day our band played its first lilting measure. Bandmaster Thomas enthusiastically reports splendid progress in this department.

LANE COVE.

(Contributed by Mr. H. M. Somerville, O.C.

Our first outing for the month was to see Capt. Beale off. Although we arrived rather late, we were in time to wave farewell to our esteemed friend and advocate.

Our officers attended Drummooye's successful function; and we congratulate Drummooye on their splendid effort.

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and the boys were profuse in their words of ad-
end to the display.

across on the light north easier which had sprung
being requisitioned for the trip Both boats left
hoisting sail, went to Clifton Gardens, arriving
Darling Harbour. The cutter, under oars, arrived
Quambi's crew missed their dinner, but it is need-
less to say that they made up for it at tea-time.

The cutter was then rowed past the Quay and

Police Patrol coming to clear the island, expected
the Quambi winning easily.

The Committee, under the leadership of our
President Captain Smith, threw themselves whole-
heartedly into the organisation of this function and
we take this opportunity of publicly thanking these
ladies and gentlemen who worked for such a
deserved success. We were very fortunate in
having the Governor and Miss de Chair with us
that evening, and the support and presence of a
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Drummoyne won't forget the Navy League
Cadets' Cairo Ball for many a long day.

ROSE BAY BONDI

Boys' Week, with all its attendant activities, has
taken its own sweet way out of the heads.
The cutter's crew had become tired of waiting. The
Quambi's crew missed their dinner, but it is need-
less to say that they made up for it at tea-time.

The "rendezvous" was Shark Island and thither
they made their way, passing the Quay on their
way home from a three-

A visit to the Gymnasium and also the stables
where "trophies of the chase " were exhibited,
was a very pleasant time there. The 1st Officer, Mr.
Lord, with his cutter and cutter gig and crews', on their way home from a three-

Our strength now numbers 30 boys, and good
attendance is maintained.

The S.B Committee and the Welfare Com-
mittee have started a campaign in the district to
raise funds for the building of a depot. Land for
the building has been granted to us by Randwick
Council, for which we are indebted to the
kindly offices of Alderman Goldstein and his
brothers in the Chamber of Commerce. Our future
center, with its quarters and facilities, is to be
under the direction of an architect, has drawn
up the plans of a fine
depot—40ft by 20ft., and they have been approved
by the Board of

Two dances have been held recently realizing a
net profit of £13, and another dance—fancy dress—takes place at the Life Saving Club-room,
Clowley, on the 1st December.

The gig, being reconditioned, and a new sail
is to be adopted comprising a jib, fore and mainail.
We have now a stoker (jumping squad) and for
boat experience they are receiving practical in-
struction in the handling and machinery of motor-
boats. The Stoker Squad Officer has kindly put
his motor-boat at the disposal of the Company for
this purpose.

We have rigged up a miniature rifle range on
Clowley Island, and an ammunition fund has been
inaugurated, cadets paying in their dues each
week. Camp fund is also looking in fair shape.

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The Action of Trafalgar.

FROM THE LONDON TIMES, DATED NOVEMBER 7th, 1805.
Supplied by J. J. Rooth, Esq.

The official account of the late naval action which terminated in the most decisive victory that has ever been achieved by British skill and gallantry, will be found in our paper of this day. That the triumph, great and glorious as it is, has been dearly bought, and that such was the general opinion was powerfully evinced in the deep and universal affliction with which the news of Lord Nelson's death was received. The victory created none of those enthusiastic emotions in the public mind, which the success of our naval arms have in every former instance produced. There was not a creature of twenty sail of French and Spanish ships at the Nile was too great a price for the capture and destruction of twenty sail of French and Spanish men-of-war. No ebullitions of popular transport, no demonstrations of public joy, marked this great and important event. The honest and manly feeling of the people appeared as it should have done; they felt an inward satisfaction at the triumph of their favourite arms; they mourned with all the sincerity and poignancy of domestic grief their Hero slain.

To the official detail we are enabled to add the following particulars respecting the death of as great an Admiral as ever wielded the Naval thunder of Britain. When Lord Nelson found that by his skilful manoeuvres he had placed the enemy in such a situation that they could not avoid an engagement, and with his usual confidence of victory he said to Captain Hardy, and to the officers who surrounded him on the quarter deck, "Now they cannot escape us; I think we shall at last make sure of twenty of them. I shall probably lose a leg, but that will be purchasing a victory cheaply." About two hours before the close of the action his Lordship received a wound in the shoulder from a musket ball, which was fired from the tops of the Santisima Trinidad, with which ship he was closely engaged. The ball penetrated his breast and he instantly fell; he was immediately carried below, and the surgeons pronounced the wound mortal.

His Lordship received the intelligence with all the firmness and pious resignation to the will of Divine Providence, of which he has given such frequent and signal examples during his brilliant course of peril and of glory. He immediately sent an officer to Admiral Collingwood, the second in command, with his instructions for continuing the action which he had so gallantly commenced, and the melancholy bequest of his last farewell.

During the short interval between his receiving the wound and his final dissolution he remained perfectly collected displaying in his last moments the heroism that had marked every action of his glorious life. In that trying moment, cut off from nature and from glory's cause, all his anxiety, all his thoughts, were directed to his country and her fame.

A few minutes before he expired he sent for Captain Hardy; when the Captain came he inquired how many of the enemy's ships had struck. The Captain replied that, as nearly as he could ascertain, fifteen sail of the line had struck their colours. His Lordship then, with that fervent feeling which so strongly marked his character, returned thanks to the Almighty; then, turning to Captain Hardy he said, "I know I am dying. I could have wished to have survived to breathe my last upon British ground, but the will of God be done!" In a few moments he expired.

If ever there was a man who deserved to be praised, wept and honoured." by his country, it is Lord Nelson. His three great naval achievements have eclipsed the brilliancy of the most dazzling victories in the annals of English daring. If ever a hero merited the honours of a public funeral and a public mourning, it is the pious, the modest, and the gallant Nelson, the darling of the British Navy, whose death has plunged a whole nation into the deepest grief; and to whose talents and bravery even the enemy has conquered will bear testimony.

The action appears to have been gallantly contested by the French and Spaniards. Their object in risking an encounter with such a fleet commanded by such a man, must have been one of imperious necessity at this moment; no less, we suspect, than a bold effort to acquire a complete ascendancy in the Mediterranean. Had they succeeded in liberating that portion of the Spanish Navy which is confined to the port of Cadiz, by the bare apprehension of an English Squadron, their united force would have amounted to upwards of forty sail of line. There are also some ships off Toulon, and the Rouchfort squadron, with its usual success, might have possibly also added its troops to the combined force. With such a port as Toulon to take refuge in, a fleet of this extent, under commanders of common capacity, must have occupied a very large portion indeed of our naval strength.

We shall anxiously expect the details of this glorious and important victory. We trust that the apprehensions entertained by Admiral Collingwood with respect to the captured ships may not yet be realised, and that a few of them, of the French at least, may yet be added to the list of the British Navy.

Captain Sykes of the Nautilus, and Lieutenant Lapenotier of the Pickle schooner, arrived at the Admiralty together about half-past one o'clock yesterday morning. The former did not, as was generally understood, arrive from the scene of action; he fell in by accident with the Pickle schooner, and on learning the intelligence proceeded immediately to Lisbon with the information, from whence he was sent with despatches, by Mr. Gambier, the British Consul, to England, and landed at Plymouth. Lieutenant Lapenotier made the Port of Falmouth, and, by a singular coincidence, met Captain Sykes at the gates of the Admiralty. This active officer was yesterday promoted to the rank of commander.

Immediately on the arrival of the despatches, Lord Barham rose from his bed to peruse them, and continued at business till five o'clock, when a messenger was sent off to his Majesty at Windsor.

Admiral Collingwood's conduct has obtained the fullest approbation; and last night despatches were sent off to Plymouth to be forwarded to him.
by the Acasta, containing a commission which appointed him to the command of the ships in the Mediterranean with the same powers as Lord Nelson had.

The several ships of the line at Portsmouth and Plymouth are ordered to put to sea without loss of time, to reinforce Admiral Collingwood.

Besides those officers mentioned in the Gazette as having fallen in the action, Mr. Scott, Lord Nelson's Secretary, was killed by a chain shot, which cut him asunder.

There was a partial illumination throughout the metropolis last night. A general one will take place this evening.

When Lord Nelson was shot, and was yet in the arms of the men who were supporting him, his eyes caught the tiller rope, which was unusually slack; he exclaimed, with much emphasis, "Tighten that rope there!" An eminent proof that his professional ardour still survived the brilliancy of the flame of life. When he saw his Secretary and his friend, Mr. Scott, thrown overboard, uncertain of the disfigurement of the wound and the confusion of the fight whether it was him or not, he inquired, with affectionate ardour— "Was that poor Scott?" An impression seemed to be made on Lord Nelson, for as the men were carrying him down to the cockpit he said, "Don't let me be thrown overboard; tell Hardy to carry me home."

A man was so completely cut in two by a double-headed shot, that the whole of his body, with the exception of his legs up to his knees, was blown some yards into the water; but, strange to tell, his legs were left standing on the deck with all the firmness and animation of life.

A midshipman, of the name of Price, was brought into the cockpit, with his leg cut off up to the calf; he was an heroic youth of 17. The surgeons could not attend to him at the moment. He drew out a knife, and cut off a piece of flesh and the splinter of the bone with most composure. "I can stay," said he; "let me do my duty myself." When the surgeon attended him it was found necessary to amputate above the knee. He submitted to the operation without a groan. "It is nothing at all," he said, "I thought it had become much worse.

NOAH'S ARK AGAIN.

T. H. Silk, Esq., Managing Director of More's Dock and Engineering Co., writes:—

"Until recently, according to the best classical researches, it was estimated that the World was created in the 710th year of the Julian period, that is, 4,004 years B.C., and that the Deluge occurred in the year 2368 B.C. This year, 2368 B.C., is important as being the launching date of the first recorded ship, Noah's famous Ark, which according to Holy Writ was constructed of Gopher Wood, its dimensions were, according to the same authority, length 300 cubits, breadth 50 cubits, height 50 cubits. The cubit measured from 18in. to 21in., so that taking the smaller measure the Ark was 450ft. long, 75ft. in breadth, and 45ft. in depth. As regards proportions these compare very favorably with modern practice, the ratio of length to beam being 6, exactly the same as the battleship "Dreadnought." It is interesting to recall that the dimensions of the "Dreadnought" were, length 500ft, and beam 80ft., i.e., only 50ft. longer than the Ark and 8ft. more beam.

"In 1670 the "Sovereign of the Seas" was built. She was 168ft. long, 48½ft. broad, of 1,640 tons burden, and carried 100 guns, the heaviest projectile weighing 60lfs. This design, a three-decker, was severely criticized by naval experts of the period, who declared that her construction was "beyond the art or wit of man," and that there was no ground tackle which would hold her. Thus after 4,000 years it was considered impossible to build a boat about one fifth of the size of Noah's Ark. The "Sovereign of the Seas" was built, however, and proved a great success."

NELSON NIGHT CONCERT.

This Annual Concert will be held at Royal Naval House, Grosvenor Street on Thursday night, the 21st October, commencing at 8 p.m. The N.S.W. State Military Band will be a feature of the evening; also, besides some excellent items of singing and dancing, an opportunity will be given to see some moving pictures of the Navy League Sea Cadets at work and play. All members of the League, parents of the cadets and their friends are cordially invited.

Please interest at least ONE friend in our Sea Cadet Movement.
**THE NAVY LEAGUE JOURNAL**

**John Travers Cornwell, V.C.**

**BOY—1st CLASS.**

By Courtesy of Messrs. Hodder & Stoughton, Limited, Toronto, Canada.

### Part II

**The Battle of Jutland.**

Jack Cornwell finished his course at Keyham in April 1916, leaving as a "Boy—1st Class" with double his previous rate of pay. He spent a few days at home with his mother, telling her of all his doings and of his hopes that before long he would "get into action and see the Germans beaten." He was ordered to join his ship, His Majesty's Cruiser "Chester," on Easter Monday. It seemed hard that he should have to leave on such a holiday, but when some one pitied him, he laughed and said, "It's just a matter of duty, you see. I should feel ashamed for ever if I got back late and had bad marks against my name."

The are some dates every one of us knows—William the Conqueror 1066, William Rufus 1087, and so on. There's another which we shall never forget—the 31st of May 1916—the date of the Battle of Jutland, the first great naval action fought by the British Fleet for more than a hundred years.

In other books you will read of all that the sailors did in the great war, and the full story of this tremendous fight when, after long months of waiting, the German fleet at last came out to give battle and was driven back to its safe harbour, broken and beaten by the glorious British Navy.

I am going to write only of the part played in the Battle of Jutland by His Majesty's cruiser "Chester," upon which Jack Cornwell had then served just for, over a month.

Time and again since the war began the British Grand Fleet under Admiral Sir John Jellicoe had swept the North Sea in search of the German fleet, and on May 30, 1916, it once more left its base in the far north of Scotland. The battle cruiser fleet, with Vice-Admiral Sir David Beatty in command, was further south scouting for the bigger vessels.

On May 31, the German fleet under the command of Admiral von Scheer had also put to sea, and steamed northwards with a large force of battle cruisers and light cruisers and destroyers in advance as a screen in front of the battle fleet. Great was the joy on board the British battle cruisers when at half-past two on that memorable day news came that the enemy was in sight. Full steam ahead was ordered, and the ships dashed through the water to try and cut off the German cruisers, who, when they discovered the British were there in force, turned back to join their Battle Fleet. At a quarter to four both sides opened fire. At the beginning of the battle fortune favoured the German, who fought well and bravely. In less than an hour two of our finest ships had been hit and sunk, but in spite of these losses Sir David Beatty still pursued and pounded the German cruisers until, at five o'clock, the whole German battle fleet arrived on the scene. Now the British Admiral changed his tactics. He determined to draw the German fleet northwards towards the British Grand Fleet, which he knew was coming up behind him as fast as it could steam, so he turned north again with the Germans in hot pursuit.

In advance of Sir John Jellicoe's giant ships, now bearing through the waves to meet Sir David Beatty's cruisers, was the third battle cruiser squadron, under Rear-Admiral Hood—they are names to remember, these—and he was ordered to join Sir David Beatty with all speed and help to hold the enemy till the heavy battlehips could get into action. The "Chester" belonged to this squadron. At half-past five Admiral Hood saw flashes of gunfire and heard the sound of guns in the distance. He sent "Chester" forward to find out what was happening and report to him.

His Majesty's ship "Chester" is a fast light cruiser. She had not been built very long, and...
the Battle of Jutland was her first fight. When the order came from Admiral Hood, every officer, every man, every boy on board the “Chester” knew that at last their great hour had come, the hour for which they had worked and trained so hard. It was just after half-past five, and although at that time the light was fairly good, mist was rising in the distance and out of that haze the German fleet was coming towards them. That mist meant very much in the Battle of Jutland, for you will understand at once that while it is easy to shoot from the edge of the mist and out of that haze as the “Chester” would have to do.

On board the “Chester” there was that tense silence which always comes before the storm of action. The decks had been cleared, all the officers, men and boys, were at their posts, just as they had been hundreds of times before when they had practised—but this day it was the real thing, and no make-believe. Everything, everybody was Ready.

At the left hand side of the shield of the forward six-inch gun, almost touching it, stood Jack Cornwell—Ready. Fixed right across his head and over his ears was what is called a teleslap. You may have seen people wearing them in telephone exchanges—instead of putting one receiver to your ear this double receiver is clamped over each ear so that you can have both hands free. A wire went from the teleslap straight to the gunnery officer of the “Chester,” and through that wire came the most important of all messages for the gun crew, the officer’s orders as to when and how to fire. Now you can see why such pains are given to the training of boys like Jack Cornwell, now you can see where discipline comes in. You hadn’t realised, few of us indeed yet realise, that a small boy of his age can and does play such a big part in the great game of life and death on board a ship in action.

Jack Cornwell was sight-setter to this forward gun on the “Chester.” Whether that gun would hit or miss the enemy depended largely upon his coolness and quickness in carrying out the telephoned orders he received. In front of him was a brass disc, pinned through the centre and moving like a wheel. A touch, a turn, of this disc, and the muzzle of the gun was raised or lowered—that is why Jack Cornwell’s hands had to be free, and why the teleslap was across his head. For he had to turn that disc. The gunnery officer in the centre of the ship orders, let us say, to set the gun for firing at 10,000 yards. The disc is turned until the notch on its edge marked “10,000” is straight with the arrow on the brass plate below it. “Up 300!” comes the command, and before you can say it, or even think what it means, the disc is turned until the arrow points to 10,900 yards. “Down 400!”—another twist and it points to 9,900 yards. It doesn’t sound very difficult, does it? It isn’t—if you are so trained and ready that every order is carried out without a single second’s wait. But you have to be very quick, very accurate, very attentive and obedient to the voice at the other end of the wire. Suppose you were to say to yourself: “What? Up three hundred? He really means down three hundred, I expect. We have been lowering the gun every time lately. I’ll put it down three hundred instead.” And then the order comes to fire. A miss! And your fault, for the gunnery officer can see and you can’t—and the enemy was steering away and your shot fell short. Your fault! And perhaps that was the last chance of hitting, and perhaps as a result of that wrong move your ship is hit instead, and very precious lives are lost and a grand ship sunk. It may mean the loss of the battle itself, and the loss of that battle may even mean the loss of the war. Who can tell?

It is not so very difficult in practice if you are willing to forget all about yourself and give your whole heart and soul and body to the work of carrying out each order as it comes through—but it’s not so easy when the real thing comes.

The “Chester” was in action for about twenty minutes. What minutes were they! A quarter of an hour after she left the third battle squadron she was in the thick of the fight with three or four enemy cruisers. It was at least three to one, you see, but the “Chester” never wavered. She fought all three, beat them off, and twenty minutes later—just about five minutes later that evening—she rejoined the battle cruiser squadron, her work nobly and successfully done.
very faint from pain and the horror of the sights and sounds of battle. For war is very, very horrible.

Jack Cornwell's job was done. There was no one left to fire the gun. No orders were coming to carry them out if they had come. He could lie down with the others—it would ease the pain a little, perhaps. He could creep away below deck where the wounded were being looked after—there were doctors there who would help him and give him something to stop the pain. He had done his job. No one could blame him if he thought of himself now.

Then there came to his mind, from the memory of his Keyham days, the old Navy order that a gun was not done. He might still be needed. There must be kept firing so long as there is one man towards the disc to carry out the order if it came. All alone—listening, watching, Jack Cornwell stood by his gun—"waiting orders." And so he stood until the fight was over and the "Chester" steamed back to the fleet battered, bruised and splintered, but still ready for another fight.

"Chances will out do the work. Chance sends the breeze, But the plot, the plot at the helm."

---

**SANTA MARIA.**

(Santa Maria Light is on an island of that name off the Chilian coast. The town of Coronel is on the mainland and the naval action between the British and German squadrons, November 1st, 1914, was fought off this place.)

Night: and a dim light shining Fine on the vast expanse.

Santa Maria, our needs dividing Inside us, we trust in God;

White back across the populous sea;

In blackness, deep and still,

Swimming within a dreamer's eye—

Vast Andean peaks—until

In blackness, deep and still.

The one the others in the skies.

The very wind that wafts us towards the ports.

But with fell plan alone, aloof.

Nor heeded they the mild reproof

Santa Maria! thy light's yet shining

At last thy power and love divining

And silenced strife..."
With most sincere regard and esteem
I am, my dear Madam,
COLLINGWOOD.

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DOES ITS WORK WELL
USE NO OTHER
THE NAVY LEAGUE.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Pre-eminence for British Subjects and British Commerce all the world over.

ITS OBJECTS ARE:

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the required 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 grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee National and Imperial Security.

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

4. To teach the citizens of the Empire, young and old alike, that "It is the Navy wherein, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the existence of the Empire, with the liberty and prosperity of its peoples, "is on an equal basis with that of the Air Force, sufficiently strong in all the elements which modern warfare demands.

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 Royal Navy to acquire a reserve of trained seamen, by learning discipline, duty and self-respect in the spirit of their Motto—

"For God, for the King, for the Empire."

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

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Make sure it is made by Newlands

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The United States of America have emerged since the war as a nation bound to enter foreign politics. The old consistent "Munroe" doctrine of withdrawal and isolation is no longer possible. America, then, is entering a new phase which will need all the vision, statesmanship, and good sense of its leaders; and let us hope that such may be evoked. A new road leading to hitherto unknown countries she will be exploring, along which patience infused with high ideals and restraint must be her guide.

Australia, Canada, and New Zealand are domestically concerned with the Pacific and, as constituent parts of Empire, have a great role to play. Through them and by them let us hope, the great traditions and experience of our race, built up by years of active participation in the large affairs of humanity, may be accepted and used in such manner as may be compatible with ever-changing and enlarging conditions. Thus the Empire by its Pacific members will form a valuable bridge of understanding and sympathy with our cousins of the United States of America.

If Imperial Conferences tackle such problems as in a spirit of unity and cohesion—and the one now sitting is certainly showing such—it augurs well not only for the Empire itself but for all Imperial relationship with the outside world.

The world will then be apprized that we are pursuing definite consistent policies; and none is more needed to-day than the expression in no uncertain manner of our undivided and declared intention to adequately secure protection for our people and interests in the Pacific.
How William Campbell Captured the Spanish Cruiser Estremina.

PRIVATEERING ALONG THE SPANISH MAIN.

How William Campbell Captured the Spanish Cruiser Estremina.

BY THOMAS DUNBAINE, M.A.

On June 20, 1805, there sailed from Port Jackson, for Valparaiso, the colonial cutter Integrity, commanded by Acting-Lieut. Charles Robbins, and carrying despatches from Governor King to Don Louis Munoz de Guzman, Captain-General and Governor of the Kingdom of Chile. From that day to this nothing has ever been heard of the Integrity or of her captain and crew.

Had she reached her destination she would have made history, for this was the first attempt to open direct diplomatic relations between Australia and a foreign power. Her voyage has another interest; and the occasion for it was the doings on the West Coast of South America of that sea-captain sailing out of Sydney, Captain William Campbell, of the brig Harrington, who has with picturesque exaggeration been called the last of the buccaneers. He would have claimed that he was a privateer—but then so did some of the buccaneers of an earlier day.

Campbell came to Sydney from India in 1802. The Harrington was a brig of 180 tons, mounting six guns, and carrying a crew of 40 men. In 1803 she was at King Island where Campbell came on a mysterious wreck, the only survivor from which was "one English cat."

After engaging in various other adventures Campbell arrived at Sydney in 1804 provided with a letter of marque from the Presidenty of Fort St. George (Madras), against France, and the Batavian Republic (Holland). He also claimed that he had a commission as a captain in the Bombay Marines, a claim disputed by Governor King.

At Sydney, Campbell shipped ten extra men, making a crew of 50, and sailed for Juan Fernandez and the Galapagos with a crew from the Harrington on board. She was there called at King Island where Campbell came on a mysterious wreck. He claimed that he was a privateer—but then so did some of the buccaneers of an earlier day.

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At Sydney, Campbell shipped ten extra men, making a crew of 50, and sailed for Juan Fernandez and the Galapagos with the armed object of collecting a cargo of sealskins. Juan Fernandez was at that time a noted sealing ground and the Galapagos was a favourite place of resort for whalers.

Crusoe on the Spanish Main.

In a letter to King, dated April 23, 1804, Campbell adds that if he could "collect any certain information of a war existing between his Britannick Majesty and the Crown of Spain, in that case to cruise upon the Spanish Main in the quality of an English Privateer."

In reply King pointed out to Campbell that he had no letter of marque against Spain, and warned him that any prizes that he might take if hostilities were commenced would be taken from him if he brought them to Sydney.

It was on March 4, 1805, that the Harrington returned to Sydney. She brought no Spanish prizes with her. However, the suspicions of Governor King were aroused by the talk of the crew, as reported to him.

First he sent Symons in the lady Nelson to Jarvis Bay where the Spanish schooner of war Estremina was found lying at anchor with a prize crew from the Harrington on board. She was brought to Port Jackson, and later Robbins in the Integrity was sent to look for another Spanish prize—the brig San Francisco and San Paulo.

Robbins found the brig near Kent's Group in Bass Straits with a prize crew of 17, of whom five were Tahitians.

From the log of the Harrington and the statements of the officers and crew King gathered a very interesting story of Campbell's doings on the Spanish Main.

It appears that at Juan Fernandez he met an American whaler whose crew said that war had broken out between England and Spain. The assertion was a little previous, but the war that was to lead to Trafalgar was to come very shortly.
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The Navy League Journal.

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However, Campbell accepted the statement without question. He therefore sailed for the Spanish Main to begin his privateering.

**Cutting Out a Cruiser.**

After leaving Juan Fernandez the Harrington made the port of Coquimbo on the coast of Chile. The Harrington had been trading on the Chilean coast before and no doubt Campbell knew his way about.

As soon as the Harrington entered the harbour she ran alongside a trading brig—the San Francisco and San Paulo. The Harrington fired a gun and sent a boat's crew to take possession of the Spanish brig. The men of the Spanish vessel were allowed to go on shore with their beds and chests, except a Frenchman who was sent on board the Harrington.

The Spanish brig was sent to Tahiti in charge of a prize crew, while the Harrington cruised along the coast. Two days later she sighted the cruiser Extremena, a schooner carrying four guns and belonging to His Majesty the King of Spain, which was lying in the harbour of Caldera. When the Harrington was bearing down on her the Extremena fired several guns but without much effect. One shot passed between the Harrington's masts and another over her gaff. The Harrington replied with a broadside.

When the smoke cleared away they found that the crew of the Extremena had set her on fire and gone ashore in the boats. They were seen a little later running up a hill.

The Harrington's men went on board the Extremena and after some little trouble managed to get the fire out. Before they left her the Spaniards had slipped the cable of the Extremena and she had drifted on the rocks but Campbell managed to pull her off. The Harrington and the Extremena then sailed in company for Tahiti where they picked up the San Francisco.

From Tahiti they all three sailed to Norfolk Island and then the Harrington went to Sydney, the other two vessels being ordered to keep out of the way.

**Certain Pigs of Copper.**

There was another little interlude on the Chilean coast. This occurred at Guasco where Campbell collected certain pigs of copper. It appears from an entry in the Harrington's log book that one Don Felix of Guasco (whose acquaintance Campbell had presumably made on his previous trading voyage) was expected to barter copper for the cargo which Campbell had to offer. It seems likely, therefore, that the acquisition of the copper was a matter of exchange. After all, cases are recorded in which Spanish merchants bought from the old buccaneer goods which the latter had taken from other Spaniards.

Jorgen Jorgenson, not always a trustworthy authority, talks of Campbell having carried away vast treasures from South America and hints that they had been buried on an island in Bass Straits.

After this the account of the goods taken by the Harrington, as collected by King from the log of Captain Campbell and the journal of his chief mate Francis Gardiner, is disappointing. Nor do we hear of the supposed buried treasure ever having been dug up.

Apart from the pigs of copper from Guasco the only things mentioned that would have appealed very much to an old-time buccaneer were 52 dollars and a pair of stone knee-buckles taken over from the Extremena.

A large quantity of stores was taken over from the merchant brig, including 180 fathoms of cable, 530 of hawsers and 170 of rope. There were 62 bags of flour and 20 of beans, 21 bales of sugar, 3 of "mata" (presumably mate, the stuff used in South America instead of tea) seven jars of syrup, 2 bales of tallow and 19 sheepskins. There was also some beef and a few hides and other odds and ends.

**Bought by Government.**

After King had taken possession of the two Spanish prizes things dragged on for some time till news arrived that war had been declared between England and Spain in January 1805. In the meantime Robbins had been sent with a flag of truce and apologies for the high-handed action of Captain Campbell but nothing more was ever heard of Robbins and the cutter Integrity.

When news came of the outbreak of war the officers and men of H.M.S. Buffalo claimed the Spanish cruiser Extremena as their lawful prize. Finally King ordered the two vessels and the goods seized by the Harrington to be sold at auction, the
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It’s nice to slip yer anchor
An’ make fer open sea.

When yer’ve had a spell ashore
An’ seen—still there is to see,

An’ feel the dust a stickin’;
An’ all the stench an’ roar.

O’ er the dog yer galls an’ ears—
Yer not wishing any more.

To see the frills an’ pretties
With their charming dainty ways,

For yer money don’t spin the same
It used in other days.

It’s then the old, old longing
to get where yer belong
An’ best it quick to anywhere—
No matter where—no long.

As it’s across the nim’ sea
With a wind a blowin’ cool,

A blowin’ all them cobweba out
Yer’ve gathered like a fool.

O the shore’s alright for them that’s knowed
No better kind o’ life,

An’ fit enough for all them bokers
Who takes ter them a wife.

But fer a lad who’s got some sense
An’ lofty, with a thought
Above the plain hum-dinger-dum,
Jig-trottin’ kind o’ sort

O’ dreary content—fer that is all
The beach is seems ter me—

There’s only one thing he can do
An’ that is go ter sea.

An’ I reckon as I’ve fattened things
An’ got me bearings right,

For I’ve kept on turning’ large, long thoughts
In the watches o’ the night:

Life ain’t no sailor’s holiday;
But, thank the Lord, it’s true
That there’s Beauty and Bome danged, hard work
In it fer me an’ you.

Please Ask a Friend to Join
The Navy League.
Naval Notes from Europe.

(By a Special Correspondent)

When the British battle-cruiser REMOY -conveys the Duke and Duchess of York on their Empire tour early next year she will carry women passengers for the first time. The last occasion upon which a woman sailed in a British warship was in 1919 during Earl and Countess Jellicoe's tour in the NEW ZEALAND.

On completion of trials next year the British submarine L-26—last of the war programme submarines to be completed—will proceed to the Mediterranean.

The Italian training cruisers PIA and FRANCESCO FABBRISCO recently visited the Thames and Portsmouth. During their stay at the latter, parties of cadets were taken over the EXCELLENT (Gunnery School at Whale Island) and the VERNON (Torpedo School).

The three British cruisers CARLETON, CASTOR and DARTMOUTH are taking relief crews for China. This is the DARTMOUTH's first long sea-trip since 1919 when she went troopng to the West Indies.

The new British destroyer AMONG commences her trials at the end of September.

The surprise condemnation of the British submarine L-29—last of the war programme submarines—has been announced in the Cabinet by Rear-Admiral A. P. Addison, C.B., has completed his two years in command of the Mediterranean Destroyer Flotillas and has been succeeded by Rear-Admiral the Hon. Herbert Meade, C.B.

The British submarines K.2, K.6, and H.21 have been purchased by a Newport (Mon.) shipbreaker.

K.2 was recently launched at Devonport the British cruiser NEW ZEALAND. The surprise condemnation of the British submarine L-29—last of the war programme submarines—has been announced in the Cabinet by Rear-Admiral A. P. Addison, C.B., has completed his two years in command of the Mediterranean Destroyer Flotillas and has been succeeded by Rear-Admiral the Hon. Herbert Meade, C.B.

The Autumn cruise of the British Atlantic Fleet is now in progress. The Fleet will assemble at Portland on October 30, for the visit of the Dominion Premiers, who will witness firing practice. No review will take place.

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The British depot ship HECLA—purchased into the Navy in 1878 when building at Belfast for the British Shipowners Company—has been towed from Chatham to Preston to be scrapped. For many years she served as a sea-going depot ship for destroyers but has not been to sea since 1919.

The new British destroyer AMONG commences her trials at the end of September.

The Italian training cruisers PIA and FRANCESCO FABBRISCO recently visited the Thames and Portsmouth. During their stay at the latter, parties of cadets were taken over the EXCELLENT (Gunnery School at Whale Island) and the VERNON (Torpedo School).

One of the first vessels to go under the scrapping scheme, announced last year, is the "Admiralty R" class destroyer ROY ROY (built 1916) which has been towed to Garston to be scrapped.

Following their call at Aden, the Japanese training ships YAKUMO and IDZUMO went through the Canal to Port Said and will remain in Mediterranean waters until the end of October.

To mark the final passing out of commission of the old EAGLET (built 1804) there was a parade of the Messy Division of the R.N.V.R., and the last Post was sounded as the old British drill-ship hauled down her ensign.

The rumoured request of the new Greek Government for the return of a British Naval Mission has been denied, but Britain is to be approached with a view to loaning five gunnery and aviation instructors.
Songs the Sailors Shouldn't Sing.

BILL (to Boy in his first dusting): "Cut youn'el' piec' o' cake an' make yourself at home."

NAVAL NOTES—Continued.

Owing to the British coal strike, the construction of the new cruiser SUSSEX is being held up.

All officers and men of the British Navy may now be ordered to make casual aircraft flights in the course of their duties. No extra pay will be granted for this.

Surgeon Rear-Admiral C. M. Readwell, C.B., has retired six years under the age limit to facilitate the promotion of junior officers. Among other things he was the inventor of a life saving waistcoat.

The Soviet Baltic Fleet recently took a cruise off the coast of Estonia. The Inspector of the Red Army, Kamenoff, was present in the battlecruiser MARAT (formerly the PETROPAVLOVSK).

The British cruiser DUBLIN, which was completed in 1912 and which was placed on the sale list last year following the cancellation of her projected refit, is being scrapped.

The reconstruction of the old British wooden battleship IMPLACABLE has now been completed and she has been berthed at Falmouth.

A Liverpool master stevedore has invented a life-saving device for submarines, to be used in the event of a failure to rise.

The British cruiser CONSTANCE has paid off for a long refit at Chatham Dockyard.

The British destroyer ROSALIND, first commissioned in 1916, condemned last year under economy measures, has arrived at Garston for scrapping.

The establishment of a naval Depot at Pembroke Docks has now been practically decided upon, probably for the training of specialist ratings.
OVERS of the old ships and naval sentimentals have so bitterly regretted the passing of so many fine ships from the pre-war list, although we have very few men-of-war which appealed to the enthusiasts like the vessels that were built under the Naval Defence Act and in the years immediately following, that the towing away of H.M.S. BLENHEIM to the scrap heap, has attracted a lot of attention in Great Britain and has released a flood of memories. She and her sister the BLAKE caused such a stir when first they came out in 1890 that they will always be of interest to the student, while as she was the last of the old type of cruiser with a ram bow, two tall funnels with just the right rake, and a general air of symmetry, she was particularly popular when cruisers had gone into clipper stems and a generally untidy outline.

In the late 'eighties the British Admiralty suddenly realised that they were lamentably short of cruisers, and that the trade lanes on which the existence of the country depended were very largely unprotected in case of war. Accordingly they got the Naval Defence Act passed by Parliament, which permitted the construction of a big fleet on a loan raised for that purpose. The BLENHEIM and her sister the BLAKE were two of the first ships to be so built, the former being constructed by the Thames Ironworks, a firm which had the shipyards where some of the most famous of the old East Indiamen were built, but which went out of business some fifteen years ago. She was built very largely as a reply to the French Dupuy de Lome, which was then under construction, and about whose features wonderful stories had been told in England. In her general design she was a development of the belted cruisers that had been built in the 'eighties, but the substitution of a protective deck for the short belt permitted a high speed to be obtained. The BLENHEIM and BLAKE were the first British ships to be given armoured casemates for their secondary armament, and the first to have a special armoured glacis round their engine-room hatches.

But their primary purpose was speed, and they were the first British warships to be given four distinct sets of triple-expansion engines, although the Italians had already tried the experiment. The engines and boilers occupied nearly two-thirds of the length of the ship. The engines were in four separate compartments, the two on either side being coupled together and easily disconnected, so that the ship could cruise on the after engines only. This was a feature with which many engineers disagreed, for they said that if the after engines had so much more work than the forward ones the bearings would wear down, and that they were all coupled up for full speed the shafts would be found to be out of line. The engines were supplied by six double-ended cylindrical boilers, which at first gave a certain amount of trouble, but were afterwards slightly altered in a most satisfactory fashion.

As regards armament the BLENHEIM had two 9.2-inch guns mounted fore and aft and ten six-inchers on the broadside. For defence against torpedo craft she had 16 three-pounder quick-firers and 7 Nordenfeldt machine guns firing a .45-inch bullet. In addition she had two 9-pounder muzzle-loaders for work ashore. The torpedo tubes were 14 inches in diameter, two of them being submerged and two above water.

Her trials were a little disappointing, for her maximum speed was 21.28 knots for four hours instead of the 22 for which she was designed, while the mean of eight hours was only 20.4 knots. However, she steadily improved on service, and when nearly thirty years old she was still good for 20 knots. Although the Naval Defence Act had provided for the construction of a large number of cruisers it had not made any provision for their crews, and the natural result was that most of them had to be paid off into reserve as soon as they were commissioned, while boys were being passed through the training ships as fast as they could be. It so happened that from 1892 to 1894 the BLENHEIM was laid up at Chatham, and before she had ever been properly
commissioned her ten 6 inch breech-loading guns were taken out and replaced by quick-fires. She was finally commissioned in May, 1894, to relieve an older ship in the Channel Squadron and served with that flag until 1898.

In 1895 she was taken off her regular service to carry the remains of the late Canadian Premier across the Atlantic, and the voyage tested her seaworthiness to the utmost. She had bad weather practically the whole of the time and proved herself rather wet forward, so that some people were a little doubtful as to how her bow gun would handle in rough weather. Further tests, however, proved that it was quite efficient. In 1896 she was sent out to the Canaries to bring home the body of Prince Henry of Battenburg. About this time one of her midshipmen was Kenneth Alackenzie Grieve, who will be remembered on both sides of the Atlantic for his part in Allcock's first Atlantic flight.

In 1897 she had a most peculiar accident, for the giant French sailing ship France was lying in the Channel when the Blenheim took her lights to be the lanterns of two fishing boats and tried to steer between them. Very little damage was caused and the officers of the Blenheim were found blameless, largely on account of the character of the Frenchman's lights.

In 1898 she was employed on troopng service to China, and three years later went out to that station for three years. In 1905 she went into the Mediterranean on similar duty and was kept for coaling facilities for the destroyers under her charge. Her armament to be reduced to necessity of putting every available gun into mer-

In 1921 she was brought home to the Nore and commissioned as the depot ship at Harwich for the Central Reserve of Mine-sweepers. On this she relieved her sister, the Blake, which went to the scrappers. In 1927 she was transferred with her charges to Sheerness, and remained there until she was paid off to prepare for sale to the scrappers. In September she was towed away to be broken up.

**Forthcoming Navy League Concert.**

A Concert is being arranged to help Headquarter's Fund of the League. It will be held at the King's Hall, Hunter Street, on Wednesday, the 15th December, at 8 p.m. The programme aimed at is the presentation of a varied, interesting and unique entertainment.

It is hoped that there will be given a one-act play, some music, songs and dancing; and in addition amusing sketches and monologues.

The King's Hall has limited accommodation and so intending patrons should book early their reservations. There is no doubt that out of such a comprehensive and exhaustive variety of artistic representation there will be found something to appeal to everyone's taste and liking; so that it is hoped that apart from the object (the raising of a sum of money for League purposes) the concert will be valued intrinsically for its own sake and supported by those members and their friends who desire this kind of entertainment.

Reservations may be booked for the price of 4s. 4d. and may be obtained at the Navy League Office, 6 Dalley St. (B 3808). Ordinary admission is charged at the popular price of 2s.

Members are requested to interest and enrol a friend.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

SUB-BRANCH AND COMPANY NEWS.

NORTH SYDNEY

Officer-in-Charge: Mr. W. R. ROBERTSON
Hon. Secretary: Mr. T. W. MURRAY

LANE COVE

Officer-in-Charge: Mr. W. G. STEWART
Hon. Secretary: Mr. C. F. WIGGLESWORTH

BONDI-ROSE BAY

Officer-in-Charge: Mr. H. H. LEIGHTON
Hon. Secretary: Mr. J. A. WARD

BIROBROVGE

Officer-in-Charge: Mr. E. S. BAILEY
Hon. Secretary: Mr. R. M. BULL

Oswald McMaster Gold Medal for Signalling.

This medal was competed for on Saturday, October 16th, at Birchgrove Oval, in the presence of many spectators and supporters of the League and its Sea Cadets.

We had the good fortune to obtain the services of Commissioned Instructors J. F. Warner, R.A.N., and Chief Yeoman of Signals, S. Hopper, who acted as judges and who, further, have courteously furnished a full report on this important contest.

After the first round it was found that 7 cadets out of 20 had scored 100 per cent marks. The next eliminating round winnowed the number down to 2—B. Collins of North Sydney and D. Walker of Drummoyne. The former after a very close contest with D. Walker was declared the winner and medallist.

After reciting the features of the competition the report ends:—To the winner we offer our most hearty congratulations, to the remainder our thanks are appreciated Mrs. Ralston's kind thought in lending her house on the 25th October for a Bridge and Mahjong evening. A very pleasant time was spent by the guests, and when the final returns are in we hope that a good sum of money goes to the fund. Among those present were Mrs. Ralston, Misses Ralston, Miss Francis Glasson, and the Misses Murray.

A very enjoyable ball was organised by Mrs. Butcher and ladies of the Welfare Committee, and took place on the 30th October at Warringah Hall. It was very well attended, there being well over 200 persons present. Another good addition to the funds is expected thereby, and our thanks are given to all those who worked so energetically for the success of this function.

Altogether, North Sydney and Mosman Bay Companies are in a thriving condition numerically and financially, and attendance for drill and training has been wonderfully keen.

Two Church processions have been held this month—one at the Presbyterian Church, where the Rev. Mr. MacDonald delivered a fine address to the young people, and the other at the Methodist Church, where they heard another good address.

The competition for the Oswald McMaster medal was very keenly contested at Birchgrove Oval, and some very exciting tug-o'-war took place. In flag signalling the examiner expressed his surprise at the proficiency shown by the boys in receiving the messages.

A very enjoyable evening was spent at the Royal Naval House on Nelson night; and the way in which the boys applauded the items on the programme, spoke volumes as to the popularity of the artists.

Amongst the presentations that evening P. O. Frank Pritchard received a sheathed knife for regular attendance during year 1925. Cadet Frank Caldecott received a medal for knots, bends, and hitches, and Cadet John Martin received the "Viking" watch for punctuality.

Misses Darcey and Gooch conducted a dance in the School of Arts, Lane Cove, but the results are not yet to hand. Those who attended had a very pleasant evening.

On Saturday, 30th October, the Company headed a procession of decorated cars and vehicles to the Longueville Park for a carnival in aid of the North Shore Hospital.

Mr. A. W. Craig, of Warringah, has very kindly donated a number of books to the Company's library, and to that gentleman we tender our best thanks.

During the month we have enrolled one new recruit—E. McGiffen.

We take the opportunity to congratulate North Sydney Company on their victory in the McMaster Medal competition, but we can also assure them that there is no doubt about next year's winner. The fronts of Mr. Hinchcliff's labour were hardly ripe on that day.

On the night of the 21st, October (Nelson Day) the Company attended at Royal Naval House. The boys enjoyed it thoroughly, and the thanks of the Company are due to the artists who helped to make it so enjoyable. The belated Cochrane shield also came into our possession on that night.
On Saturday, 3rd, we sailed up to Abbotsford in the cutter and viewed the Sydney Rowing Gladesville Reserve and indulged in a swim. And it was decided to put it towards the purchasing "Quambi." One is for signalling, another for general etc. of three silver medals which are to be competed for. One is for signalling, another for general etc.

On Thursday, October 7th, at our Welfare Meeting Mr. Billam visited us and was introduced to 34 of our adult members, also to 14 young ladies of our Felix Club. He was an interested

spectator of the business-like way the meeting was conducted by its lady officers. Mr. Cooper our O.C. welcomed the visitor on behalf of those present who in reply said how heartening it was to witness such enthusiasm and efficiency and to see so many responsible ladies and gentlemen taking such an interest in the sea cadet movement so that they gave much of their time, ability and practical help to the training and entertainment of the boys of their branch.

He pointed out further, the need for a wider unity in the cadet movement; and the efficiency and keenness as exemplified by the supporters of Birchgrove augured well, not only for Birchgrove, but for the sea cadet movement as a whole.

We formed a Guard of Honour with 50 of our cadets on the occasion of the opening of the Balmain Memorial Hall by His Excellency, Lord Stonehaven. The Governor-General, asking to be introduced to the officer-in-charge, then inspected our contingent and complimented the boys on their smart and cleanly appearance. The Misses Charles, Fairfax and Moffat Colours and other Company flags were explained to him on request.

Apropos of this, the night before—to be exact 11 p.m.—the powers that be sent out an S.O.S. for bandmen to the depot with the result that six of our bandmen joined the Roselle Band and thus obtained speedy baptism of playing in public.

This Roselle bandmaster expressed surprise when informed afterwards that these cadets had only had a month's tuition and he was highly complimentary. Once again Birchgrove slipped into the breach.

We feel that Headquarters will be inundated with thanks from the Nelson Day Concert. Birchgrove gave the tune of its last man and we were pleased indeed to meet old ships again. We feel it would not be amiss to have more concerts, etc., whereas the companies come together and fraternize and say A Grand Navy League Concert twice a year—we are sure the tickets would sell like hot cakes especially if all companies, with their Welfare Committees' got right behind them.

Birchgrove Company send heartfelt congratulations to all cadets who won prizes and medals and extend their thanks to all the various artists who helped in the success of the Nelson Concert and also to the State Military Band, who gave of their best.

Our circle of friends is extending everyday. The Navy League Club is a very fine programme, which everyone enjoyed, and we feel that we are fortunate in having the services of so many imbued with the spirit of helping the boys and who keep the depot running so smoothly and efficiently.

Rose Bay-Bondi.

(Contributed by Mr. D. J. Hopkins, O.C.)

Another busy month has passed since our last issue, during which time we have managed to crowd in as usual a good deal of work.

Trips to Manly, Balmain, Clifton Gardens, Nelson Park, Shark Island were made, and a good deal of swimming indulged in. With the advent of the warmer weather this pastime is decidedly popular with the boys, some of whom are met, experiments of the nautical art, and with a bit of coaching should be able to hold their own in good company.

We would like to give them a try out with the "speed kings" of the other companies.

The 21st October (Trafalgar Day) was celebrated by the usual function at the Royal Naval House. Big musters from the various companies accompanied by their standard bearers, buglers and drummers, made an imposing sight at the assembling point in Grosvenor Street, and very favourable comments were made on their smart appearance.

A very fine programme, which everyone enjoyed, made the night pass all too soon.

Various prizes recently won were distributed during the interval to the winners of the various events.

Mr. Mayne, on behalf of Mrs. Hamilton Marshall, presented the Rose Bay-Bondi Sub-Branch with a splendid Union Jack, which was most acceptable and of which we are very proud. Mrs. Mayne donated a standard for
The Navy in Peace Time.

By SIR E. G. H. BEATTIE. R.N. (Retired).

I t has always been easier to make war than to preserve peace. A declaration of war has frequently been the line of least resistance, whereas the preservation of peace has as frequently entailed difficult diplomatic exchanges over a long period coupled with correct and properly timed movements of the actual implements of war in such a way that these movements cannot be construed as acts of hostility.

Where the British Empire is concerned, it is practically always the Navy which is called upon for a "demonstration," which will bring the other party to the dispute into line. Assuming that in any particular circumstances the diplomats and statesmen have done all they can, and that it is time for the Navy to take a hand, I propose, by means of one or two instances, to show how the work is done. A recital of these instances will show how absolutely essential it is that the Naval power of England shall be maintained, not only for the welfare and prosperity of the Empire, but for that of every other civilized and uncivilized nation. An example that has come very opportunely to hand deals with the recent political disturbances in Egypt, a country in which the Empire is vitally interested on account of the Suez Canal and the territory's output of cotton which is the raw material of England's second largest industry.

In accordance with British custom Egypt became an independent kingdom after the late war—the country being then deemed capable of looking after its own affairs. England, however, retained some say in the matter, knowing of old that native races are apt to experience political growing pains in the early stages of independence. This happened in the case of Egypt, and the anti-British element did not stop short of murder.

In the political upheaval that followed, it became essential for the preservation of civilised interests that the Egyptian extremist leader, Zaghlul Pasha, should not accept political office. The part played by a single British man-of-war in the subsequent proceedings is excellently told in a leader on 16th June last in the Naval and Military Record, the leading naval weekly in England. The leader is entitled "Silent Pressure."

"The arrival of the battleship Resolution at Alexandria during the recent political crisis in Egypt, proved a strong, silent factor in dispelling what at one time threatened to develop into a very serious situation. The people of Alexandria gazed across to the still remaining ruins of the old forts and remembered what happened on the 11th July, 1882."

That was the occasion of the Bombardment of Alexandria, when not only silent demonstration but decisive action became imperative in somewhat similar circumstances. It was on that occasion that Lord Charles Beresford—then commanding a single gun-boat, the Condor—first came into prominence through his handling of his ship, and caused the British Commander-in-Chief to make the famous signal, "Well done, Condor." That, however, is by the way." The Resolution looked peaceable enough as she lay within Alexandria's wonderful breakwater, but her presence was of unmistakable significance. Zaghlul Pasha, who probably has a much greater respect for a single battleship than for all the diplomats in the British Empire, decided that he would not accept office after all. Once again had been proved the accuracy of Nelson's dictum that "a British warship is the best negotiator in Europe." The Resolution did no negotiating at all. She merely came to Alexandria and showed herself. But the 'silent pressure' of this perfectly unobtrusive demonstration achieved its purpose. As a mere hint, it was most effective. The late Lord Charles Beresford used to say that battleships were much cheaper than battles." Which is only another way of putting what Nelson said, and which is also only a variant of the commercial saying, that fire insurance is much cheaper than a fire.

Examples of the influence exerted in this way by the R.N. could be multiplied many times; but perhaps the most famous and important occasion when the White Ensign exerted its silent pressure in the interests of world peace arose during the Spanish-American war. On that occasion—about 28 years ago—the German and American fleets were anchored in Manila Bay. So was a small British gunboat—"bug-traps" we used to call them—in the service—commanded by Captain Chichester. Germany did not view with favour America's actions in the Philippines, and the two fleets—German and American—were just about ready to fly at each others' throats. If they had the result might have been an upheaval similar to that which did break out in 1914. Chichester sized up the situation, and during the night when relations were most strained he pulled up his anchor and took up a new position exactly midway between the two fleets, so that whichever first opened fire could not do so without risk of hitting Chichester's ship. Neither side was game to do that, and a German-American war was averted.

The sequel provided incidentally the most effectively diplomatic answer ever given on a vital occasion. The American Commander-in-Chief was Admiral Dewey. The German Admiral called on Chichester and asked point-blank what he would do if fire were opened on the Americans. "That," replied Chichester, "is known only to Admiral Dewey and myself."

It is not unnatural that with the very rapid expansion of the Royal Navy in the 15 years preceding the late war the opportunity for such demonstration of "silent pressure" should have been fairly numerous. In my own short experience I witnessed three as an unimportant and very junior officer in the British Mediterranean Fleet. The first was about the middle of 1904, when two Russian privateers—the Petersburg and Smolensk—started holding up neutral traffic in the Red Sea. The Russo-Japanese war was in progress, and we naturally objected to P. & O. boats being interfered with, so the Mediterranean fleet went for a cruise in the Eastern Mediterranean, calling at Alexandria and Port Said, at the latter place for only a few hours. It was quite enough. The Petersburg and Smolensk were withdrawn.
On another occasion about that time we were having a frontier dispute with Turkey; and the genial Turk as usual seemed prepared to bluff up to the last moment. We got—to put it colloquially—fed up, and decided to bring matters to a head; so the Mediterranean Fleet moved up to Phaleron Bay near Athens and just across the Aegean Sea from Turkey’s front door at the Dardanelles. As our anchors dropped we carried out the evolution known as “landing every available man.” This consisted in putting all our boats in the water and loading them with all available officers, seamen, marines and stokers, each armed with a rifle and ammunition and carrying a supply of provisions and water. About ten minutes after anchoring, about 5,000 armed and provisioned men and twenty or so twelve-pounder field guns were in the boats ready to land. I think we also had the men’s suits dyed khaki to give an added touch of realism. This was done in full sight of Athens and Phaleron, and was duly reported—as it was intended to be—to Constantinople. The Turk then gave in.

The other occasion was when the Russian Baltic Fleet set out for Japan during the Russo-Japanese war. They would, of course, have much misused, and it will never be misused while England and the Empire are ruled by such men as have controlled our destinies in the past. Even Ramsay MacDonald laid down eight new light cruisers, and thereby got into hot water with his followers of the impracticable “universal brotherhood” persuasions.

There are other besides international situations where the British navy comes in useful. As an example, I will quote the remainder of the Navel and Military Record leader, from which I have already quoted:

“...in a very different way battleships quietly but effectively played a part in the late general strike in England. It is said—and probably with truth—that nothing so disconcerted the Glasgow hot-bed of Communists as the appearance of the Hood in the Clyde. As a display of armed force there is nothing so impressive in the world as a big warship.”

We in Australia know the Hood personally and may judge the effect.

“She gave her message without necessity of making a signal or swinging a gun. Nobody on Clydeside ever for a moment imagined that the Hood would do anything more than appear silent and look majestic. It was the vague sense of what she would do that appealed. Soldiers with machine guns could clear Sauchiehall-street of people; the Hood with a few salvos, from ten miles away, could clear Glasgow of Sauchiehall-street."

You may naturally ask why, if the British navy is so powerful and useful and has such a deterrent effect on would-be war-makers, it did not succeed in preventing the 1914-1918 outbreak. The R.N. prior to August, 1914, had done everything possible to stave off that event, but unfortunately
against a nation and a man in the person of the Kaiser who were unable to read the signs aright and who, in spite of the R.N., decided to go on. The Kaiser and his advisers read their history calculated, and, counting on the Irish trouble which was then pretty bad, and misreading history he thought England both could not, and would not enter the war. The navy did not fail in its great work as the world's peace-keeper, because it was arrayed against a man with an unusually idiotic kind of brain.

The foregoing gives a brief and a very imperfect idea of the kind of work in which the navy is almost perpetually engaged; but where concrete examples of the effect of naval movements are available, there are doubtless many more occasions on which the proximity or unexpected appearance of a British man-of-war on a "showing appearance" of a British man-of-war on a "showing colour to the supposition that Australia's Navy is only to be used in war time—and that war is therefore anticipated, the R.A.N. not being available for police purposes in consort with the other civilised nations. It must also be construed as pointing to some vital difference of opinion between Australia and England regarding the Chinese situation, which has been admittedly brought about by "Red" elements inspired from Moscow. Anti-Empire organisations and nations which are jealous of our power and influence will derive much comfort from this neglect on Australia's part, and the situation is aggravated by the fact that during the Yangtze operations Lieutenant-Commander F. C. Darley, who was killed, was actually an Australian citizen, albeit he was serving in the Royal Navy.

It is not too late now to correct the mistake; but it is to be hoped that in any future circumstances the natural step will be taken immediately to avenge an Australian life and to range Australia unhesitatingly on the side of England in the maintenance of peace and good order and the suppression of murder, piracy, and confiscation. Only thus can Australia show that she really is a nation.

DEFINITIONS.

The following definitions may be found useful and interesting to readers in general, and especially to N. L. Sea Cadets. From time to time as space allows, such information referring to ships, to their rig, and the like, will be given in the Journal:

**FOUR-MAST SHIP.**—A vessel having four square rigged masts, viz., fore-mast, main-mast, mizen-mast, and jigger-mast.

**BARGE; BARKE.**—A three masted vessel; fore-mast, main-mast, and mizen-mast; each mast is fitted with a topmast, topgallant-mast, and royal mast; all are square-rigged, i.e., rigged with yards and square sails.

**FOUR-MAST SHIP.**—A vessel having four square rigged masts, viz., fore-mast, main-mast, mizen-mast, and jigger-mast.

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"FAITHFUL UNTO DEATH."

"CHESTER" had played her part well. She returned with what was left of her crew and her guns to the third battle cruiser squadron, which at once came into action. Our losses were heavy; splendid ships and splendid men had been sunk, for let us never forget that, as Admiral Jellicoe himself said, the Germans fought gallantly. But they already knew they were beaten, for their losses were heavier still, and when later the British Battle Fleet joined in the fight, the remnants of the German High Seas Fleet turned and fled to port under cover of the night. The Battle of Jutland was indeed a glorious victory.

"I hope to place in the boys' mess a plate with these words: 'Faithful unto death.' I hope some day you may be able to come and see it there. I have not failed to bring his name prominently before my Admiral."

And when afterwards Admiral Jellicoe wrote his official report of the Battle of Jutland, he added these words:

"A report from the Commanding Officer of 'Chester' gives a splendid instance of devotion to duty. Boy (1st class) John Travers Cornwell, of 'Chester,' was mortally wounded early in the action. He nevertheless remained standing alone at a most exposed post quietly awaiting orders till the end of the action, with the gun's crew dead and wounded all round him. His age was 16½ years. I regret that he has since died, but I recommend his case for special recognition in justice to his memory, and as an acknowledgment of the high example set by him."

Wonderful, thrilling words these. But so that you may never forget that, as I have said, Jack Cornwell, hero, was a boy like other boys, I am going to copy the last letter his father received from him not many days before the battle. You'll like to read it because it's such an ordinary boyish letter:

"Dear Dad,—

"Just a few lines in answer to your most welcome letter which we received on Monday—first post for a week. That is why you have not had a letter for a long while. Thanks for the stamps you sent me. We are up in the —somewhere, and they have just put me as sight-setter at a gun. Dear Dad, I have just had to start in pencil as I have run short of ink, but still, I suppose you don't mind so long as you get a letter, and I am sorry to tell you that poor old A. L. is dead, and I dare say by the time you get this letter she will be buried. I have got a lot of letters to send home and about, so I can't afford much more, and we are just about to close up at the gun, so this is all for now; I have more next time.

"I remain, your ever-loving son, Jack."

P.S.—"Cheer up, bully me lad, we're not dead yet!"

THE UNKNOWN HERO.

John Travers Cornwell, V.C., was buried with all the honours that the Navy and the Country could pay him. The Union Jack covered his coffin, upon which were graven the words "Faithful unto Death," famous sailors stood beside it, the great men of the land followed it to the grave, a Bishop read the burial service. The whole British Empire was represented at the funeral of a hero. And later, the King himself gave to Jack Cornwell's mother the Victoria Cross—the highest award "for valor" that only the noblest heroes may ever receive.

Jack Cornwell died knowing nothing, thinking nothing of what the great world would think or say of him. He had "carried on all right," that was all he cared about. And, after all, he had done so little—he wished so much he could have done more. His gun had never fired, no orders had come through to him. "He felt he might be needed—and indeed he might have been." If only his gun could have hit the Germans. "His gun would not bear on the enemy."

But he had done all he could.
HE did not even know that his Captain had seen him as he had stood alone by his gun awaiting orders. But he had done his job. He had learned the greatest lesson life could teach him. He had done his duty when, as he thought, no one on earth could see him—with "just his own brave heart and God's help to support him." And that's the greatest lesson life can teach you or me.

This little book is dedicated to the "glorious memory of unknown heroes." I'll tell you why.

As I have written it I have thought so often of what might have happened if, instead of steering back to the Grand Fleet, the "Chester" had gone down "with all hands." Ships have been sunk in battle again and again with not a single soul saved to tell the tale—not one. Were there boys and men on such ships as these whose heroism was as great as Jack Cornwell's? Very likely. Are there men and boys, women and girls, all over the world, in a thousand different ways, everyday showing the same pluck and courage and devotion? Yes, I think so. No one hears of them. They are unknown heroes—but heroes just the same.

If no one had lived to tell of the way John Travers Cornwall, V.C., Boy 1st Class, stood alone by his gun in the Battle of Jutland, he, too, would have died an unknown hero. But a glorious hero just exactly the same.

CONCLUDED.

"A sailing ship has beauty! White or brown, When sails are full of wind the ripping hums As lively as an orchestra in town
A tuning with their fingers and their thumb. And the rain will tap most steady on your main'l, Like a kettle drummer tapping on his drums. She comes
With her tightened sails somberous as the drums!"

-WILFRED THOMAS: "H.M.S. Lucania's Charter."
NAVY LEAGUE OUTING.

Members of the Navy League, Sea Cadets, their officers, parents and supporters are cordially invited to be the guests of the N.L. Executive at an outing on Saturday afternoon the 25th November, to Shark Island. A chartered ferry will leave Darling Street wharf at 1.45 p.m. and Port Macquarie at 2.15 p.m. sharp. Light refreshments will be provided, and appropriate sport events arranged for the cadets. The steamer will leave the island at 5 p.m.

RICHMOND.

(Contributed by Mr. R. H. Wade, O.C.)

At the annual meeting of the Sub-branch Committee the Lea-Wilson Cup was presented to Acting-P.O. Wade for proficiency throughout the year. Last year's winner, P.O. Martin, was a close runner-up, being only two points behind P. O. Wade.

We are sorry that we cannot get down for the Sydney Yacht Squadron's race.

We have just bought a whaler so that we shall get some rowing practice on the river, and thus lessen by a considerable amount the expense that we have been put to in the past for training down in Sydney.

CASH

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BREAKFAST D’LIGHT & FOUNTAIN S. R. FLOUR
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THE NAVY LEAGUE.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Subjects, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Protection for British Subjects and British Commerce all the World over.

Its objects are:

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

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since the sudden development of naval strength is impossible, only continuity of preparation can guarantee national and imperial security.

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

4. To teach the citizens of the Empire, young and old alike, that “ it is the Navy, whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend,” and that the real strength of the Empire, with the liberty and prosperity of its peoples, relies upon the Navy, not less than upon the merchant service, which, under the sure shield of the Royal Navy, weeps us into one imperial whole.

5. To encourage and develop the Navy League Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the boys to show service credit or the Empire, by learning discipline, duty and self-respect in the spirit of their motto — “ For God, for the King, for the Empire.”

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

THE NAVY LEAGUE.

EXECUTIVE COMMITTEE

Chairman: Sir J. H. Blackall, K.C.M.G., M.A., LL.D.

Secretary: Mr. A. W. C. Hayes, M.R.C.S., L.R.C.P.

Treasurer: Mr. A. W. C. Hayes, M.R.C.S., L.R.C.P.

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The Navy League Journal

Vol. VII. No. 8. SYDNEY, DECEMBER, 1926. Price 3d.

TAKING OUR BEARINGS.

THIS is the period of the year when we look back on the efforts, successes and failures of the past twelve months.

The Navy League of N.S.W. is steadily forging ahead, and is sowing the seed of its aims and objects among a widening public. Its chief factor of propagation is necessarily the JOURNAL which from the first day of its publication and thereafter through many stresses has maintained its month by month output and set forth the ever-constant need to educate the public in the affairs of naval armament and defence. The JOURNAL in this aim has for the most part been content to set out the facts in the knowledge that plain, unvarnished statements and information are in general sufficient for a reader to form an opinion. However, whenever the occasion has warranted, facts and the deductions adduced therefrom have been added so that a clearer grasp of the situation may be obtained. In this connection, it may be mentioned, the question of boy-training for the Royal Australian Navy has recently been thrashed out in these columns, and we hope that Navy Leaguers as a body fully realise the importance of our protest and criticism against the discontinuance of this system.

During the year we have suffered the loss of the service of the League's Cadet Beale. His hard work and unfailing urbanity made possible the position the League holds to-day. Few realise the set backs and disappointments that have befallen the League. It is only natural that difficulties arise from time to time. But perhaps the League has the advantage of having a body of capable and efficient Sub-branch officers, and the backing of efficient Sub-branch and Welfare Committees, funds are ever available and wisely used.

Once established, the annual cost per annum is relatively small; the sum needed to cover overhead, depreciation and replacement of gear will easily be raised within the year by a well-organised depot. The much more than double effort at the present time of all branches, speaks volumes for their efficiency in this direction. Many are out to get their own building; and, with the backing of efficient Sub-branch and Welfare Committees, funds are ever available and wisely used. Once established, the annual cost per annum is relatively small; the sum needed to cover overhead, depreciation and replacement of gear will easily be raised within the year by a well-organised depot.

The initial cost of these items is often heavy, but since the League's cadets needs and uses expensive materials — such as brass and equipment, boat sheds, slipways, gear, besides for boat work and its bays and creeks are admirable for the planting of depots. Our climate is such that there need hardly be any cessation of out-of-door training and sport; and the camping spots are manifold and within easy access. Surely here, if anywhere, the League's cadet units should grow surprisingly yet it is mainly a question of time. More and more it is becoming evident that for real success a Sub-branch needs to own its own depot. Once that is established, there is no lack of recruits, and, with the backing of efficient Sub-branch and Welfare Committees, funds are ever available and wisely used. Once established, the annual cost per annum is relatively small; the sum needed to cover overhead, depreciation and replacement of gear will easily be raised within the year by a well-organised depot.

Thereafter their usefulness and strength will increase far beyond what we know of them to-day; and this will be reflected in still greater measure in our aim of establishing a sane, healthy and useful recreation for our growing boys that they may come at last to the precious heritage of citizenship.
When Smugglers Ran Cargoes of Spirits.

What Daniel Farrell Found in the Cave on the Pittwater Shore.

“Fair Barbarian’s” Business in Broken Bay.

BY THOMAS DURRABIN.

In England where smuggling was long a highly organised and flourishing industry, there are few suitable stretches of coast without a “smugglers’ cave” in which brandy, tobacco, lace and other highly taxed goods were stored till they could be sent inland. Or at least the local traditions are sure to say that it is a smugglers’ cave.

Smuggling on the Australian coast has usually been carried out on different lines. As a rule there has been little “running” of cargoes of smuggled goods to be stored in caves till they were taken away. It has usually been a matter of sneaking goods through the Customs than of evading the Customs cordon altogether.

Where there was a chance of creating a tradition it has been missed. Newport, the seaside resort between Pittwater and the ocean a few miles north of Manly, ought to have a smugglers’ cave, but no one at Newport seems to worry about it. No local tradition preserves the memory of the days when hogsheads and casks of spirits were landed by night and hidden under the rocks till the coast was clear to send them away.

Few relics now remain further north, just inside the entrance to Broken Bay, of the Customs station that was established there over eighty years ago to keep the “fair traders” from plying their business there. The whole business might have passed from the memory of man but for some old reports preserved in the Historical Records of Australia.

There the story of the smuggling and of the way in which the smugglers lost their spirits are set forth in cold official language. Yet even in the official telling it is a very interesting story.

CLEARED FOR LOMBOK.

On June 13, 1842, some weeks after this search, Daniel Farrell, a settler at Pittwater, was cutting wood near the shore, together with his servant, James Tooney, a prisoner of the Crown holding a ticket-of-leave. Close to the water and concealed under a rock Farrell came by accident upon a HUNDRED CASKS OF SPIRITS.
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under the shadow of Barrenjoey, where remains of the old station are to be seen to this day. It was not an elaborate establishment, consisting of an officer, a free coxswain, and five prisoners of the Crown to act as a boat’s crew. The total cost was reckoned at £48 12s. a year, made up as follows—officer’s salary, including £20 a year to himself, residence and buildings for the boat’s crew, watchhouse, &c., £25; coxswain at 2s. 6d. a day, £25 12s.; five prisoners at 6d. a day each, £45 12s.; six rations at 1s. 4d. each, £12 10s.; two suits of clothing for five men at £2 a suit, £20. This does not include the cost of repairing boats. But think of the happy days when suits were £8 each.

“MOONSHINE” AT BROKEN BAY?

Smugglers and Customs officials alike have long since vanished from the waters of Broken Bay. No longer do vessels bound for Lombok hover off the entrance and send boats under cover of night to land casks of brandy and of rum to be hidden in sandstone caves on the foreshore. And of the Customs post nothing remains but a few piles, the moulderling remains of a jetty and the foundations of a long vanished building.

In these days, if all stories are true, the spirits go the other way. For it is alleged that there are illicit stills in some of the wooded gullies round Broken Bay, and that spirits that have never paid excise are sometimes shipped away to Sydney in craft that call in and carry the stuff away snugly hidden beneath innocuous merchandise.

To-day in Australia probably the only smuggling that the old-time runner of contraband would call by that name is the bringing in of opium. Fast motor boats wait near Van Diemen’s Strait or in the passages along the Queensland coast to pick up the floating parcels of opium thrown over from passing steamers and to run it to places where it can be landed for distribution.

Sometimes, of course, it goes astray. Three is a story of some tin thrown overboard in Van Diemen’s Strait years ago which were not picked up for some reason or other by the Customs on Melville Island, where the aborigines used this queer sticky stuff for “pitching” their canoes. It is also said that some white men in Darwin, having heard the story, hastened over and per-
DEEP SEA FISHING.

BY K. MURRAY

I am sure the boys of the Navy League would have enjoyed a film I saw entitled "Deep Sea Fishing." First, they showed girls weaving the huge trawling nets, then huge blocks of ice being broken and packed away in the trawler to keep the fish fresh.

A blast from the trawler's whistle and away it sailed right down the fairway through varied traffic and through the wide gates that guard the entrance to "our harbour," thence out to the ever-rolling sea.

Sea surging, trawler rolling, and the men happy and care free as all seafaring men are. When the trawler came to a suitable place they prepared the huge net, tying one end of it with a special knot that would be known to all boys of the Navy League. Over the side they flung the net, where it soon streamed far away, with its glass floats gleaming as the net curved. Then they drew it in accompanied by a crowd of mollyhawks fluttering over the catch with keen eyes for any fish floating on the surface of the sea. Slowly they hauled the net on board, and as it swung over the rail a quick pull at the knot and all the wonders of the sea were flung on the deck—flathead, gurnard, leather jacket, John Dory, nanagai, mowong, sharks, swordfish, dog fish, skate, stingaroe, and squid, altogether in a squirming heap.

Finally, we saw the trawler returning to the wharf with its still-living cargo packed below among the ice. When alongside, many carts were loaded to take fish away to the markets, to be sold within the hour. Trawling in our sea is quite a simple matter compared with the hardships endured in the cold, grey North Sea. I think what Shackleton said about the Anzacs also applies to those men: "When a man discovers his soul, he faces death and danger without flinching."

Please interest at least ONE friend in our Sea Cadet Movement.
**Naval Notes from Europe.**

(Uly a Special Correspondent)

The new British submarine *Oberon*, a vessel of about 1,750 tons submerged displacement, has been launched at Chatham. She was laid down in March, 1924, and was formerly known as the O.1. She was commissioned immediately in order that her crew should be conversant with her details before she runs her trials.

The British Atlantic Fleet, under the command of Admiral Sir Henry Oliver, carried out three weeks’ autumnal exercises off Invergordon during October.

The two new British destroyers *Amazon* and *Amphibian* are to be temporarily attached to the Atlantic Fleet on completion, when they will proceed on a cruise for trials to tropical waters. Their final allocation has not yet been decided upon.

The Japanese cruiser *Aoba* has been launched from the Mitsubishi Dockyard. Although her details have been kept secret, rumour makes her a remarkable vessel. She is a third of a group of four 7,100-ton cruisers; her armament, however, unlike the two already launched, will consist of 8in. guns, which is extraordinary large calibre for a vessel of her displacement.

The British submarine *X 1*, which is the first vessel of her type to have a canteen on board, has been the Prince of Wales’ Comptroller for many years and was laid down four years ago, and the delay has been apparently the only effective way of dealing with “low-flying” planes launching torpedo attacks.

The new French flotilla leader *Panthère* has run her official trials. She was launched in October, 1924, but her commissioning was held up for about a year owing to modifications in her design.

Nelson Day celebrations were held in London on October 21, when wreaths were placed on the plinth of Nelson Column in memory of men of the Royal Navy and Mercantile Marine who fell in the war.

Admiral Sir Richard Phillimore has completed his three years as Commander-in-Chief at Plymouth, and has been succeeded by Vice-Admiral Sir Rudolf Bentinck, who was recently in command of the Reserve Fleet.

The British cruiser-minelayer *Adventure* commissioned for trials in November. She was laid down four years ago, and the delay has been on account of her diesels.

The three 800-ton German destroyers which were launched recently have been named *Schorlack*, *Griebe* and *Albatross*. The first was *Moeve*.

The British Mediterranean Fleet, after carrying out a series of cruises, including the Aegean, Black Sea and Famagusta, reassembled at Malta at the end of October.

Vice-Admiral Sir Lionel Halsey, C.B., who has been the Prince of Wales’ Comptroller for many years, has been promoted to the rank of Admiral. He has been on the retired list since 1923.

The British battleship *Malaya* has completed four months’ refit and rejoined the Mediterranean Fleet. On the way out from Portsmouth she had a target in tow as far as Gibraltar.

The new British cruiser *Enterprise* has relieved the *Caio* on the East Indies station. The latter has returned home for refit and then goes to the North American station.

Commander Adrian St. Vincent Keys, C.B.E., D.S.O., brother of the famous Admiral, has died in his 44th year. He was one of the heroes of the "Y" beach landing in Gallipoli, the success of which was largely attributed to his efforts and resource.

Trials with 2-pounder quick firing anti-aircraft guns have been carried out recently at Plymouth. At the Fleet manoeuvres this year the need for these guns was specially emphasised. They are apparently the only effective way of dealing with "low-flying" planes launching torpedo attacks.

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About 100 men are to be discharged or temporarily suspended at Devonport Dockyard partly through material shortage owing to the coal stoppage.

A British naval squadron consisting of the cruisers DANAE and DAUNTLESS recently carried out a Black Sea cruise. This was the first time since 1919 that British warships were seen in these waters.

A naval air base is to be established at Singapore next year.

Vice-Admiral Sir Reginald Y. Tyrwhitt, Bart, is to succeed Vice-Admiral Sir Edwyn S. Alexander-Sinclair in the command of the China Station early in 1927. During the war Sir Reginald was in command of the famous Harwich Destroyer Flotilla in the North Sea.

The British battle-cruiser RENOWN, which is to visit Australia and New Zealand early next year, recently carried out firing practice with her 15-inch guns, which she had not used for six years.

The British light-cruiser BOADICEA, which was built in 1908, is being broken up. She was placed on the sale list in 1920, but subsequently became the Portsmouth Anti-Gas School.

In order to expedite the final settlement of Naval War Claims between England and America, the United States have sent a Naval Mission to England to confer with the British Government and the Admiralty.

The British dreadnought THUNDERBIRD, built on the Thames in 1911, the last warship to be constructed on the river, has relinquished her position as Senior Officer's Ship of the Devonport Reserve Fleet to the EREBUS, and is now being scrapped.

The British destroyer VERDUN, in which the body of the 'unknown warrior' was conveyed to England in 1920, has completed an extensive refit and joined the Atlantic Fleet Reserve.

Commander Leonard B. Cogan, V.D., has succeeded Captain Lord Tredgar, C.B.E., in command of the Bristol Division, R.N.V.R.

Owing to the lack of material the construction of the new British cruiser DEVONSHIRE is held up at Devonport.

A new giant flying boat is shortly being added to the British Naval Air Arm. This machine, which is capable of riding out practically any weather at anchor, will be employed on fleet reconnaissance work.
THE masters of vessels bound to Sydney from overseas have no difficulty now in finding Port Jackson and the way into it, for not only have they two lighthouses and the signal flags, also the wireless telegraphy, but they can be brought into conversational communication by the broadcasting systems, with the port authorities and their agents.

How different 138 years ago when Captain Arthur Phillip, R.N., Governor of New South Wales, founded the settlement in Sydney Cove on January 26th, 1788.

The first signal station which was established was on the South Head in January, 1790, with two objects: one, to notify vessels' whereabouts; to look for the entrance to Port Jackson; the other, to let the people at the settlement know that a vessel was arriving.

Mrs. John Macarthur, the wife of that John Macarthur who founded the wool industry, who had arrived in Sydney in June, 1790, in one of her most interesting letters to her relatives in England under date 7th March, 1791, writes about an excursion to a bay near the harbour's mouth (Watson's Bay). "Above this bay, about half a mile distance, is a very high hill which commands an extensive view of the wide ocean. On it is placed a flagstaff, which can be seen at Sydney, and from that fact the spot has derived the general name of "Look-out." The Secretary of the Admiralty being made acquainted with this, informed the Governor that "The commanders of ships to be hereafter dispatched will be apprised of the land mark you have erected to direct their passage into Port Jackson, which, on a coast so little known, appears to have been a measure extremely necessary and proper."

Daniel Southwell, a master's mate of H.M.S. Sirius, a most interesting gossipy correspondent, sent a sketch of this structure to a friend in England, which showed a base platform 16 feet square, about 5 feet high, which was reached by 9 steps the full width of 16 feet on the western side, and in the centre of which stood a column or pillar 4 feet square, the height of which is, however, not given, but would no doubt be high enough to be a conspicuous object. So much for the benefit of ships which made the coast in day light. But the coast was "made" at night as well as by day, and for that reason, as shipping increased, sentinels were posted on the coast not only as a guard but as a watchman to tell the mariner of his whereabouts.

The first information of this is to found in the log book of the ship Cretan of Blackwall, Joseph Moore, master, which left London in May, 1815, on a voyage to Sydney, wherein is an entry on Thursday, September 7th, at 4 p.m. sighted the South Head of Port Jackson at 8 saw the South Head Light, at 10 fired a gun for a pilot, at a.m. got a pilot on board, at 5 entered between the Heads, at 11 came to an anchor."

This reads very nice; but, what was the "South Head Light?" Those who are acquainted with our history know there was no lighthouse on the South Head at that time, nor till Governor Mac-
Navy League commenced to build one two years later, the story of which will be told later.

The Sydney 'Gazette' of April 23, 1815, explains that which at first sight seems a difficult problem, and the explanation appears as an advertisement, and reads:

Naval Office,
April 22, 1814.

"In order that a light may be shown to all vessels approaching this harbour in the night time, by the Guard stationed at the Signal Post, South Head, Colonial and all other ships or vessels from distant voyages are to contribute to the establishment of the same on their entry at the Naval Office, agreeably to the following rates, after this date, viz.:

Colonial Vessels, Five Shillings. All other Ships or Vessels that may touch at this Port, One Pound."

Recommending by
His Excellency, the Governor,
John Piper,
Naval Officer."

The light kept burning was wood or coal in an iron brazier, the same as the beacons in common use in England before modern illuminants were discovered. This light could only have been installed a short time before Captain Joseph Moore sighted it, and no doubt the necessity for it decided Macquarie in erecting the first lighthouse in Australia.

TO BE CONTINUED.

DEFINITIONS.

_Four-Masted Barque._—A four masted vessel; fore mast, main mast, mizzen mast and jigger-mast; the three foremost masts are square rigged, the hindmost mast carries no yards, being fitted only with a topmast.

_Five-Masted Barque._—A five masted vessel; foremast, mainmast, middle mast, mizzen mast and jigger-mast; the four foremost masts are square rigged, the hindmost mast carries no yards.

_Three-Masted Vessel._—A three masted vessel; fore mast, main mast and mizzen mast; the foremast only is square rigged, the main and mizzen masts are fitted with topmasts only.

Navy League Concert.

As we go to press, final arrangements have been made for the Navy League Concert to be held on Wednesday, 15th December, at King's Hall.

With an energetic Committee under the Chairmanship of Miss O. Kelso King, the success of the function is assured. On this Committee is Miss Winifred Jenner, to whom much praise is due in arranging what promises to be a really fine programme.

Miss Jenner has been fortunate in securing a wonderfully varied selection of artistes; and these ladies and gentlemen are of outstanding ability in their various branches of art.

Navy Leaguers are particularly fortunate in gaining the co-operation of such talent; and we feel sure that the concert will be valued intrinsically at its artistic worth. Wedded to this aspect is the more material one—that the profits are an accession to the general fund of the Navy League, which alone warrants the financial support of all members.

The concert will be fully reported in our next issue, and, on this its eve, we trust that this may be favourable in every way.

We extend to all Members of the Navy League, Navy League Sea Cadets, supporters and readers the Compliments of the Season, and wish them all a Bright and Prosperous 1927.

Please Ask a Friend to Join The Navy League.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

**SUB-BRANCH AND COMPANY NEWS.**

**Balmian**

Mr. W. Durham, O.C.

**North Sydney**

Mr. W. L. Ramdell, O.C. Secretary.

**Lane Cove**

Mr. J. H. Cochrane, O.C.

**Cooee-Clovelly**

Mr. E. S. Bryant, O.C. Secretary.

**Mossman Bay**

Mr. W. N. Cochrane, O.C. Secretary.

ROYAL SYDNEY YACHT CLUB NAVY LEAGUE RACE.

On Saturday, 13th November, the Royal Sydney Yacht Squadron, although they had cancelled their opening day Regatta, did not disappoint the Navy League Sea Cadets of the 1927 race fixture.

All Navy League service boats were allowed to enter, and the entry list was quite a heavy one. After towing down the Lane Cove boat and crew to Cremorne wharf Mr. H. Cochrane, in the "Viking," anchored off the point, making a good starting line with the Garden Island Flagstaff. Mr. Harry Shelley towed down a number of up harbour boats and their crews with the "Sea Scout," and thereafter anchored at the finishing line. With him as judge was Mr. Hopkins, O.C. of Rose Bay-Bondi Company, whilst on the "Viking" were the officers of the day, Mr. Sommerville and the Organising Secretary.

Birchgrove Company hired a steamboat for the afternoon, which also did its duty in toving. Some difficulty was experienced in getting the boats sufficiently close together; but once this was accomplished every boat clung to the starting line in fine shape.

The boats got off very well in their handiwork, with the exception of Drummoyne gig, which hung back a few seconds; but even so this boat came in first, and Drummoyne, were, therefore, enabled to retain the aerial barometer presented to the winning Company by the Royal Sydney Yacht Club. Birchgrove cutter came in a close second, with Rose Bay whaler and Clovelly third and fourth respectively.

The boys, with their officers, were then regaled with refreshments given them by the Yacht Club. We thank the Royal Sydney Yacht Club for the generous invitation thus extended, and assure them that the cadets who pulled that day enjoyed their hospitality to the utmost.

We thank Mr. Harry Shelley and Mr. Crachere for the signal services they rendered.

A member of the Executive Committee, Mr. H. Cochrane, and an energetic supporter of the League, is giving a further prize of a watch to the most punctual in attendance and neatly attired boy in each Company. Marks will be given pre-emminently for punctuality, but rig and cleanliness will be a factor to be taken into consideration by the various officers in charge when making their returns. The period is for six months commencing January 1927.

**DRUMMOYNE**

*Contributed by Mr. W. H. Cochrane, O.C.*

On Saturday, November 27th, the Company and its friends attended the Navy League boxing contest at the depot, which was held to celebrate the festive season, but this does not imply, however, that any carousing will be indulged in.

On Monday, December 10th, a party, consisting of two officers and two cadets, went camping for three days down the harbour in the cutter-gig Quambai, and had a very enjoyable time. Off Middle Head on Sunday they encountered North Sydney Company in their cutter. It may be news to some of the boys to learn that all camping for Navy Leaguers on Shark Island is terminated unless special permission is obtained from the Harbour Trust.

Having exhausted our news we will now conclude by wishing the whole Navy League and its friends a merry Christmas and a bright and happy New Year.

**NORTH SYDNEY**

*Contributed by Mr. H. R. Semmens, O.C.*

**LANE COVE**

During the month the usual nightly parades have been held, and instruction in various items has been carried out. Boat drill has also been carried out on Saturday afternoons.

We attended a Christmas Tea at St. Aiden's Church at Longueville on Christmas Sunday, and a memorial tablet was unveiled by Major-General.
£1 a Week for Life
Will be assured to the housewife who collects and forwards the largest number of lids from the tin of Aunt Mary's Baking Powder before the 31st March 1927. Full particulars of the £1 a week for life and the £100 competition will be found in every tin of Aunt Mary's Baking Powder.

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LANE COVE—Continued
Sir Charles Rosenthal. We, together with the Boys' Scouts, formed the Guard of Honour, and the three O.C.'s were inspected by the General, who complimented them on their appearance.

The picnic to Shark Island was thoroughly appreciated by the Boys and their parents, and each one spent a pleasant afternoon.

The boys are looking forward to the camp at Christmas at Narrabeen, and are hoping to have a good time there.

On Tuesday, 14th December, the Boys' Annual Party will take place in the School of Arts, when every boy will take away something by which it can be remembered.

Recruits for the month, T. Robertson, B. Kent, G. Hudson.

The Lane Cove Company send their best wishes to all the other companies for a bright and happy time during the coming holidays.

ROSE BAY–BONDI
(Contributed by Mr. C. J. Hopkins, O.C.)
December 18th, will be a red letter day in the annals of the Rose Bay-Bondi Sub-Branch. It is on the occasion of the opening of the Eastern Suburbs Sailors and Soldiers' Memorial Hall, which will be our training headquarters from that date.

Arrangements are well in hand by the Mayor and Mayor of Waverley, Ald. and Mrs. Jackaman, in conjunction with an energetic Ladies' Welfare Committee to cater for the 300 Navy League Sea Cadets representing the various sub-branches who will form the Guard. Prominent members of the Navy League Executive have signified their intention of being present. Mr. W. Marks, M.P., R.N.V.R., will perform the opening ceremony, after which the boys will indulge in a dip in the sea, before enjoying the good things provided, before boarding the special tram which will convey them from and to the city.

All hands are looking forward to this occasion, and as a result of propaganda work we anticipate a considerable accession to our strength in the near future. In anticipation of this we have secured a very fine whaler with two sets of sails, and all accessories from the Navy.

We have been congratulated by several of the O.C.'s of the other Companies on this fine acquisition to our sub-branch. The boat has the reputation of being the fastest in the service, and has picked up some fine records.

The Navy League outing at Shark Island was a great success. Mr. Hunter (President) and Mr. Cash (Secretary) of the Returned Sailors and Soldiers' Association, Eastern Suburbs, were present, and enjoyed a sail down the harbour in the whaler (presented by G. E. Fairfax, B.A., LL.D.) which they enjoyed thoroughly.

Our week-end activities include trips to Balmain, Nielsen Park, Clifton Gardens, Garden Island to take delivery of the whaler, Shark Island to the B. C. Patterson training ship, thence to Birchgrove, and also Balmain docks was a full day for our last outing. Earlier in the month we sailed our whaler to Birchgrove, accompanied by Coogee-Clovelly in their whaler.

The boat race for the aneroid presented by the Royal Sydney Yacht Squadron was won by Drummoyne 1st, Birchgrove and, Rose Bay 3rd, and Coogee-Clovelly 4th.

Mr. Harry Shelley, with his usual generosity, was on hand to assist in any way to tow the boats to the starting point, and then to take up position at the finishing point.

From the deck of his yacht "Sea Scout," a fine view of the finish was obtained. The finish between Rose Bay and Clovelly for third position was very close, and had all hands guessing until the line was crossed.

By keeping to the western side of the course Rose Bay boat coxed by 1st officer H. Hopkins', appeared to avoid a good deal of the strong current which the other boats encountered.

Clovelly, on the other hand, had this to contend with, as well as interference from a sailing boat which fouled them, thereby robbing them of a well-merited victory.

The O.C., Mr. Stone is to be complimented on the fine form shown by his boat's crew, and the splendid sporting spirit displayed by him in accepting defeat under such trying circumstances will be borne in mind by all Companies when they cheer him on to victory in the near future.

A very pleasant and instructive evening was spent at Birchgrove depot recently, when the prizes won in the various competitions were presented to the winners.

Items rendered by the Birchgrove Navy League Sea Cadets' brass band during the evening caused very favourable comment on the efficient manner in which they performed, and reflected great credit on their instructor.

We are fortunate in enlisting the practical sympathy of Mr. G. Weymouth (Woollahra Point) of the Rose Bay Motor Yacht Club, who has placed his slips and cradle at our disposal, as well as a donation of £1 towards a tent.

We take this opportunity to wish the compli-
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SYDNEY

THE NAVY LEAGUE JOURNAL.

MOSMAN.

The approaching visit of the Duke and Duchess of York has been of great assistance in
the formation of the new Mosman Bay Branch.
Seldom has greater enthusiasm been shown than that of the Public meeting held to form the branch.
Mr. Billam, the Organising Secretary of the League, gave a very interesting address on the aims, objects, and
aspirations of the League to Mr. Hammer, Officer-in-Charge North Sydney Company, dealt
very interestingly on the work on the north side of the harbour.

Mr. H. R. Currington, who was appointed acting O.C., Mosman Bay, gave a report on the instruction
received by the boys, in bands and, semaphore, compass, and a little boat work. He had received
the praise of various O.C.'s at the first parade at Shark Island.

Major Scott was duly elected President and Mr. Barton Addison and Mr. Thornley, Vice-Presidents.

Some twenty odd boys were enrolled as cadets.
The Mosman Branch are fortunate in having
Mr. Billam, the Organising Secretary of the League,
Mr. Scott, and this officer has given us his un-

BIRCHGROVE.

Our prize distribution party took place at
St. John's Hall, Balmain, on Thursday, 9th
December.

Our President, Mr. T. H. Silk, took the chair, and our Godmother presented the medals and
prizes to the successful cadets.
A good muster of cadets attended, and the hall was over-flowing
with their parents and supporters. Musical items
were given by Mr. Sid Simpson, who amused
everybody immensely, and he was accorded a great
reception. Our band, only in being for a few
weeks, played a rousing march and some other
items which surprised everyone present. It shows
that the band is taking its work up very seriously,
and says a great deal for the Bandmaster's tuition
in such a short time.

The dances held a short time ago proved a great
success, and we wish to thank in these columns all
concerned in the work entailed, especially the
ladies on their splendid enthusiasm. Thanks are
to Miss Jean Hart and Misses Roy Reid, and Farmer for their services at the dances.

D. Peters is the cadet who has been adjudged
the successful recipient of the Cochrane Book, and
his choice is put for vol. I. of the Admiralty

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(Contributed by Mr. F. Haynes, O.C.)

Medals and prizes were distributed as follows:

Navy League Sea Cadets.


Signalling.—"Nicholls" Gold Medal, P.O. J. Cooper; Petty Officers and Leading Seamen "Nicholls" Silver Medal, P.O. G. Walker.

Knotting.—"Stafford" Gold Medal, P.O. J. Cooper; Petty Officers and Leading Seamen "Stafford" Silver Medal, Leading Seaman J. Lamperd.

Signalling.—"Godmother" Gold Medal, Cadet S. Cramer.


Squad Drill.—Gold Medal (presented by Mr. S. Cooper), Ldg. Seaman D. Robertson.

(Continued on page 6.)
The Navy League Journal

Sea Picture—Joining a Ship.

Joining a Ship has all the novelty and interest...
The Story of the Hottest Moment of My Life

By Captain E. B. G. Evans, C.B., D.S.O., R.N. ("Evans of the Breaks")

NOTE. Everyone has heard of "Evans of the Breaks," the hero of that epic destroyer fight in the North Sea in 1917, when two British destroyers engaged six of the enemy, and Captain Evans, with great pluck and gallantry, succeeded in sinking two of the raiding vessels and torpedoing a third.

The hottest moment of my life occurred shortly after midnight, April 20th-21st, 1917, whilst my ship, the Breaks, was patrolling with another large destroyer, H.M.S. Swift, near the western end of the mine barrage which opposed the passage of enemy submarines through the Straits of Dover.

The night was particularly dark, overcast, and with little wind; high tide occurred near midnight, and the conditions were entirely suitable for one of those "tip-and-run" raids which the Germans occasionally indulged in.

The ships' companies of the two destroyers were at night action stations and only the stokers and watch-keepers off duty were allowed below.

Suddenly, when the two ships were at the eastern end of their patrol line, gun flashes were sighted to the westward, in the direction of Dover. The Swift—Commander Ambrose M. Peck, being senior officer—flashed the signal for full speed, and, turning immediately, led us towards the firing; but being an oil-burning vessel she quickly forged ahead, leaving the coal-fired Breaks astern, for it takes same little time for a "coal-burner" to work up to full speed.

The Swift dashed into the attack and encountered six enemy destroyers steaming away from Dover at high speed. She gallantly engaged each of the vessels in passing, and inflicted considerable damage, but then lost some minutes in turning round to follow and attack again. In those days the Swift carried a six-inch gun on her forecastle, and every time it was fired those on the bridge were temporarily blinded by the flash, otherwise it is probable that she would have rammed and sunk one of the enemy vessels which she only just missed doing.

Meantime, in the Breaks, we held our gun-fire until the director sights on the bridge came on for firing our port foremost torpedo. The first-lieutenant, Despard, made ready to fire at the second ship in the line, and with coolness and deliberation got off his torpedo. I held on to our course for a few seconds in order to allow the torpedo to clear the tube, before altering to go right in amongst the squadron of raiders.

Standing at the compass, I conned the Breaks with the intention of ramming the German destroyer against which we had launched a torpedo, and before we had "steaded," the controlling officer opened rapid independent fire with our foremost guns, since the range was so very short.

Lieutenant Despard was watching the phosphorescent wake of the torpedo he had fired, and suddenly he yelled out, "We've got her!" I replied, "Got what?" And before he could answer, our torpedo reached its mark, striking a destroyer, which afterwards turned out to be "G-82," plumb amidships. It was a splendid shot, and I still remember the lightning flash and the little cheer which followed from those on our bridge.

My intention had been to ram this vessel, but it was now not necessary to do so. I therefore put the Breaks' helm hard-a-port and swung her bows for a few seconds in order to allow the next boat following astern, my navigator, Lieutenant Hickman, said quickly, "If you put the helm over now, sir, you'll get this next one all right."

I starboarded immediately, righted the helm again, and then we watched. Those in the destroyer we intended to run down had gathered
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**What our intention was, but for them it was too late!** A cloud of smoke and sparks belched forth from her funnels, and we got a momentary whiff of this as we tore towards her. It all happened in a few seconds, and the feeling of exhilaration as we were about to strike could never be repeated; at the moment we crashed into her port side, abreast of the after funnel, my enthusiasm overcame me, and I shouted out, "That means two months' leave!"

We were now having the hottest of the fight, and our bridge and foremost funnel were riddled with shell fragments and small stuff. The signalman, Lockett, standing alongside of me was blown to bits, and only portions of his clothing were found later on.

The German destroyers concentrated their fire on us, and Leading Seaman Rawles, at the wheel, was very severely wounded by shell fragments; he continued to steer, however, without crying out. Meantime, the Broke's strong bow ground its way into the enemy vessel's flank; in the blaze of the gun flashes we read her name, "G.42," as her bow swung round towards us, while we carried her body away on our ram.

The Broke steaming at 25 knots whirled this destroyer practically on her beam ends, so that she could not fire her guns, and it must have been a dreadful moment for those on board as the water poured into the gaping wound we had torn in her side.

One of her torpedo tubes stuck into our bow and was wrenched out of its mounting. Our guns were turned on to the wretched vessel, and we literally squirted 4-inch shell into the enemy's hull.

In reasonably fine weather we always kept three destroyers at a range of 27 knots steaming ahead, and at 11 knots, and although there was nothing very much to do while we were steaming ahead with G.42 on our bow, Despard and the yeoman of signals got off some sixty rounds of revolver ammunition between them.

The destroyer astern of G.42 passed close ahead of us, and, firing heavily on the Broke, set light to some cordite, which was thrown into the air and fell on our bridge, where it blazed away and let us up incendiarily. We attempted to torpedo this vessel, but the controls were all shot away, and we could get no answer from the tube. However, the next destroyer passing us at close range was torpedoed by the gunner Mr. F. Grinney, although the escape and made her way back into harbour.

When we broke away from the rammed destroyer there was nobody left alive in her, her stern was sinking more and more, and we had actually steamed right over her after part.

We now made to ram the last destroyer in the line, but this we were prevented from doing through a shell cutting our main steam pipe and killing all the men in the boiler-room where it struck.

The Broke was now on fire on the bridge and amidships, steam was escaping with a horrible noise, and we were rapidly losing headway. Near us was the torpedoed destroyer G.85, towards which we were drifting. Her upper deck was lined with men who shouted in agonised cries, "Sur-

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**SEA TOLL**

Darkness and a blast of hail
A sudden roaring.

Huddled on the starboard rail,
A green sea pouring.

Back to even keel again,
With scuppers hissing;

Herons gasping, dripping men,
Another missing.

Somewhere, many fathoms down,
A sailor's lying.

Somewhere in a distant town —
A woman crying.

(By Courtmery Sydney Morning Herald).
A Shipwreck on the Pelew Islands.

BY G. A. LOWREY

I HAVE just finished reading a quaint old volume published in London in 1788 and entitled "An Account of the Pelew Islands situated in the western part of the Pacific Ocean, composed of the journals and communications of Captain Henry Wilson and some of his officers, who, in August, 1783, were there shipwrecked in the Antelope, a packet belonging to the Hon. East India Company," by George Keate, Esq., F.R.S. and S.A.

According to the latest "Chamber's Encyclopaedia" the Pelew or (Palaue) Islands, about twenty-five in number, were discovered by Spaniards in 1543, and visited again in 1606. Mr. Keate thought that these early voyagers had simply passed by the group, and he was convinced that the Antelope's crew were the first white men who had ever landed on any of the islands. The Antelope struck a reef at midnight on August 9th, 1783.

All hands reached one of the Pelew Islands close by. The natives were most friendly, but some of them proved adepts at stealing various articles saved from the wreck. One of the crew knew Malay, and he managed to interpret between the native king, Abbe Thulle, and Captain Wilson. The Englishmen set to work to build a large boat, and in this vessel, named Orodung after the island where they had first landed, they set out from the Pelew on November 16th, 1783, and on November 30th they reached Macao.

"Stop, Reader, stop! let Nature claim a tear—
A Prince of Mine, Lee Boo, lies buried here."

One wonders if Madan Blanchard ever again saw white men, and what his ultimate fate proved to be.

... the shape that joined together
Trades and Doldrums black horn weather:
Stood their tryst on a beggarly whack
Of junk and limejuice and mouldy tack,
Soared and lostsilvered, steered and furled,
Watch and watch round the whole wet world.

C. F. Smith.

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A ROYAL COLONIAL INSTITUTE LECTURE.

Captain D. A. Whitehead gave a most interesting lecture during last month at the Royal Colonial Institute on "Aspects of Defence."

His argument may be briefly summed up in the conclusion that, primarily, it was necessary for Australia for her own defence to have a large and efficiently trained army, which its size should, at the present time, be, only limited by the inescapable factor of man-power, and, by the extent of the national purse, and that the authorities should keep abreast of the tide of change that is so marked a feature of the leading armies of the world. This change is the increasing replacement of horse and man-power by the motor and other mechanical appliances for artillery and commissionary purposes. An up-to-date modern battery is now motor-drawn, and these haulage vehicles are capable of traversing the roughest country.

In a short, introductory survey of the strategic problem of Empire Defence, he alluded to the fact that the Singapore Base, when completed, would prove for Australia and India and for the vast trade routes leading to the East.

The lecturer then focussed his attention on the problem of the defence of Australia, and by a very tenable argument reasoned that a strong land force should be the primary aim of the Empire, and of keeping inviolate the great Empire trade-routes, Captain Whitehead frankly assumed that sea-power was the first and paramount essential; that for the Empire as a whole and, in particular, for the British Isles, it was the cornerstone of its very structure.

He pointed out what an enormous protection the Singapore Base would give, and of keeping inviolate the Empire trade-routes, Captain Whitehead frankly assumed that sea-power was the first and paramount essential; that for the Empire as a whole and, in particular, for the British Isles, it was the cornerstone of its very structure.

By focussing and isolating the problem to Australia the lecturer cast it in a clear light, yet in thus narrowing the field of inquiry there was a tendency to lose what he submitted was the wider problem in the shadow. His reasons were cogent and weighty if it be true that Australian defence can be profitably organised and analysed without relation to the Empire problem.

It is perhaps a good thing sometimes for us to have our attention drawn to this very vital question of our national life, and for the pros and cons to be argued on the assumption that in this auton-
H.M.A.S. TINGIRA.

Assault-at-arms 2nd Dec., 1926, at Lyne Park.

Many spectators attended this function at the invitation of the captain and officers of the training ship, and were much impressed by the smartness and efficiency displayed by these young naval trainees. The programme filled a very pleasant afternoon, and was in the form of competition between the four divisions of the ship. A special action instruction was carried out wherein the competing teams among other things had to assist in the evacuation of a small party of men and stores, divided from the relieving force by a river. Heaving lines were thrown, sheer-legs hoisted, and tackle rigged in quick time, and the men and stores hauled across to safety.

A display and competition of field gun drill was another important item of the afternoon. The crews struck one as being particularly adept in the handling, limbering and unlimbering, and changing the wheels of the carriages. Team drills, gymnastic games, and physical exercises and cutlass drill, with the concluding excitement of tug-o'-war, completed a very fine demonstration wherein the boys showed the successful efforts of their instructors and staff in the prowess and fine spirit that permeated the divisions.

In the presence of the Governor, Lady de Chair presented the sports prizes and the divisional trophies, and thereafter Sir Dudley de Chair gave an inspiring address to the assembled ship's company. He stressed the fact that each one of them would soon be entering in reality one of the finest professions in the world. He complimented them and their officers on the day's example of the fine training and work done by the Tingira, mentioning that it was a cause of regret that the institution was soon to cease.

Many present must have felt the same regret uttered by the Governor. That the work of training boys for the service when in their middle teens should be interrupted, even for a short period, seemed on that day, with such a vivid, practical illustration of their splendid morale and discipline before one's eyes, almost catastrophic. Perhaps no other event could drive the peculiar truth so well home. The first principal of naval efficiency that the sailor must be trained for his vocation at an early age was more than evidenced and vindicated by this memorable and last assault-at-arms of H.M.A.S. Tingira. Much praise is due to Commander R. C. Garcia, his officers and instructional staff, for the smartness, efficiency, and traditional discipline shown by the boys.
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All alterations of standing advertisements should reach the Journal not later than the 1st day of the month of issue.

PHONE: B 7808.

AIMS AND OBJECTS OF THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Subjects, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy Complete Naval Pre- tectin for British Subjects and British Commerce in all the World over.

Its objects are:

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

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no one person grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of Preparation can Guarantee National and Imperial Security.

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

4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that "the existence of the Empire, with the liberty and prosperity of its peoples, No less depends on the merchant service, which, under the sure shield of the Royal Navy, weirs us into our imperial whole.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the boys to acquire some of the Elements of Sea Cadets other than the Empire, by learning discipline duty and self respect in the spirit of their motto——

"For God, for the King, for the Empire."  

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

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