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The Navy League Journal

Vol. VIII. No. 6.

Sydney, October, 1927.

The Navy's Strength.

Whatever treaties have been or may be in the future be entered into by the British Empire with the leading naval powers having for their primary object the reduction and limitation of naval armament, there is, nevertheless, one fact that all treaty obligations and promises in the world cannot mitigate—the measure of quality. Quality and efficiency in anything may be interfered with directly or indirectly by legislative acts, but in the international sphere of agreement, though there may be limitation of quantity, no such regulation of quality can subsist by reason of its very nature.

In the past we have been justly proud of our navies. Efficiency in the service has reached a very high level indeed, and, aside from the strength of fleets in tonnage and man-power, we take it for granted that the finest materials and equipment are used and that the personnel is of the finest calibre reasonably obtainable. So much has this been so as to make it evident that the finest material of any kind is of the greatest value to the nation. The fine quality of materials that make up a ship are not the least important factor in her success.

In these columns we have reviewed the whole question fairly extensively in the past, and the Navy League has drawn the attention of the Federal Ministry to its disagreement with the step taken. We have, not been content with just disagreeing, but have put forth very cogent reasons therefor. Also the Press, especially of Sydney, have also been interested in the cessation of boy-training for the Navy.

Our hope must be that in the very near future (it is now a long time over-delayed) a deputation may be able to lay the case clearly before a Minister and thus bring the matter to an issue. Our hope must be that in the very near future (it is now a long time over-delayed) a deputation may be able to lay the case clearly before a Minister and thus bring the matter to an issue.

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What we have, or are allowed to have, of ships and men, let us see to it that the fine quality of both is in no way impaired but is ever jealously maintained.
American Shipbuilding Costs.

Considerable surprise has been occasioned in British circles by the announcement that the new American 10,000-ton cruisers which have been ordered pending a decision at Geneva should work out at no less than 16,000,000 dollars apiece, which is well over £4,000,000. Similar cruisers in the British Navy, taken to the same state, are costing quite appreciably less than £2,500,000 apiece, and the Admiralty is continually trying to reduce even this expense.

The huge difference in cost is not explained by the fact that the American ships will carry two more 8-inch guns than our own, for the cost of warships averages out in a remarkably even manner and if one feature is inserted another has to be dropped to maintain the same displacement. The cost per ton is the only fair criterion and as these ships are of the same displacement the discrepancy can be seen.

Nor is the difference in price explained by the higher wages earned in the United States, for these are to a great extent discounted by the greater use of labour-saving machinery. In any circumstances the difference is not nearly so great as the price.

The true explanation is that American shipbuilding is in a very bad way indeed at the moment, following the war trade boom, and that several big firms have been forced out of the business. This is the last thing that the United States Government desires and they are willing to pay the excessive price to keep the shipyards going which may be useful in wartime as a form of indirect subsidy.

The Admiralty policy is very different, and several big firms that have specialised in naval shipbuilding have been allowed to get into financial difficulties and extricate themselves as best they could. They know perfectly well that unless they can contrive a very low tender the order for new construction will go to the Royal yards at Portsmouth, Devonport, and Chatham, which are always on the lookout for them and which are always agitating for them in Parliament.

The Interchange of Cruisers.

Naval opinion both in Great Britain and Australia is showing great satisfaction at the assurance that the cruisers which are ordered to the Mother and Daughter Navies are only in abeyance, and that it is the fixed intention of the authorities to restore the practice as soon as possible.

It is felt, however, that its utility is very greatly restricted if the ship is exchanged for a big one and that the only way to get real satisfaction out of it is to work with sister ships. At the present moment this is impossible, for practically all the British sisters of the Sydney and Australian ships are on their way to the scrapheap and there are none left in the active squadrons that can give the Australian Navy the most useful training.

The Australia and Canada are, of course, exact duplicates of the 10,000-ton ships of the British “County” type, and it is intended to exchange these vessels a later date. But it will not be done for the moment, however, for the first five ships are urgently needed on the China Station, where an Australian ship could not spend her time to any very great profit, while the second batch has been very considerably delayed by the strike preventing the delivery of material. Also it must be remembered that Australia wants to see her new ships, in which she naturally takes a great pride and in which she is very much more interested than in British ships of similar design. Therefore, no move is likely to be made until they have been at least a commission, that is to say two years, in home waters, and by that time the Imperial Navy will have more 10,000-ton ships in commission.

There are several people who question the wisdom of the policy on the ground that an infant Navy naturally takes the greatest pride in its own ships, and that their removal to distant waters, even if it is only temporary, diminishes this invaluable feeling. That is not at all fair to the Australian public, who followed every mile of the Adelaide’s cruise with the Special Service Squadron and took the very greatest pride in the smart showing that she made at sea and at exercises in friendly competition with her consorts. They had every reason to be proud of her performance, as of that of every other Australian ship that has co-operated with our squadron, and the Australian Navy certainly is not out of mind as soon as it is out of sight.

In any circumstances this consideration would be more than outweighed by the fact that the American cruisers are only available in a very small number and that the only way to get real satisfaction out of them is to work with sister ships.
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THE NAVY LEAGUE JOURNAL.

If there were only two ships to try their strength whenever they had an opportunity to meet the interest would soon tend to diminish, but if every bluejacket knows that the eyes of the whole squadron are upon him, particularly those stationed on the bridge of the flagship, he is naturally tremendously keen.

Another very material point is that a young Navy which is being run with the keenness and initiative of the Australian is bound to develop a school of thought of its own, while it is very necessary for it to keep the closest touch with British naval ways. It must be remembered that standing orders provide for the formation of a big Eastern fleet when hostilities are declared, the five cruisers from the China Station and the three from the East Indies joining forces with the Australian Navy and the New Zealand Division and forming a magnificent fleet that should be quite capable of protecting the coast and interests of the Commonwealth and the Dominion. This fleet has got to work like a perfect machine the moment war is declared, an aim which can only be attained by perfect understanding.

Before international conferences cut the Empire's cruiser force down to the bone, it was the hope of many naval officers that a flying squadron of cruisers would be formed, ready to go anywhere in an emergency and in peace time to visit the various stations, competing with the ships there in evolution, steering and gunnery and acting as liaison between the various sections of the fleet. That would perhaps be the ideal system, but as it is impossible on the grounds of economy the interchange system is the best thing.

Also there is another factor of the greatest value in the interchange system, a factor which is frequently lost sight of, by both seamen and laymen. In the old days, when the Royal Navy maintained a powerful Australian squadron, there were always there a large number of seamen who saw the island continent and who made up their minds to settle there the moment their time in the Navy had expired. Such seamen were magnificent settlers and were very highly valued in their new home. The modern bluejacket has all the virtues of his predecessor, while at the same time he has the advantage of superior education and having a trade at his finger tips before he leaves the White Ensign. Far too few British bluejackets now get an opportunity of seeing Australia, but the interchange system is at least a step in the right direction.

- Frank C. Bowes.
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CAPTAIN A. W. PEARSE, F.R.G.S.,

Member of the Navy League Executive Committee, N. S. W.

Captain A. W. Pearse, F.R.G.S., the author of "A Windjammer's 'Prentice" which has had such a wonderful reception, has kindly consented to allow its inclusion in our Journal. Elsewhere in this issue will be found the first instalment of these engaging reminiscences of a full and varied life, and dealing chiefly with the old days of sailing ships.

Captain Pearse is a well-known member of our Executive Committee, and is the founder of the Ancient Mariners' League in Sydney, and as a fellow of the Royal Geographical Society was interested in the formation of the Geographical Society in Australia.

After a fine career at sea, Captain Pearse instituted the "Pastoral Review" and became a recognized authority on the frozen meat trade, and kindred enterprises. During the war he was for some time Chief Commissioner of the Australian Comforts Fund in Egypt. Since leaving the sea in a professional capacity, he has travelled extensively. His interests in his paper, and his representation of the Port of London Authority have meant many voyages in all parts of the world.

"A Windjammer's 'Prentice" is published by John Andrew & Co., Phillip St., Sydney, and may be obtained from any city bookstall at a moderate price.
The war-built monitors Abercrombie and Havlock are on the sale list at Portsmouth, their consorts Lord Clive and Gordon being on the suspense list.

Admiral Sir Henry Oliver has hauled down his flag as commander-in-chief of the Atlantic Fleet.

The battleship Ramilies has joined the Mediterranean Fleet on completion of her guardship duties at Corfu.

Vice-Admiral Sir Michael Hodges has assumed his duties as Second Sea Lord.

Captain Gordon Campbell, V.C., has relinquished the command of the gunnery-training ship Tigre, and is taking a Senior Naval Officers’ Technical Course.

The cruiser Comus has been recommissioned at Devonport for further Atlantic Fleet service.

Rosyth Dockyard is to be used for laying up reserve destroyers, which is expected to save £170,000 a year. Greenwich will be depot, and the Portsmouth contingent will be Sturdy, Trusty, South, Tilbury, Trinidad, Torquay, and Trojan.

The battleship Centurion has completed converting into a self-propelled and wireless-controlled target at a cost of £358,000.

A German film version of Jutland, entitled “When Fleet meets Fleet,” has been shown in London. Lord Jellicoe attended.

The old screw frigate Arethusa is “haggled” and funds are urgently needed for repairs. She has been a Thameside training ship for destitute boys for many years.

The “China” gunboats Woodlark, Woodcock, and Robin will be sold locally when relieved by the new Garinet, Sparrow, and Terns. They are the oldest British fighting ships, being built in 1897.

When the converted aircraft-carrier Courageous is completed early next year, she will join the Mediterranean Fleet.

The battleship Tiger is to be replaced as sea-going gunnery training ship by the battleship Marlborough.
Strange Expedition.

By A. Mountford Hyde

For generations my family had lived in Sussex but the time I am writing about was 1835, 20 years after the close of the European War. My father was a young boy then and he, with other Sussex lads, listened with rapture to the stories of soldiers who had fought in the old days against Napoleon's armies. No doubt many of the men had been prisoners in France and it was this country that fired the youthful imagination of the boys: the land that lay across the water.

The outcome of it all was that my father with others of his playmates decided to make an expedition across the Channel. The boyish adventurers chose a staunch fisherman's craft and with food supplies smuggled out of their individual homes prepared for the great expedition.

It was agreed to start in the dead of night as secretly as possible, for it was a matter of taking "French Leave." The penalty imposed on those who should not be at the place of meeting was a good cudgelling on the return of the expedition.

Before launching the boat my father, George Hyde, a boy 11 years old, was selected as "Captain"; William Knowles, 9, chosen as Mate and Herbert Cross of Littlehampton, second mate.

Thus they gaily set off for Boulogne in a fishing-boat full of school-boys to see the country across the sea. It seems, however, that their absence was soon discovered and the parents, guessing somewhat at the truth, despatched a tug to pick up their erring sons and to tow them back.

The expedition were within a mile of the French coast and making the harbour of Boulogne when the tug spied them and bore down. After a parley in which the dauntless "Captain" refused to suffer the ignominy of being towed back to England when within an ace of his goal, the tug's skipper threatened to run him down. He seemed to mean it too, and the only thing left was to submit without further resistance. Needless to say as each boy landed he was taken in charge of by an irate parent who administered the required dose of correction, which acted as a sufficient warning for the future.

It is interesting to relate that my father rose to be a Captain and so did Cross and Knowles, and all became well-known men in Australia between the "fifties" and the "nineties." Some of the other lads rose to high positions in the Navy, at least one of them attaining the rank of Admiral.

NAVAL NOTES—Continued.

The French cruiser Duquesne (laid down in October, 1925) has commenced trials. Her sister Tourville (laid down in August, 1924) is not expected to do so before November.

The French armoured cruiser Condé (built 1903) is being used as a barracks for recruits, to keep them away from Communist propaganda.

The destroyer Vedette has completed re-tubing at Devonport.

It has been decided that the German battleships Hessen and Lothringen, both built 1903-04, are not worth re-fitting. Since the war they have been used as depot ships.

The Bolshevist naval manoeuvres in the Baltic were attended by the "entire revolutionary council" in the flagship Mariat. After they had finished the men were sent across Russia to take the Black Sea fleet.

The French cruiser D'Entrecastaux (built 1896) has been acquired by Poland and renamed King Ladislas IV.

The minesweepers Sherborne, Newark, Mersey, Lasherton, Burton, Badminton, Thoro, Dorking, Gainsborough, Grafta, Faversham, Ford, Kendal, Morlow, Northolt, Rugby, Stafford, Yeovil, Milton, Malvern, Chelmsford, Atherstone and Tonbridge, have been placed on the sale list.

The submarine E.48 has been relieved by L.6 as self-propelled surface target. She is the last of her class and is expected to be scrapped.

The destroyers Sharpshooter and Retriever, both built 1917, are being broken up at Briton Ferry and Blyth respectively.

PHOTOGRAPHS OF SHIPS OF ALL KINDS

Sailing ships and warships of all ages and all countries: a speciality, also a large selection of the early liners. Post card size 3d. each, larger sizes proportionate.

CHAPTER I.

SCHOOL DAYS.

I was a boy at school at Deal, in Kent, in the year 1866 to 1869, during which time I picked up a lot of useful knowledge which came in handy later on in life. On every possible occasion I went out in the Downs with the Deal boatman, "Hovellers" as they were called, waiting for a fair wind. Most of these vessels wanted something from the shore, so the Deal boatman in those days, especially in bad weather, reaped a harvest. Their gullet punts were met with as far down as the Channel as the Isle of Wight, and right away up the Thames. It was a wonderful sight as hundreds of vessels made sail at the same time, directly the wind shifted to a favoured quarter. I remember seeing 1,200 sail in one day. How different it is now! It was a red letter day, also, when I could smuggle myself in the Deal or Walmer lifeboat and get a run off to a red letter day, also, if I could smuggle myself in the Goodwins, in a howling gale, to the rescue of a hoy at school at Deal, in Kent, in the year 1866 to 1869, during which time I picked up a lot of useful knowledge which came in handy later on in life. On every possible occasion I went out in the Downs with the Deal boatman, "Hovellers" as they were called, waiting for a fair wind. Most of these vessels wanted something from the shore, so the Deal boatman in those days, especially in bad weather, reaped a harvest. Their gullet punts were to be met with as far down as the Channel as the Isle of Wight, and right away up the Thames. It was a wonderful sight as hundreds of vessels made sail at the same time, directly the wind shifted to a favoured quarter. I remember seeing 1,200 sail in one day. How different it is now! It was a red letter day, also, if I could smuggle myself in the Deal or Walmer lifeboat and get a run off to the Goodwins, in a howling gale, to the rescue of some unfortunate crew wrecked on those treacherous sands.

Many a smuggling episode I witnessed, for the Deal boatmen never missed an opportunity of getting to windward of the Customs House officers. On one occasion our boat was full of small puncheons of rum, and we ran her ashore near Sandown Castle. Directly we touched the beach out jumped four men, each with a small keg on his back, and, chased by the officers, cleared away over the sandhills. When they were caught they were taken to the Customs House and charged with smuggling brandy or rum, but on an examination of the kegs they were found to contain only water. Meantime all the boatside kegs had been safely landed and hidden.

Another instance I remember was when we hoisted a lot of tobacco to the masthead on a dark night. The boat was, as usual, searched directly we reached the beach. When the officers departed we lowered away and secured our cache of tobacco. Those were indeed interesting times, but steam has practically displaced sail, and Deal, instead of being a large shipping centre, is now a noted seaside resort, with excellent golf links, and good fishing in the Downs.

One Sunday morning I remember a terrific north-east gale that drove ashore every ship at anchor in the Downs. There was a full-rigged ship, the Queen Margaret. I think she was also three barques and a brig. The first was run ashore between Kingsdown and St. Margaret's Bay, bow on, and by skilful handling was kept in that position and eventually refloated, her patron Saint, no doubt, helping her. The remainder were broken up and their cargoes strewn from end to end of the beach. Cotton seed, locust beans, Dutch cheeses, sugar cane and other produce were to be seen in the surf and breakers for miles along the beach. Casks of rum were also washing up, and several men, trying to knock out the bungs, were drowned. There was no church service that day. Every man was on the sea front, saving life and merchandise, also personally appropriating as much of the latter as they could. The rocket and mortar apparatus saved most of the crews, but several men were drowned.

During my school days at Deal I remember a big ship full of gold diggers returning from Australia going ashore on the Goodwin Sands, every soul being lost, not to mention a vast amount of gold dust and nuggets. The ship was literally swallowed by the sands.

CHAPTER II.

A NOTED RACE.

In 1866 I witnessed the ending of a famous and almost classical race between five tea clippers, all of which left China about the same day. The captain who first landed the new teas in the London markets obtained a bonus of 10s a ton for the owners, and £100 for himself. The finish of this particular race was a wonderful sight, and...
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THE NAVY LEAGUE JOURNAL.

THE NAVY LEAGUE JOURNAL.
The Navy League is Non-Sectarian. The Navy League is Non-Political.

SUB-BRANCH AND COMPANY NEWS.

BALMAIN – Mr. E. Buckland, Mr. S. Smith, Mr. G. Phillips, Mr. Henry Moreton
NORTHSYDNEY – Mr. W. Muller, Mr. W. Whyatt
LANE COVE – Mr. E. Buckland, Mr. G. Phillips, Mr. F. L. Hedges
OOOEY-GLOVELY – Mr. E. Buckland, Mr. G. Phillips, Mr. E. J. M. Miller
MOSMAN BAY – Mr. W. B. Derby, Mr. F. L. Hedges, Mr. T. R. Roberts

Cochrane Shield.

This race was rowed in Woodford Bay on Saturday, 1st October, under ideal conditions. The start was in sheltered water and the course was in such a direction that the boats had the advantage of the wind. Above all, the afternoon turned out bright and sunny – quite early to expect all boats to be up in position. The start went off like clock-work, which certainly endorsed the utility of the numbered flags method of starting.

The Boating Club. Since our last report the depot is in good order.

LANE COVE – Mr. W. B. Derby, Mr. G. Phillips, Mr. E. J. M. Miller
MOSMAN BAY – Mr. W. B. Derby, Mr. F. L. Hedges, Mr. T. R. Roberts

Nelson Night Concert.

We have much pleasure in announcing that His Excellency the Governor, Sir Dudley de Chair, has accepted an invitation to be with us at our Nelson Concert on Friday, 3rd October.

Our President, Sir William P. Cullen, K.C.M.G., will take the chair and a bright and festive programme of entertainment is being arranged.

Their success was largely due to the help of the Baron, R. Fox, who had been the O.C.'s right-hand man in the preparations for and conduct of the examinations.

We are indebted to Mr. Harry Shelley for a donation of pocket-knives and peanuts. Mr. Smith, Miss D. Johns and Miss P. Shimek enlivened the party by contributing items, for which we thank them. The cadets thank the Welfare for such a great evening, and especially the following ladies and gentlemen who in one way or another helped the party: – Mr. T. Fox (Pres.), Mrs. G. Phillips, Mr. H. Cookman, Mrs. Lawler (Pres. Welfare Com.), Mrs. Phillips (Vice Pres. Welfare Com.), Mrs. S. Fox (Sec. Welfare), Mrs. T. Fox, Mrs. Smith, Mrs. McGar, Mrs. Johnson, Mrs. V. Joiner (donated Jazz Cap), Miss Wilkins and Miss Robinson.

The Company attended the Spring Dance Parade through the city streets, and looked very smart. Mr. Buckland was officer of the day, and reported 111 officers and 114 cadets on parade. Considering that the weather was dreadfully wet with high gale blowing, the muster was really excellent.

We have to thank Messrs. Lewis Berger & Co., for their kind donation of paint. Now that the fine weather has come we can paint the sheds, new recruits and brushes, and hope to have everything clean and bright in a few weeks time.

Two Church Parades this month to the Central Methodist Mission.

Our thanks to Mr. J. J. Booth for a prize to be competed for by the company.

Still new recruits roll up, the tally this month being L. Taylor, A. Wilson, E. Geyer, S. Tutton and K. Dass.

DRUMMOYNE.

Since our last report the depot is in good standing. Two more boys have joined up, but there is plenty of room for more.

On 29th September, we held our Boomerang Dance under the auspices of the Ladies Welfare Committee. The ladies certainly worked hard for the good cause, and a very enjoyable dance was the result. Among those present were Sir Thomas and Lady Henley, the Mayor and Mayoress of Drummoyne, Captain O. Smith and party, Mrs. Walker and party, Mr. G. E. D. Billam, Sec. with party and a new member of the Welfare, Mrs Swales brought a party. Our hope is that all these kind friends will help us again in the near future.
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Pine and Tar is obtainable from all
chemists. Insist on the genuine.

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DRUMMOYNE—Continued

We made our appearance at Lane Cove on the 1st October, for the Cochran Shield. They say
the last shall be first, but it wasn't so this time. A
word of praise for Lane Cove: they pulled a very
good race. Well done Lane Cove!

It took us some time to go back to our depot.
We left it about 2 p.m. and we were under an hour
in going, but 3 hours returning owing to the wind
and lack of sails in the cutter.

What we really
needed were a few
meetings, but we
care be down the Harbour on the 15th October.
He hope somebody to get a motor for our boat, then
we shall be able to get to the rendezvous without
troubling anyone.

We are sorry to report that Leading Seaman
Cadet A. Marlow met with an accident on Eight-
Hour Day. He put his shoulder out but still
doesn't to the depot with his arm in a sling.
We wish him a speedy recovery.

We are all looking forward to Nelson Night
Concert, and hope to bring along a strong con-
tingent.

MOSMAN

(Contributed by Mr. H. P. Currington, O.C.)

Despite the sixty weather conditions on the
15th ultimo, our march through the City, together
with staffs of cadets from some of the other com-
panies, was held with a view of advertising the
Spring Dance.

SPRING DANCE—By kind courtesy of J. C.
Bendroth, Ltd. This dance was held at the Palais
Royal on the 19th, when an enjoyable and profit-
able evening was spent—had greater interest been
attained by other companies a fair better result could
have been obtained.

DEPUTY DOCKS—The officers and cadets invited
the committee, friends and supporters to a "Deput
Warming Up" on the afternoon of Saturday the 24th.
The cost of admission being an article of utility.
About 50 persons availed themselves of the
opportunity of inspecting our depot and grounds,
and great was the variety of gifts thereon, even
almost to the proverbial needle and anchor.
There were chairs and tables, buckets, billies, and
scrubbing brushes (16) hammers and nails, saws
and saucepans, pictures and boxing gloves, a pocket
first aid, a flag from our good old Flagship, H. M.
A.S. "Australia," also disappointed of articles too
numerous to enumerate, even to a pair of cozy
slippers for the O.C., but minus the armchair and
smoking cap. The boys served afternoon tea to
our guests in our silverware service, and we trust
all enjoyed themselves. Mr. Biliam was requested
by one of our senior cadets to propose a vote of
thanks to our committee and supporters, for their
good work, and the many good things with which
they had provided us.

COCHRANE SHIELD—MOSMAN's heartiest con-
gratulations to Lane Cove, on their win on the 1st
inat. We hope later on to come into the lime-
light in boating, our boys at present, like a few
of the other companies, being a bit small to be
reckoned with in a matter of "brawn." Seeing
their ages are under 16½ it is remarkable to note
the physique of some of the competing crews. This
makes Lane Cove's win fair more meritorious.

Many thanks to Mr. Gale for his generosity in
towing our boats to and from the race, also for his
sound and reasonable advice regarding our boats.

JUVENILE DANCE—Under the able organisation
of Mrs. Dillon and her indefatigable committee of
ladies, this dance was of the usual sociable and
financial success—many thanks to all helpers.

SWIMMING—After many weeks of waiting our
Honorary Aquathermometrist has declared
season for swimming of which our boys are
taking full advantage.

WANTED.—A 60 or 70 ft. flagstaff—will some
certain carry one along to use?

NORTH SYDNEY

(Contributed by Mr. W. L. Hammer, O.C.)

The reconstruction of the company together with
its sub-branch committee dating from the month of
June has been most satisfactory in every way. So
much so that the depot is clear of debt, and on the
right side of the Balance Sheet for the ensuing
year. The company has benefited considerably
with regard to recruiting efforts, etc., due chiefly to
the loyal support given to the O.C. by the officers
and the local committee.

Since the formation of the sub-branch committee
before-mentioned, two very successful events have
taken place—certainly from the financial and social
views of point of view. The supper and musical
arrangements were carried out extremely well, and
the ball was thoroughly enjoyed by all present.

Among those present were the Mayor and
Mayor, Alderman and Mrs. Prime—J. Leut.
The Commercial Banking Company of Sydney Limited

Established 1834

Authorised Capital: £12,000,000

Capital Paid-Up: £4,710,412 10 0

Reserve Fund: £3,950,000 0 0

Reserve Capital: £4,730,912 10 0

£3,960,925 0 0

Directors:

George J. Cohen, Chairman. Hon. Sir Thomas Hughes M.L.C. Deputy Chairman;
Hon. James Ashton, M.L.C. Major-General The Hon. J. W. Macarthur-Onslow;
V.D., M.L.C.; Owen E. Friend.

General Manager: J. R. Dryhurst.

Head Office: Sydney, 343 George Street.


Branches throughout Queensland, New South Wales and Victoria, at Adelaide, Sydney, Australia, and Canberra (Federal Territory), Agencies Throughout Australia and New Zealand and All Other Parts of the World.

SAFE DEPOSIT.

For safe of Title Bonds, Insurance Policies, Bankers drafts and other Valuable Documents, Jewellery, Plate &c. Not hand a year previously. SUBJECT TO LIST DEPARTMENT. Monday to Friday, 9 a.m. to 12 p.m. Monday, Tuesday, Wednesday, Thursday and Friday, 2 p.m. on the first of each month.

SABS DEPOSIT.

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The most exciting event of this month has been the success of this Company in the boat race: particularly gratifying to us as the Shield was donated by our President. We are looking forward to holding it for a considerable time to come. We have better training facilities on the后代 now but are very much handicapped by having only a...
LANE COVE—CONTINUED.

Lately, parents take an active interest in the movement, both beyond the boys' spade and spout to drill. We have a few splendid workers, but the majority of those have no boys to join the company. This indeed reflects more credit on them. Mrs. Barker has never missed a night at any function, and she solicits in the kitchen always, and also looks after her home to prepare estables for each function.

Our Euchre Parties are well attended still but the Dance is a big flop.

Church Parade was held at the Church of England during the month.

Mrs. and Miss Darcy represented Lane Cove at the Navy League Dance at Palm Royal and took a prize.

Our boys had a bumper time at Birchgrove last Saturday, where they attended a Regatta and came away very anxious of the new depot. Petty Officer Pritchard and Leading Seaman Edwards tied for the prize for cleanliness, punctuality and attendance, never missing a mark; and we know for certain the Petty Officer frequently came on parade without his tea, so he should be in time. Well done Cadets Pritchard and Edwards. Four other cadets were very close. The competition had to be judged very severely. Mrs. Barker has never missed a night at any function in the new depot. Petty Officer Pritchard and Leading Seaman Edwards were very pleased that we were so well in the running, coming second. The Company is making fine progress and the first meeting of the Sub-branch Committee is being called on Tuesday, 25th October, by the Mayor, Alderman R. T. Forrall. Local supporters and all interested persons are very welcome. The rendezvous is the Town Hall, Chiswick, and the social meeting will open at 8 p.m.

We offer our best congratulations to Lane Cove on their fine performance in winning the Cochrane Shield and our best wishes to Birchgrove in winning the close second. We were very pleased that we were so well in the running, coming second place. In this connection we thank Mr. Hopkins of Rose Bay for allowing us to keep our boat at his depot prior to racing.

The boys are eagerly looking forward to the Royal Sydney Yacht Squadron's Race on Saturday, the 3rd inst. The following cadets on being recently examined were promoted as follows: Cadet to Leading Seaman: F. North, E. Spence; C. White; No. 9; T. Walker and G. Race.
for the mouth of the Channel. At daybreak the
Tippoo was sighted on the starboard quarter under
a press of canvas. All day these two fliers surged
up Channel together, going fourteen knots, with
every kite set with a strong W.S.W. wind. The
Lizard was passed at 8 a.m., Start Point at noon.
Toward's 7.25 p.m. St. Catherine's was passed,
and soon after midnight Beachy Head was ashore.
During this run up the Channel there had been no
alteration in the position, the Ariel keeping her
lead. At 3 a.m., when near Dungeness, the Ariel
began to reduce sail, send up rockets and burn
blue lights. At 4 a.m. she hove to for the pilot.

At 5 a.m. the Taeping was close astern of the
Ariel, but showing no signs of heaving to. Cap-
tain Keay began to fear that she meant to run
ahead of him, so he hove up across her course and
made her stop. At 5.30 the pilot cutters were
seen coming out, and the Ariel was at once kept
away and got in between the Cardigan Castle,
which she received, but the prize of 10s. a ton,
being claimed. The next morning I received a wire
from Glasgow saying that I could go in the Loch
Ard. It was too late, however. From Houlder Bros.'s
office I went straight to Messrs. S. W. Silver &
Co., the nautical outfitters, and the head of the
firm, who was a relation, instructed one of his men
to see that I was fitted out with all I required, so
that in a few days I was in a whirling about in all
the grandeur of a brass-bound uniform, with Houlde's
Maltese Cross on my cap.

The Cardigan Castle was a full rigged ship of
1,500 tons, belonging to the firm of Messrs.
Richards, Mills & Co., of Liverpool, and was
loading in the London Docks for Melbourne with
a general cargo. The firm owned a line of sailing
ships, known as the Welsh Castle Line to distin-
guish them from Donald Currie & Co.'s Castle
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The first mate hailed from Aberdeen, and he as
about for ten days the boat was picked up by the
British Sceptre. The pilot had sent down twenty
little pigs in bags, and when they were turned loose on the deck
the pigs ran for their lives to every corner of the cargo in
the hold, and there they remained until we caught them
and put them in the pig stye. It hardly improved my
uniform, and I soon got into duggarres after the experience.

The first mate hailed from Aberdeen, and he was
universally hated on board. For several months I
had to clean his cabin every day, and he had a
diabolical temper. A favourite trick, when he
found one of us asleep on watch, was to put his
cigar or hot pipe on the culprit's nose. This
usually resulted in a painful blister. However,
he played the trick once too often, as I "laid for"
him and knocked his favourite meerschaum over-
the table. I shall never forget that first night at Gravesend.

On joining my ship I well remember the first
job I had in my new uniform. It was a nasty
week, and we were anchored off Gravesend. The
provide had sent down twenty little pigs in bags,
and when they were turned loose on the deck
I had to catch them and put them in the pig
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first night out of the Channel, and very quickly learned something that I have never forgotten, viz. that every time strings to trust not to rattine, footrope shroud or grummet singly, but to keep hold of them one for one. If one failed there was the other, always something to fall back on—a golden rule in any walk of life.

One day, about three weeks after we had sailed, the captain asked me if I thought I could keep the ship’s accounts, stores, portage bills, etc., and if I could he would give me a day for the job. My experience in an accountant’s office, therefore, stood me in great stead, as I was earning money during all my apprenticeship. I gladly took on the job. The third mate worked all my apprenticeship. I gladly took on the job.

In addition to being able to keep the ship’s accounts, I could play the piano by ear and vamp accompaniments, so that was another link between me and the “Old Woman.” I was called down on many dirty nights to entertain the family, none of them knowing a note of music, luckily for me. I also vamped hymns on Sundays, and was made chantyman in my watch, the first mate’s. Thesechanties made light of the work, and I learned them all.

Captain Davies was an excellent seaman, one of the old black hands. He gave his ship a name, and he had a howdah for a fowl to put its head out of a drink, then run a long needle into its brain and kill it. In the morning when the steward came along he would unlock the coop, and as he was about to throw overboard the deceased, and presumably “diseased,” bird we would pay for it with a “We don’t mind diseased fowls, steward.” That food would be very quickly stewed up with crushed biscuits.

The captain’s wife had some good ideas for milking purposes, and these we used to entice into our cabin at 5 o’clock each morning, and we got a proportion of their milk for our so-called “coffee.” A great improvement we found it, but the captain could never understand why so little milk was forthcoming for the family. Things are different nowadays. Men wouldn’t put up with what we had given us—maggoty biscuits, rust pork, beef that proclaimed itself to the heavens, weedy rice and peas, and, in fact, short commons and third-rate food. Wonderful to relate, however, we thrived on it, and such a thing as sickness from overladen stomachs was unheard of.

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Almost from its foundation the port of Hobart has produced bold and hardy seamen, both professional and amateur. The voyage from Hobart to Sydney of the 17-ton auxiliary yacht Rondon, manned by five brothers named Robertson and a Kellaway, is a reminder that the old spirit is not dead.

The run from Hobart to Sydney is, however, but a trifle to some of the voyages made out of Hobart in the old days in vessels little if at all larger than the Rondon. Perhaps the most remarkable of these was that of the 35-ton schooner Emma Kemp round the world in 1856.

She Emma Kemp was commanded by Captain Steyne, an Australian by birth, who had with him a crew of five men. It is recorded that none of them except himself could either read or write. After leaving Hobart the schooner touched at Cloudy Bay in New Zealand and then sailed to Rio de Janeiro round the Horn.

At Rio she took in a cargo of tobacco and returned to Hobart by way of the Cape of Good Hope. She thus completely circumnavigated the world in the southern hemisphere.

A few years later there was built in Tasmania a ketch named the William the Fourth which had some remarkable voyages to its credit. Built about 1830, in the reign of the King after whom it was named, it once carried mails between Tasmania and New Zealand. It crossed the Tasman Sea not once but many times while it also sailed as far to the westward as Albany and Fremantle in Western Australia.

This wonderful little craft continued to sail out of Hobart until a few years ago so that it had a career of about four-score years and ten. In its latter days, however, it was in the timber and firewood carrying trade and did not sail far afield.

The discovery of gold in California in 1848 caused great excitement in Tasmania as it did in N.S.W. and elsewhere in Australia and many forty-niners went from Hobart Town and Launceston to the land of promise. Many vessels were laid off from these ports to Frisco but the four prisoners of the Crown could not sail in the usual way. So they took the Bishop's yacht and managed to reach San Francisco in her. That they were not lacking in some of the better feelings of humanity, including politeness, is shown by the fact that they sent the Bishop a letter from California, apologising for having made so free with the episcopal yacht and explaining that they would not have done so had there been any other way out of their difficulty.

Of these four voyagers nothing seems to have been heard after their safe arrival in California, but another man from Van Diemen's Land has found a place in the history of the golden days of California. His story too is in a sense connected with the sea.

This was Thomas Kay, once of Hobart Town, who reached San Francisco early in the days of gold and became harbour-master there. Though he managed to secure his eminently respectable position he was associated with some of those daring criminals from Australia who were known as "Sydney coves" or "Sydney ducks." The word Sydney, by the way, was not strictly applicable to some of the high-born among the desperate characters who went from Australia to California. They came, like Kay, from Hobart Town.
Bored by the Vigilantes

Working in association with some of these choice ruffians, Kay planned a robbery of the Customs House. His position in the port enabled him to choose a time when there was something in the Customs House worth stealing. He and his companions duly broke into the Customs House, and robbed it of $4,000 (£2,800). They had a craft ready, and got away to South America.

One of the historians of California records a report that when last heard of in 1856, Kay was in some sort of piracy business, on the West Coast of South America, and "doing well."

Kay was luckier than that Sydney cove, John Jenkins, who was the first man hanged by the Vigilantes in San Francisco. Jenkins assaulted and robbed a citizen, near the water front. He had a boat ready, but before he could get away he was caught. The trial was not protracted out at its close Jenkins borrowed a cigar and remarked that the proceedings had been slow.

California keeps cropping up in these early voyages. It was there long before the days of gold, that William Cuthbert (commonly known as Lincoln Bill because he was a Lincolnshire man) died after a hectic voyage, in the course of which he literally outran the constable.

Our knowledge of Lincoln Bill's exploits is mainly derived from certain letters and statements of a very remarkable man, William Stewart. It was he who gave his name to Stewart Island, to the south of the South Island of New Zealand. Stewart seems to have fallen on evil days in his later years. One account describes him as living amongst the Maoris, wearing Stewart tartan to the last and remembering that like Alan Breck Stewart, he bore a king's name.

In 1830 Stewart was at Cloudy Bay when the brig Bee with Lincoln Bill on board put in there. Bill wanted a mate and Stewart shipped with him.

Shanghaied the Constable

From Cloudy Bay the Bee sailed to Hobart Town where Lincoln Bill seems to have been well known to the police and others. The brig did not sail boldly into the port, but hung about outside the mouth of the Derwent. Lincoln Bill and one or two others went ashore there while Stewart was instructed to take the brig round to the East Coast where he was to wait near Maria Island for Bill and the others.

Bill turned up a few days later. He brought with him one or two passengers, very much of his own kidney, and also a constable who was more or less shanghaied on board.

As soon as the party was safe on board the Bee stood away for New Zealand, taking the constable with her. Stewart found the behaviour of Cuthbert and his friends little to his liking. He complains that they spent their time in rioting and drinking, and that it was hard to maintain any semblance of order or discipline on board.

From New Zealand the Bee kept on her way north-eastward across the Pacific. She put in at Tahiti where the Hobart Town constable was left behind. He must have been a strangely incongruous figure in that tropic paradise. No doubt he found his way back to Tasmania later.

Stewart stuck to his job as mate till the Bee reached Honolulu. British influence was strong in the Hawaiian Islands, and Richard Charlton, the British Consul, wielded great power.

Stewart, thoroughly weary by this time of the doings of Lincoln Bill and his cronies, lodged a complaint with Charlton, and made an affidavit, setting out what had happened since he had joined the brig at Cloudy Bay. He did not omit the suspicious doings on the Tasmanian coast, and he told the story of the kidnapping and marooning of the constable.

Charlton at once had the Bee seized, but Lincoln Bill was too slippery for him. He got away to California in an American vessel.

Black Men and White

However, Lincoln Bill did not long survive his escape. He died in San Francisco. As for Stewart he returned to New Zealand.

Western Australia has lately celebrated the centenary of the foundation of the pioneer settlement at Albany by Major Lockyer. Lockyer reached King George's Sound in December, 1846, but the Hobart Town sealers had been there before him.

A few days after his arrival, Lockyer found on Green Island the body of a native man who had been dead about two months. How he came by his death does not appear, but a little later a boat belonging to the schooner Governor Hunter, of Hobart Town, came into the Harbour. It was four men belonging to the Governor Hunter, and four to the schooner Brisbane, also of Hobart Town.

They were a mixed company. The Governor Hunter's men were William Bundy a boat steerer, Thomas Tooelen, Robert Williams, a black man, and Pigeon, a Sydney black. Belonging to the Brisbane were George Thomas, boat steerer, John Holson, seaman, Thomas Tasman, a black man, and William Hook, a New Zealander.

Lockyer questioned these men, and Hook told a story of murder and ruffianism on the part of the seamen. He mentioned incidentally that these sealers had been left on the islands to the eastward of King George's Sound by the Governor Hunter and the Brisbane. They had with them two native women from Van Diemen's Land, taken on the shores of Bass Straits, and one from the mainland of Australia, opposite Kangaroo Island.

The men named by Hook as concerned in the murder were not those who came into the harbour with him, but four others. Lockyer was anxious to arrest them, but they made off to the westward.

"Complete Set of Pirates"

Lockyer has a good deal to say about the sealers. He remarks that they were a "complete set of pirates," going from island to island along the southern coast from Bass Straits to Rottnest Island in open whale boats. They had their chief resort at Kangaroo Island and made descents on the mainland from time to time.

Some of them told him they had been a considerable way up the Swan River. It seems to have been common for them to make voyages of several hundreds of miles in whaleboats.

Earlier than this two famous boat voyages had been made out of Hobart. In 1815-1816 James Kelly and four other men, circumnavigated Tasman in a schooner. Kelly and two of the other men were natives of N.S.W. There are conflicting stories about the voyage, but on the whole the evidence seems to be that it was made as described though according to one account a schooner went as far as Port Davey.

It was on this voyage that Macquarie Harbour was discovered. Kelly Basin still preserves the name of the leader and the Gordon River that of James Gordon of Pittwater who is said to have lent the whaleboat for the voyage.

From Macquarie Harbour, Kelly and his companions worked northward along the coast to Cape Grim and then round to Launceston. No doubt they were arrested as suspicious characters and were hard put to it to prove who they were.

On the northeast coast they found two native tribes at war and both sides tried to enlist their services but they managed to keep out of trouble.

The second boat voyage round Tasmania was that of Hobbs, made in 1824. Like Kelly, Hobbs made his first voyage in a whaleboat, but he had fewer adventures.

Such are a few stray bits of the old sea history of Hobart. There is many another story hidden away in old records or in the last fading traditions of the early days, stories of the Hobart Town whalers which ranged the seas from Kerguelen and the Crozets to the coast of Chile and from the edge of the Antarctic to the seas of Japan.
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 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 port of the World.

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary Insurance which no sane person grudges in private affairs, and that since a Sudden Development of Naval Strength is impossible, only Continuity of Preparation 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, Welds Us into one Imperial Whole.

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

“For God, for the KING, for the EMPIRE.”
Are you in the League?

Why not?

The Navy League is

a WATCHDOG of National and Imperial security,

an ENEMY of apathy in all matters naval and maritime,

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

If you subscribe to these ideals you should subscribe to the League's funds for their more perfect attainment.
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Don't!
Earning money is not easy, but saving it, if you've any strength of mind at all.
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YOU cannot afford to be indifferent about the management of your Estate, for the appointment of any but a reliable and experienced Executor often means not only trouble to your dependants but expense to your estate. Only those who have had the duties of an Executor thrust upon them can realise the importance of the services involved.

Our interesting booklet telling you of the services we perform as Trustees, Executors, Attorneys and Agents, and how the wealth of experience we have acquired during the 40 years administration of all classes of trust business can benefit you, will be sent post free on request.

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E. V. T. WHITTLE, Assistant Manager.


The whole economies that we find accruing in the centralisation of big business would likewise exist and wield their benificent sway over the administrative and financial affairs of such a League as ours.

The Navy League Journal

In much phenomena of this life the growth seems to tend to centralisation. We have seen this fact, for example, operating in the schemes of government. So long as purely local interests and needs are safeguarded and taken care of by those directly concerned, no great evil can come from centralising the more general and wider-placed interests. On the other hand we can readily see the weighty balance of good arising therefrom.

The Navy League of New South Wales has in the past been in touch with the League in other States of the Commonwealth offering to discuss the expediency of the formation of a Federal Council of the League for Australia. To bring about several schemes of co-operation and trial were submitted by this Branch with the idea that such a policy would in time lead to the desired end. Even these tentative proposals seemed to be unacceptable to some of our colleagues in other States.

There is not a shadow of doubt that a welding of the various State Leagues into uniformity and co-operative endeavour would greatly facilitate the attainment of our general aims and objects. It is not as though we should be plunging into the dark; into an untried association. We have this example of the League in operation throughout three of the great dominions of the Empire and of the League in the United States of America. These are all, more or less, highly centralised; one of the happiest and fruitful examples being that of the Dominion of Canada.

As a Federal organization the Navy League would command greater attention and would have more far-reaching influence and power in Governmental circles as well as with the general public.

The whole economies that we find accruing in the centralisation of big business would likewise exist and wield their benificent sway over the administrative and financial affairs of such a League as ours.

If only for the above reasons we would commend their sincere and earnest consideration to other Australian Branches.
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THE FAMOUS FLYER "RED JACKET."

Famous Australian Sailing Ships,
No. 1. The Red Jacket.

The Red Jacket was one of the most celebrated of the American-built clippers which ran on the Australian trade, a clipper ship of rather extreme lines which was designed by Samuel H. Took and built by George Thomas at Rockland, Maine. In those days it was quite usual for American-built ships to have their copper sheathing put on in Britain, and on this account the Red Jacket was uncoppered, when, under the command of Captain Asa Eldridge of packet ship reputation, she sailed from New York to Liverpool on January 11th, 1854. She arrived in 13 days, 1 hour and 25 minutes, which is a sailing ship record which stands to this day, her best day's run being 413 miles.

As being one of the biggest of the extreme American clippers the Red Jacket attracted a good deal of attention when she arrived at Liverpool and she was immediately chartered by the White Star Line for a single voyage to Melbourne, Captain Samuel Reid being in command. She sailed in May 1854, her time to Port Phillip being 69 days 11 hours 15 minutes, a distance of 13,800 miles. In spite of poor wind her return voyage was made in 73 days, including time wasted when she was embarrassed in the ice off Cape Horn.

On this maiden voyage she carried gold dust worth £200,000, but circumstances prevented the Captain signing the bills of lading, and this was accordingly done by the consignee's agent. This aroused a suspicion of intended piracy and two British men-of-war were sent out to stop her. The speedy clipper had not the least difficulty in leaving them hull down astern in a few hours.

After her maiden voyage the Red Jacket was purchased by Messrs. Pillington & Wilson, of Liverpool, for permanent service in the White Star Line which they managed. She led the Australian fleet in 1855 and tied with the Lightning on the return voyage. In the same year she was in collision with the Birma Isle but escaped with slight damage.

Her 1858 passage from Melbourne to Liverpool was 67 days, faster than had been contrived for some considerable time. In 1860 her command was transferred to Captain Enright, one of the best known captains on the Australian passenger trade.

In 1855 she was sold but her new owners kept her on the same service. On her first voyage under this ownership she was no less than nine months overdue and practically all hope of her safety was given up, 90 guineas per cent, being paid on her re-insurance. The reason was that the racing had strained her soft-wood hull very badly, and her repairs cost so much that her owners found it impossible to keep her running and she was taken over by the Mortgagees.

She was then sold into the London trade from the St. Lawrence, with several rapid changes of ownership, and in 1883 she was converted into a coal hulk in the Cape Verde Islands. There she remained until 1886, when the draggers drove ashore, her hull by that time being in such poor condition that it was decided that she was not worth any attempt at salvage.

―Prank C. Bowen.
The Mesopotamia Operations of 1917.
C. M. Collini, B.A., LL.B.

A RISING out of certain naval and military operations that took place in Mesopotamia in 1917 a motion was made in the Admiralty Court for prize bounty by the officers and crew of the naval flotilla taking part in those operations, on the ground that they captured certain of the Turkish vessels. The claim was resisted on the ground that the captures in question were the result of a joint naval and military operation, and therefore outside the provisions of the Naval Prize Act, 1864, under which the claim was made. The learned President of the Court, however, allowed the claim, holding that the question was whether the flotilla and troops were jointly engaged in the capture of the ships, and that as the troops in fact took no part in the capture, the officers and crew of the flotilla were entitled to the bounty.

In the course of his judgment, which will be found reported in (1922) 33 Calat. at page 57, the learned President said:—"This is the claim of Captain Wilfrid Nunn, R.N., and the officers and crew of the armed Turkish vessels Sulman Pak, Sumana, Pioneer and Basrah, on the River Tigris, in February 1917, during the operations in Mesopotamia which resulted in the overthrow of the Turkish authority in that year, the capture of Baghdad, and the occupation of the country by His Majesty's forces. The number of persons on board the captured vessels at the commencement of the engagement in which they were captured is placed at 1549, and the claim for bounty at the rate of £7 per head is £11,715. The validity of the claim depends upon the answer to the question whether the capture of the Turkish vessels was a purely naval operation, or was a joint operation of sea and land forces. Apart from this question, nothing is in dispute between the claimants and the Lords Commissioners of the Treasury. The grounds of objection to the claim were that the action of the naval flotilla was ancillary to that of the army, that the capture was made in course of carrying out directions of Sir Stanley Maude, Commander-in-Chief of the Army in Mesopotamia, and that the capture was rendered possible by the operations of the army under Sir Stanley Maude's command. The flotilla in the Tigris, which was under the immediate command of Captain Nunn, formed part of the naval forces on the East Indian station under the then Vice-Admiral, Sir Rosslyn Wemyss, Commander-in-Chief. It acted in concert with the army, its commander doing all in his power to meet the requirements of the Commander-in-Chief.

Sir Stanley Maude's despatch of April 10, 1917, which was put in evidence, describes fully the plan of the campaign in course of which the capture was made. Turkish forces of great strength centred on Samnayat on the Tigris and holding positions of wide extent on both banks, barred the intended British advances upon Baghdad. Down river British naval forces operated. Up river Turkish armed craft and river transport occupied the water way and maintained the river communications of the enemy. To capture Samnayat, the Tigris higher up, clear the right bank and advance in force on the left bank and drive the enemy beyond Baghdad, appear to have been the successive operations which were resolved upon by the Commander-in-Chief. Of the part played by the flotilla, Sir Stanley Maude says in his despatch: 'They carried out somewhat restricted but none the less important duties in the earlier part of the period. The fact that the enemy barred the way at Samnayat necessitated their work being at first limited to assisting in the protection of our water communications, co-operating with our detachments on the Euphrates front, and occasionally shelling the enemy's position at Samnayat, when the naval kite balloon section rendered good service in observation work. Their opportunity came later, when after the passage of the Tigris they pressed forward in pursuit and rendered brilliant and substantial services.' The services so designated consist substantially of forcing the passage of the Tigris beyond the Turkish rearguard position and effecting the captures now in question, to which some reference in detail must necessarily be made.

Sir Stanley Maude's despatch divides the military operations into eight periods, of which two come in question here—namely: 'The capture of Samnayat and passage of the Tigris—February 17th to 24th,' and 'The advance on Baghdad—February 25th to March 11th.' The flotilla co-operated on February 22 and 23 in the operations against Samnayat and in the fighting which attended the crossing of the Tigris. On February 24th it moved on the river, and late at night took possession of Kut. During the whole day of February 25th fighting with the Turkish rearguard proceeded. By a forced march during the night of the 25th the main force of the Turkish army placed a substantial distance between themselves and the British land forces. Sir Stanley Maude, early on the 26th directed the flotilla to 'push on and inflict as much damage as possible.' Advancing up the Tigris they encountered at Nahr Kelah formidable fire from Turkish rearguard forces in occupation of a strong position...
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An ideal holiday at reasonable cost is assured to Australians by the P. & O. Excursion Fares to Ceylon. The special return tickets are available for three months and may be obtained for £5 (from Sydney) First Saloon, and £42 (from Sydney) Second Saloon.

Temple of Tooth, Kandy.

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The Australian who wisely prefers to travel by a P. & O. liner in the five months prior to February can pick his accommodation, avoid the Monsoon and excess of climate, and later cross to the freshness and fragrance of an English Spring.

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European Naval Notes.

(By a Special Correspondent)

NELSON, battleship, has proved very economical at low power, and considerably exceeded her designed speed. She and her sister ROYNEY can use their 6-inch guns for anti-aircraft defence, just as the "County" cruisers can use their 8-inch main battery.

The first of the new "County" cruisers to run trials are BERWICK, SUFFOLK, CUMBERLAND and CORKWALL, but the last named had to interrupt her owing to engine trouble.

The battle cruiser COURAGEOUS which has been converting into an aircraft-carrier for some years, is to be ready at the beginning of next year, when she will join the Mediterranean Fleet.

The Italian 10,000 ton cruiser TRENTO has been launched by Ansaldo of Leghorn. It is claimed that she will be the fastest of her type afloat.

The Navy is replacing the 35-ft. steam pinnacles by motor boats of equal size and power.

The film version of the battles of Coronel and the Falklands has been released. It was accorded the honor of a "command" performance at Balmoral.

The French cruiser DUQUESSIN is ready for trials. She was laid down in 1915.

"Command and Discipline" has been written by Vice-Admiral Sir Herbert W. Richmond.

Provision is made in the Swedish Naval Estimates for the immediate construction of two destroyers, three submarines, an aircraft carrier, and four surveying vessels. Later there is a big programme in view, including armoured ships. The idea is to prevent the Bolshevists becoming a "command" threat to the Baltic.

The submarine "M 2" has been refitted and has been joined by a full crew for experimental work.

The paddle minesweeper ATHElSTONE (built 1916) has been purchased by the New Medway Co. and will run excursions to France as QUEEN OF KENT. She is the first naval paddle to be converted.

The German battle-cruiser MOLTKE is being scrapped at Swansea after being raised from the bottom of Scapa Flow.

UTTERN, HAJEN, BAVERN and VALROSSEN, Swedish submarines, put into Dover for provisions on their way home from the Mediterranean.

The monitor HAVLOCK, (built 1915) is being broken up by Wards at Preston. Her sister KENNALL has been purchased.

HUMAYATA, 1,300-ton Brazilian submarine, has been launched by Ansaldo at Spezia.

The aircraft carrier HERMES has arrived at Portsmouth from China.

The Turkish battle-cruiser YAVUZ SULTAN (originally the German GERMANY) has been successfully dry-docked at Constantinople for repairs. It is doubtful if she will ever be efficient again.

ROSEMARY, sloop, is to be commissioned for the Persian Gulf.

FISGARD, the engine-room artificers' training establishment at Portsmouth, is to be moved to Chatham where it is expected to be transferred to shore. Its hulks include the old TERRIBLE and the early ironclads HERCULES and SULTAN.

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Pirates' houses at Bias Bay were destroyed in a raid carried out by the cruiser DIANAR, the destroyer SINDAR, the sloop FOXYL, and the aircraft-carriers HERMES and ARGUS. The West River lairs were attacked by a punitive expedition from the gunboats MOOREN, MOTH and CICALA.

The Florilla leader SKYMOUR, is to be refitted at Portsmouth.

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NAVAL NOTES—Continued.

The battleships **Royal Sovereign**, and **Malaya** have been withdrawn from the Mediterranean for large refits. **Ramillies** has filled the gap left by **Royal Sovereign**.

The Flotilla leader **Valentine** has joined the Mediterranean and **Flotilla** on completion of re-tubing.

The cruiser **Dorsetshire** has been laid down at **Portsmouth** on the slip vacated by **London**.

The special entry cadetships offered at the half-year number only 8 executive and 7 engineering, in order to avoid creating a surplus. In 1925, 15 and 25 were offered.

It is rumoured that the next Naval Estimates will be asked to provide for a large increase in personnel.

**Cerise**'s suitability as an aircraft base has been tested by the French Navy.

The new French destroyer **Railleuse** exceeded 34 knots on trial.

The new Italian destroyer **Turbine** when tried made 36.6 knots for 30 miles. For four hours she maintained 38.8 knots.

The new Rosyth destroyer reserve has been joined by **Shark**, **Steadfast**, **Turbulent**, **Scotsman**, **Scurvy**, **Serene**, **Seafield** and **Scimitar**.

Aircraft is on the staff of the **Tribune** will be asked to provide for a large increase in personnel.

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**Simoom**, **Swallow**, **Tactician** and **Tribune** will be asked to provide for a large increase in personnel.

The Greek Navy is reported by the British Naval Mission which recently took charge to have improved greatly owing to the disappearance of politics.

PHOTOGRAPHS OF SHIPS OF ALL KINDS

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

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

PHONE: B 7808.

**PLEASE NOTE.**

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Room 110, Dalton House, 115 Pitt Street, Sydney.

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PHONE: B 7808.
In a recent issue of the "Navy League Journal" there appeared an article—The British Navy—written by way of a necessary prelude to a series to follow, of which this is the first installment. It was considered advisable, for the edification of the uninitiated, to outline briefly the history of the ancestry and birth of the British Navy, mainly to show with what callous, brutal severity discipline was maintained in those days when merchantmen were practically commandeered by Crown charter, not only to fight the country's sea battles, but also to exploit the seas as much for personal gain as for their own and their country's glory.

With the later introduction of constitutional government for the Navy there came a more humane form of maintaining discipline, both in respect of administration and of the proper apportioning of punishments in accordance with a carefully-framed scale, consistent with the nature of offences committed.

Yet withal the introduction of constitutional government, the exigencies of the sea rendered it both impracticable and undesirable for its ancient disciplinary traditions to be utterly broken down—the callous, steel-hearted czars of the quarter-deck gradually had to tone down their despotism; but they still remained, as they always must remain, in the form of martinets whose rule, if less callously despotic, was equally indisputable, so much so that it gave rise to the use of the age-old phrase: "You can drive a carriage and pair through any one of the thousands of Articles in the 'King's Regulations and Admiralty Instructions.'

In comparatively recent times, the martinet has taken on the role of an eccentric rather than that of a despot. Often, while pretending to rule with an iron hand, he wears a velvet glove. To his everlasting credit, I have never known him to wield his authority other than with impartiality, especially when dealing with the humble lower-deck ratings. I know of no finer tribute that could be paid him than that which one so frequently hears from old shipmates whom one meets in civil life: "He wasn't a bad sort, after all. His bark was worse than his bite." And this sort of tribute from men who, when at sea with him, often smarted sorely under the feeling that the "old man" was the biggest tyrant that ever trod on deck!

**Martinets are born outlaws.**

During a long career in the Navy, occupying a position which brought me in closer touch with these martinets than falls to the lot of the average naval man, the writer had exceptional opportunities for studying their real characters. And though with others he often smarted under what, at the time, he imagined to be tyranny at their hands, he can now look back on those times as the happiest of his life and find in their circumstances, material for the brightest of reminiscence. Now I come to think of it, these martinets, while being holy terrors in their exactitude for an adherence to the Regulations in others, were themselves veritable outlaws who would take an almost ecstatic delight in flaunting those Regulations at every favourable opportunity! The immortal Nelson himself was such an example. Did he not demonstrate this when he deliberately placed his telescope to his blind eye in order not to see a signal which he resented having to act upon?

I well remember one fine martinet (a team of bullocks couldn't drag his name nor the circumstances from me) who acted in a similar manner when handed a telegram from his commander-in-chief, countermanding an important mission he was just at that precise moment about to enter upon:

"Damn it!" he exclaimed, thrusting back the crumpled telegram into his clerk's hand. "Re-
member, this thing came too late; I had left the ship before it arrived!"

I will risk breaking a confidence by stating that the result of this action—only possible for a martinet of fearless initiative—very subsequently set the British Empire ablaze with enthusiasm, by its having, at an exceedingly critical stage, averted a national calamity!

MILD VICES IN VIRTUOUS ROBES.

Impecuniosity or penuriousness has sometimes driven a martinet to extremes of eccentricity or even outlawry of the kind that the Navy has always regarded as a virtue. This fact has frequently been responsible for the currency of naval anecdote that remain imperishable while yet being subject to ridiculous exaggeration. The most flagrantly delightful case of this kind within my memory is that of an impecunious admiral who sought to reduce his household expenses by reducing by one member, his official male retinue. The yarn goes that this man's name was retained on the ship's books, his pay contributing towards the wages of a more-needed female servant.

Similarly, of another impecunious admiral, there is a yarn that he kept a milch cow on the official pay of a fictitious able-bodied seaman!

From time immemorial it has been considered a virtue than a crime to filch Government stores, provided the flicher is not actuated by desire of self-gain but for the benefit of the ship. The stinginess of the Admiralty in regard to ship's stores is proverbial, so that any filching of surplus supplies is regarded as a virtue. This fact has frequently been responsible for the currency of naval anecdote big enough to fill a whole volume. Here are a few others from my own personal experience:

"Jacky" chuckled at the idea of bluffing the Customs' officers: "You pull the bluff off successfully, and you'll earn my everlasting respect and admiration," he exclaimed. "Fail, and I shall have to come down on you like an avalanche for a damned fool of a rogue!"

The man won his case both at a Naval Court of Enquiry, ordered by Admiral Fisher, and, subsequently, at the local Civil Court. "Jacky" issued instructions that, throughout, the man was to be given every facility and assistance to defend himself.

THE COCKROACH DRIVE.

Any normally observant ex-naval man could furnish a repertoire of martinet anecdote big enough to fill a whole volume. Here are a few others from my own personal experience:

"Jacky" was one of the many eccentric martinet I had the good fortune to serve under. His misinterpretation of the Regulations more often took the form of awarding punishments for minor offences. Our ship—a barque-rigged corvette—was overrun with cockroaches, the majority of which were as big as young mice.

His misinterpretation of the Regulations more often took the form of awarding extraordinary punishments for minor offences. Our ship—a barque-rigged corvette—was overrun with cockroaches, the majority of which were as big as young mice.

On one occasion, a member of "Jacky's" staff was caught red-handed by the Customs' officers, smuggling a large quantity of tobacco, cigars, and perfumery out of his ship lying at Portsmouth. These contraband goods were cunningly concealed in empty gun-cotton cases and in the heads of torpedoes, which a Customs' officer, however dili-
A MYSTERIOUS ANCHOR.

One of the most arduous evolutions of the many that are performed in the Navy, is that occasioned by the pipe: "Out sheet anchor and cable!"

The vessel is supposedly in danger of drifting, in a storm, on to a lee shore. To avert the calamity, the heavy sheet anchor, with many fathoms of wire cable, has to be slung overside the stern of a big sailing launch and towed away out to windward and there dropped. By means of the hold on this anchor there lies the possibility of saving the ship from disaster. The evolution is rarely carried out beyond slinging the anchor, flaking down the cable inside and all round the launch, and towing it out to the spot where it would be dropped. To actually drop the anchor would involve an enormous amount of quite unnecessary labour, if not actual risk of losing it. Like all evolutions, it takes the form of keen competition between the ships so engaged.

In this particular fleet this evolution was invariably won by H.M.S. —— so much so, that all the other ships were always puzzled to the point of jealous exasperation, as to how she could, on every occasion, beat her own record. Presumably, the Admiral on the flagship—himself a notorious martinet—became dubious. On the occasion in question, to everybody's amazement, he signalled the unusual consternating order: "Let go all anchors!"

When the order was executed, to everybody's still greater consternation the record-making ship's anchor floated.

The secret was out—the anchor proved to be a wooden dummy; hence its comparatively easy manipulation, enabling the crafty ship to which it belonged to be always at the top of the time score.

The ship paid dearly for her bluff. As a punishment, she was sent to sea for a month with orders to perform the evolution: "Out sheet anchor and cable!" every day—and to do so thoroughly, too; and not with a wooden dummy!

(To be continued).
The Navy League is Non-Sectarian. The Navy League is Non-Political.

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. W. B. MILLER

NORTHERN SYDNEY—Officer-in-Charge Mr. G. G. WATTS

LANE COVE—Officer-in-Charge Mr. A. J. DAVIES

OOGEE-CLOVELLY—Officer-in-Charge Mr. G. F. MILLER

MOORMAN BAY—Officer-in-Charge Mr. W. B. MILLER

The Trafalgar Anniversary this year was celebrated by a Navy League Concert and celebration at Royal Naval House, on 21st October.

H. E. The State Governor, Admiral Sir Dudley de Chair, K.G.B., M.V.O., addressed the assembly, and, in his inspiring and illuminating speech, it was, he said, on the great national hero, and Navy League Sea Cadets present listened enraptured to the telling of the doings of the boy who rose to such great heights of fame.

The Concert programme proved a very varied one. The N.S.W. State Military Band gave three short parades and boat drills have been carried out during the month and have been well attended.

The race set apart on the programme of the Royal Sydney Yacht Squadron on their opening day for Trafalgar, was won by Mosman Company. Well done Mosman! We offer our heartfelt congratulations to this young Company in thus carrying off two prizes so close to one another. If you go out to sea at this rate, Mosman, you will soon be a force to be reckoned with. Thus you have two honours to your credit, first the winning of the Fairfax Banner, and now the winning of the Barometer. Good luck to you all!

One of the chief events of the month was taking part in a Guard of Honour to the Governor at the Prince Edward Theatre, at the screening of the "Flag Lieutenant." Another great night was at the Royal Naval House on the Anniversary of Trafalgar.

There we were entertained at a Concert given by various talented artists, and the prizes won during the year were distributed.

The competition for punctuality and cleanliness resulted in a tie between Petty Officer F. Pritchard and Leading Seaman Edwards, and when this was made known, our President, Mr. H. Cochran, kindly donated a second watch, for which we tender our best thanks.

On this night also, the Cochrane Shield was presented to the Company as the result of the race on the Lane Cove River.

Birchgrove's Godmother gave two medals to the Officer-in-Charge of this Company, to be competed for—one for signalling and one for knotting. The prize was open to all and Mr. A. S. Darcy won the first with the second prize going to Mr. S. A. Darcy.

We entered the "Fairfax Whaler" coxed by O.C. and his crew was a grand sight, with the "Fairfax Whaler" being the first boat to cross the finish line. The winners were presented with medals and certificates.

The Navy League Journal.
Coughs
Quickly Stopped
—if treated promptly

Take proper steps in the first stages of a cold, or on the slightest sign of hoarseness and you will ensure relief quickly.

Elliott's Compound Syrup of White Pine and Tar is a soothing, natural medicament for throat and lungs. It prevents coughing and relieves hoarseness. It is splendid in all cases of loss of voice.

Elliott's Compound Syrup of White Pine and Tar is obtainable from all chemists. Insist on the genuine.

PEARSON'S
CARBOLIC
SAND SOAP
DOES ITS WORK WELL

FOR your new home, estate or mountain bungalow—specify "FIBROLITE" Asbestos Ceiling Sheets for Exterior Walls, Interior Walls and Ceilings and "FIBROLITE" Slates for Roofing. "Fibrolite" costs no more than weatherboards and lining boards and is superior to every respect. It is Fine Retardant, White And Proof, and improves with Age.

Write for Free Catalogue.
James Hardie & Co., Ltd.
"Asbestos House"
York and Wynyard Streets, Sydney.

ROSE BAY-BOND—CONTINUED.

Nelson Night was a great success. A composite Guard from the various companies were drawn up to receive His Excellency The Governor, Admiral Sir Dudley de Chair, who commented on their smart appearance.

The programme was one of the best and everyone enjoyed themselves.

His Excellency presented the watches—donated by that sterling Navy League supporter and enthusiast, Mr. Harold Cochrane—to the boys of the various Companies for punctuality and neat appearance.

Our representative on this occasion was Leading Seaman Master Dean Swift, who has reached a very impressive address given by His Excellency (a British Admiral) on Lord Nelson was listened to with keen enjoyment by all hands, and the homely manner in which it was delivered made its appeal to the boys.

Mr. Chas. Lawrence was in great form, and the inimitable manner in which he recounted his various jokes had the oldest rocking in their seats "like jellies in a cyclone." If "to laugh is to grow fat" he will find himself exceedingly unpopular in this age of bygones figures.

As Officer of the day I desire to thank the senior and junior officers of the various Sub-branches for their loyal co-operation on this occasion.

In response to a phone message from our good friend, Captain Stuart Rothery, of the Union Steamship Co., we sailed up to where his ship was moored and transhipped two huge sacks of cocoa-nuts. Needless to say the gift was very acceptable by all hands, and the homely manner in which we received it made its appeal to the boys.

Mr. D. Hisson, when down on a recent visit from his station at Dalgety, presented a fine lot of sporting material and also a suit of suits to the Company—very useful and acceptable. Our thanks to Mr. D. Hisson, Jr., who is a real chip of the old block, and like his parents takes a real interest in the boys.

Cooper-Clovely invariably spend the week-ends with us, and like ourselves regard this depot a home away from home.

We recently had a visit from the Joint Organising Secretaries, Captain W. W. Beale, O.B.E., and Mr. G. R. D. Filan, R.A., R.E., who were greatly impressed with the wonderful possibilities of this depot and its fine geographical position.

If any of our readers residing in the Eastern Suburbs feel an "inward urge" that they would like to take a practical interest in this sub-branch, we come along any weekend—see what we are doing and find out what our requirements are—think it over—then let thought lead to action—we are not monopolists and will appreciate your practical cooperation.

MOSMAN

(Contributed by Mr. H. R. Currington, O.C.J)

We are of course very pleased to have won the Royal Sydney Yacht Squadron's boat race on the 15th October and extend our congratulations to the young crew, and their coxswain, Mr. A. Hamilton. We have decided on two more wins with the Aneroid Barometer for keeps.

Mr. E. C. Gale, of "June Bird" (Auxiliary Yacht) fame has purchased a first-class cutter for us, and let us have it on wonderful terms—all of our thanks, Mr. Gale.

Pick and shovell work is not usually an occupation of choice, nor is it often indulged in except as a means of livelihood, yet on Saturday, the 22nd could be seen a volunteer gang of willing non-unionists excavating, levelling and building the training wall of our Depot Parade Ground. Work is still proceeding on Saturday afternoons, and on completion our grounds will bear inspection. The O.C. provided lunch which our Honorary Gastronomic Censor pronounced O.K. despite the fact that the fire touched the custard. Heartily thanks to our voluntary workers.

Our Hon. Organiser, Mrs. Dillon, and her willing band of wonderful ladies appear never to take a holiday. On Saturday evening the 4th instant they staged in the large Assembly Hall of the Mosman Public School a profitable and entertaining Gift Evening as a preliminary to our Grand Christmas Fete to be held in Mosman Town Hall on the 2nd and 3rd of December, where Chocolate wheels, stalls, hoop-la's, etc., will provide Christmas Gifts and poultry for the multitude.

On the 23rd ultimo our latest and youngest recruit arrived safely in the shape of the second Cadet O.C. provided lunch which our Honorary Gastronomic Censor pronounced O.K. despite the fact that the fire touched the custard. Heartily thanks to our voluntary workers.

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Cadet W. Oxenbould is our winner of the 1927 Viking Watch—well done Oxenbould!

We were particularly pleased to welcome Captain Beale on his initial visit to our depot on the evening of the 1st instant.

Forty of our cadets attended the Nelson Night Concert at Royal Naval House—their smart appearance called forth laudatory remarks from His Excellency the Governor.
MOSMAN—Continued.

Our quota of cadets also attended a performance of "The Flag Lieutenant" as a Guard of Honour to His Excellency on the occasion of his visit to the Prince Edward Theatre.

An interesting visit was paid by our Company to Rose Bay Depot.

Week-end camps are now in vogue at our depot, as many as 26 boys revelling in their port and starboard quarters.

One of our best supporters, Mr. P. J. Benson, has presented our depot with a brand new bell weighing 50 lbs. Many thanks, etc.

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MIDDLE HARBOUR

Since our last report the opening of the Royal Sydney Yacht Squadron season has taken place, and we entered the pulling race specially fixed by the Squadron for Navy League Sea Cadets. We tender our heartfelt congratulations to Mosman Company for their excellent win on that occasion.

It was a good race and our crew were certainly keen. Unfortunately, one of our boys was placed temporarily out of action by reason of his oar unshipping and giving him a knock on the head. But for this incident we stood a good chance of making an exciting finish with Mosman; but, never mind—better luck next time!

Our luck was in, though, in another way that day. Mr. E. P. Andreas, a well-known member of the Yacht Club, ashore with our Officer-in-Charge, Mr. Nixey, presented the Company with an engine for installation in the gig. Mr. Andreas' donation proved to be a sparkling new Abellie 9 h.p. engine, which was inlaid into our boat by Pritchard Bros. of Careening Cove, at labour cost. Our grateful thanks to the generous donor for his interest and help, and to the boat builders for their concession.

On 25th October a meeting was called in this district for the purpose of forming a Sea Cadets' Sub-branch Committee. Alderman R. T. Forsyth, Mayor of Willoughby, acted as Chairman. Among others present were: Messrs. Bales and Thompson, Dr. Reid, and several of our boys' parents. From Mosman Bay Sub-branch we were glad to welcome the President, Mayor E. C. Scott, D.S.O., and the Hon. Sec., Mr. Tom Roberts. Capt. W. W. Beale attended on behalf of Headquarters. A permanent Committee was therewith formed, with Mrs. Whyte appointed as Hon. Secretary.

A Welfare Committee met on the 1st November under the chairmanship of Alderman Bales.

Among others present were: Dr. Reid, Mr. and Mrs. Whyte, Mr. and Mrs. Bolton, Messrs. Benson, Nixey, and Sylvester. The Concert, which is being held to publicise our activities, is taking place at Chatswood Town Hall on the 8th December. The Welfare Committee is taking care of the arrangements for catering. So roll up, everybody who's interested in our welfare! We promise all a good time on that night, so don't forget the date.

By the way, we hope to have our motor installed in the gig by the shops, etc., and then we'll be able to lend yeoman assistance at our races.

In conclusion, the Company is progressing splendidly, and now that we have obtained the support of a live and influential Committee we are confident of our future prosperity.

NORTH SYDNEY

Our Sub-branch Committee and Company express their deepest sympathy with all relatives and friends of victims in the terrible Greycliffe disaster.

On the opening day of the Royal Sydney Yacht Squadron we entered a whaler and crew in the Navy League Cadet Race. We only had the new whaler two weeks, and so our training was done over a limited time. Notwithstanding this fact and that most of the crew were new hands, the whaler gave a good account of herself in getting a place. The Committee and all hands were very pleased with the performance, and proud of the fashion in which the boys selected turned out for this hotly-contested race. Our possibilities for the future in racing seem very good. In this connection our Company congratulates Mosman Bay on their first effort in winning the race. Mosman have shown grit and determination in the past races, and now have won a well-deserved reward.

We, in company with other units of the N. L. S. Cadets, attended the Nelson Night Concert at the Royal Naval House. Cadets always look forward to this event, as they know that there will be heaps of good turns to interest and amuse them. They were not disappointed this year, as the programme was an unqualified success. During the evening various presentations were made to cadets by H. E. the Governor. Cadet C. Scowcroft was our representative to receive the "Viking" watch, and he takes this opportunity to thank the donor for the gift.

We thank, on behalf of our boys who attended, the management of the Prince Edward Theatre for allowing them to see "The Flag Lieutenant." Four of our boys were detailed off, with others from the various Companies, to form a Guard of
NORTH SYDNEY—Continued.

Honour for H. E. The State Governor at the gala screening of this very fine and instructive picture. We have been successful in making a bathing pool at the eastern end of the boat jetty adjoining the Depot. After instructional classes are over at the Depot, all cadets are keenly using this new convenience, and hands who are not quite sure of themselves in the water are being instructed in swimming. His Worship, the Mayor of North Sydney, has been asked to officiate at the presentation of the new whaler to the Company. The time will be notified later.

On the Saturday there will be run off skiff races for the Navy League Sea Cadets, in which there is a chance of winning a silver cup valued at £5, besides money prizes. The cadets attending will be required to form a Guard of Honour for H. E. the Governor-General, Lord Mayor of Sydney, and other officials. It is requested that the boys selected from Companies will preferably be those having long rig for the sake of uniformity.

The invited Companies to send only five cadets. The events and prizes will be as follows—

- Felix Club Girls’ Race—1st, May Harvey; 2nd, Mr. Harvey and Thelma Wells (handkerchief, sachet and cushion); 3rd, Lorrie Cooper, Sadie Frankland (tin of lollies).
- Navy League Girls’ Race—1st, Mrs. Harvey, Mrs. Ferguson, Mrs. Delmont.
- Cadets Under 14 Years—Cadets White, Lampe, and Mrs. Harvey, Mrs. Cooper (small ham each).

There were other events on shore, with various competition and races. All parents were invited, and lane Cove and Balmain Companies came along and helped to make Regatta Day a brilliant success. On this occasion Capt. Cayley, R.A.N., visited the depot, and expressed his satisfaction with the depot and the efficient bearing of the cadets, and said he was pleased to have the cadets as part of the fleet.
Earl Beatty's Successor.

The appointment of Admiral of the Fleet Sir Charles Madden to succeed Sir John Fisher was a great event in the history of the Royal Navy. Sir Charles was acting Sub-Lieutenant of H.M.S. Ruby in the Royal Navy and had a long and distinguished career. He was appointed to the command of H.M.S. Dreadnought, which was then the most important ship in the Royal Navy.

Captain of H.M.S. Dreadnought, which was then the most important ship in the Royal Navy, and was selected for some professional work, was so unreliable that it was the Cinderella of the service; although in those days the torpedo was over fifty years, and had his first chance of service when the coveted fourth stripe came to him.

When the coveted fourth stripe came to him he returned to the Admiralty for a spell; but as soon as Earl Jellicoe retired, he had ideal opportunities to do this—and took full advantage of them. When the coveted fourth stripe came to him he had to give up his specialising, and took command of H.M.S. Good Hope as flagship to Admiral Beatty as Commander-in-Chief at Jutland. Everyone agreed that they had the time of their lives with conspicuous success from 1919 to 1922.

He was promoted Admiral to the Fleet in 1924, and with his vast experience of the handling of ships at sea, naval staff duties, and the routine work of the Admiralty, it is very difficult to imagine how a better First Sea Lord could possibly have been selected to succeed Earl Beatty with his remarkable appeal to the public.

BIRCHGROVE—Continued.

Other present were: Our Godmother, Mrs. T. H. Silk, Capt. Beatie Whetstone, Mrs. and Capt. Piggot, Mrs. Robertson, Mr. and Mrs. Coldham, and Mr. and Mrs. Alf. Heine. Everyone agreed that they had the time of their lives and all hands are hoping to enjoy another regatta very soon.

All connected with the Navy League will be sorry to hear of the severe illness of our President, T. H. Silk, Esq. He was taken ill suddenly whilst at his home and the following year he died. From there, light head winds prevailed to Port Phillip Heads, and as we went in, Green's New Castle (wrecked many years after in the Torrens Straits, off the Queensland coast) came out. The trip occupied ninety-two days, and by not going south of 42° we escaped the feathery gales experienced by ships arriving at the same time, which had been several degrees south of us. Amongst these were the High Sheriff, County of Perth and Essex.

We found in port the following clipper ships, many of which are historical vessels: Green's Navagier, County of Perth, Cairo, Jason, Larch Aria, Duchess of Edinburgh, Dumontail Castle, Somerseshell, Lord Seaview, Lord Warden, Achilles, Essex, Melcombe, Berkshire and Sweden, with the British Spirit arriving the day after we did.

On our arrival at Melbourne we two apprentices were taken in hand by a party of S. Kild girls, called the Ivy Club. The duty of each was to have a middy, as we were called, on hand, and give him a thoroughly good time. My patroness was a Miss Alice Macallum, daughter of the late general manager of the Union Bank of Australia. She talked after me in wonderful style, and saw to it that I was well provided when the ship sailed.

At that time the Sandridge (now Port Melbourne) pier master had a wonderful Newfoundland dog. This dog was the most welcome recruit to our crew and he was the most helpful in all the work we did. He caught twenty large salmon in his net and every night shepherded them down to their ships. If one fell over the pier, the dog would jump in and save him, and if he fell into the Shoeknot net under the gangway the Newfoundland would howl till the fish was in, and one was pulled out. Then the "Shoeknot" net had to be put under each gangway on a ship's arrival, and it is still done. It takes its name from the terrible beer sailors used to buy, and which they declared was made from the bark of the Shoeknot tree; anyway, very little was enough to make them drunk.

To revert to the events of my first voyage: I started with luck, and this good luck followed me all the years I was at sea. It will be remembered that on the day I signed on I received a wire to join the Lach Ard. It was fortunate for me the wire came too late, as the following year she was wrecked near Cape Otway,Victoria, and all hands and passengers were drowned, with the exception of an apprentice, Thomas Peace, and Eva Camichael, a girl passenger. This Thomas Peace was later on a shipmate with me in the West Indies in a Royal Mail steamer, and died only recently, after having risen to be captain of one of the Royal Mail steamers.

With splendid north-east trades we crossed the equator on May 9th, latitude 21° west, and after a week's doldrums in 23° south, picked up fresh south-east trades, which we carried to 20° south, averaging briskly, bear on 10 knots per hour. On May 30th, in 36° south 6° west, we met a heavy westerly gale, and carried this with us for several days under foresail and reefed upper topsails. We ran out bearing down in 40° to 45° latitude, and on several occasions made over 355 miles in 24 hours, in one case totalling 1,610 miles in three consecutive days. The passengers on this occasion were batten down for some days and fed through the ventilators. On June 10th, lightning struck our main truck, carrying away two feet of the royal mast.

St. Paul's and Amsterdam Islands were passed on June 19th, and one calm day near the former we caught twelve albatrosses with a sail hook and a piece of pork. From the skins we made muffins when we reached port; the web skin we made tobacco pouches, the wing bones pipe stems, and the carcass, after soaking all night in salt water, we ate as a luxury, but 'twas only so because we were ravenous. One albatross I had stuffed and sent to Mr. W. Silver at his museum at Letcombe Regis, in Essex.

Before we reached the longitude of Cape Leeuwin we passed several very large icebergs, the first I had seen. These may be all right when the weather is clear, but they are the very devil on dark, dirty nights. From there, light head winds prevailed to Port Phillip Heads, and as we went in, Green's New Castle (wrecked many years after in the Torrens Straits, off the Queensland coast) came out. The trip occupied ninety-two days, and by not going south of 42° we escaped the feathery gales experienced by ships arriving at the same time, which had been several degrees south of us. Amongst these were the High Sheriff, County of Perth and Essex.

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There was a Seamen's Bethel at Sandridge which many of us who did not consider the public houses were inviting, used to frequent for reading and writing purposes. I remember a big bazaar being held there, and, of course, we apprentices attended because of the many nice girls there. They pestered us to buy things, but as our combined financial resources amounted to only a shilling, we went out, pawned our silver watch chains, and returned with money to "burn." Fortunately for us, our chains were mined, and though we got plenty of ridicule, the possession of cash made us feel rather more like men of the world than schoolboys out of pocket money.

We discharged our general cargo at Sandridge, at what was known as the railway pier, a disgraceful structure called the "heel trap," and which the Victorians have only improved on in recent years. Every tide would leave a high water mark on the sands of black heels, wrenched off ladies' boots by the open planking of the pier. After a really enjoyable nine weeks on shore, during which time we made some good friends, we moved to the Town Pier, and loaded three hundred horses for Bombay. Towards Calcutta, the Haddington, and just one for Madras, the Haddington, were loading horses at the same time. Our charter was to Bombay, thence to Calcutta in ballast, and from Calcutta back to Melbourne with rice, for a lump sum of £8,000.

I early learned to drive the donkey engine, as it was called, and was promoted to be donkey driver, and worked for the stevedores discharging cargo, for which I received another 1s. a day, as well as a present at the end of each week from the head stevedore. I liked the work because on Saturday I finished at noon, and when I had cleaned the engine and engine room, was free to go out and see my friends until Monday morning, the other apprentice and ship boys having to clean the brass-work till late on Saturday, and keep gangway on Sunday. I was much bothered, however, with a crack in the boiler at the entrance to the furnace, and the only way I could keep up steam was by putting in every morning a bucket of horse manure, which closed the leak and enabled me to keep the winch going.

The night before we sailed a very amusing incident occurred. All hands went on shore scouring for stray dogs, and by midnight over one hundred of these had been bagged and were hidden away among the horses and under our bunks. In those days big prices could be obtained in Bombay for anything in the shape of a dog. Thus the sailors knew, and hence the crusade. We fed them on biscuits, dead horses (of which we had seven on route), and rope yarns. Many a pet dog disappeared in Melbourne when a horse ship sailed.

CHAPTER V.

TO INDIA WITH HORSES.

During our stay in Melbourne we shipped another apprentice named Fred Shepherd, so there were now three of us. We sailed on August 2nd with a strong northerly wind, but when nearly off Cape Otway met a southerly bunter, which took us all aback and took our jibboom out of us. From the south the wind flew to westward, and for five days we were how-to under the lee of King Island, wearing ship every four hours, up and down the east side of the island. The rolling of the ship was dreadful; the hold contained two tiers of 400 gallon water tanks, and on top of them and in the "tween decks were the horses, so that with every lurch the ship made the horses shifted also; thus it was a continual roll, the ship being like the pendulum of a clock. However, the horses stood it well, although we were three weeks getting round the Leewin, and two months to Bombay. Yet we only lost seven, whereas the Utton, which sailed with us, but for Calcutta, lost nearly all her lot in a cyclone in the Indian Ocean. She saved about eighty out of three hundred.

I worked the condenser and made 400 gallons of water a day, but as our daily expenditure amounted to 1,500 gallons, we had to carry a lot below. The owner of the horses, a Mr. Learmonth, with his nephew, were passengers with us. The former died of smallpox on his return in a P. & O. steamer. He was a man we all liked, and was particularly good to us boys.

We crossed the line on October 6th, and to our horror found that our coal for the condensing engine was nearly done, meaning a reduction in the horses' allowance. Luckily, however, we had a quick run down the east coast, and on October 21st over-hauled a coal-laden vessel, the Atrina, from which we bought twenty tons of the very necessary commodity. In connection with this incident I nearly lost the number of my mess. We had all our boats out transhipping the coal, and during the dinner hour these were tied up astern. After dinner I was told to go over the stern and bring them alongside. As I slid down the rope, not being properly fastened, it came away with me, and I dropped into the water in the midst of a large number of most hungry looking ground sharks. The splash must have frightened them for a moment, because I just had time to scramble into the nearest boat before they surrounded it.

The day before we reached Bombay we caught up and passed a very beautiful barque called the Wundremere. This book is written mainly for sailors, so I mention these names, as they will bring back many interesting reminiscences to the older generation. On October 25th we reached Bombay, and found the whole place in a state of excitement, as the Prince of Wales (the late King Edward) was expected on the morrow in the Serapis, troopship, and every one was off. The harbour was full of men-o'-war, and the decorations on shore went up a notch. Our captain was ever ready to turn an honest penny on his own account, and was generally very successful, but at Bombay he experienced a serious reverse. Before leaving Melbourne he had invested in a large quantity of Swallow & Ariell's biscuits. He filled nearly all the cabins with them, and looked to make a good profit. However, when the merchants appeared to report that those biscuits were made with pigs' lard, so no one would buy, and he couldn't even give them away. He had to take them back to Australia and sell at a big loss.

Before leaving Bombay the captain's wife invested all money in silk, scarves and Indian chicken work for sale to the Melbourne ladies. What happened to this I will relate later on. After loading our horses and selling the dogs, all hands received a holiday to see the decorations and enjoy themselves. Of this we availed ourselves, and raised the needed fund by selling our grueyemess and singles. Anything British made they gave good prices for, but the Indian coast, and on October 25th over-hauled a coal-laden vessel, the Atrina, from which we had two sandalwood glove boxes, and some other presents for them, and this we did by "Changee for changee, Sahib; black dog for white monkey"—"guernsey, Ingleesh flannel shirt, etc." So eager were we for bargains that the captain, when he learned how we were getting money, made us take our chests into the cabin and had an inventory taken of everything, threatening us with dire punishment if we parted with another garment.

We left Bombay on November 5th, and two days later a new daughter was presented to the captain. The girl is now living, a married woman at Kemptey New South Wales. On the trip round to Calcutta we met with a continuation of light airs and calms and it took us over a fortnight to pass Point de Gale, the current setting us back as much as we gained each day. Off Colombo we harpooned a huge stinger, 35 feet in circumference and weighing 8 cwt. I remember we were in company with the ship City of Madras and H.M.S. Narcissus for many days.

One evening, when about in the latitude of Madras, a strange thing occurred, but I can vouch for the truth of it. In front eight bells, the ship's cook suddenly yelled out and came flaying aft to the poop, where he assured the captain he had just seen his wife, and that she was clothed in a winding sheet. The captain ridiculed it, but noted the occurrence in his log book. On arrival in port a cable was waiting the cook informing him his wife had died the night she appeared to him.

We arrived off Saugar Heads, at the mouth of the Hooghly River, on Christmas Day, with the ship Atlantic close astern. No pilot was available on account of the Christmas festivities; but just as we had given up all hope, on the 26th, we saw the Lanarkshire, bound for Dundee, come down the river, and we managed to get her pilot. The next thing required was a tug, and after some hours, when the ship Flying Venus came down, for 1,000 rupees we secured her tug, the Salter. On the way up the Hooghly we passed a number of outward bound vessels, the Cletist, Macallummore for Glasgow, the Pandora with coolies for Demarara, Lalla Rossla, and The Bates Family.

We reached Calcutta on the 30th, and again ran against the Prince of Wales. All Calcutta was en
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feet, and the illuminations were wonderful. The port was very full of ships at this time, as besides the troopship Serapis, there were the warships Nonsuch, Doria and Topaz, as well as the following merchant vessels: St. Enock, St. Magnus, Breton Castle, Essex, James Court, British Nation, s.s. Assam, Loch Calg, Cochlin, Forfarshire, Rehilla, Russia, Placent, Roderick Duu, Surrey, Star of Denmark, Arundel, Berkshire, Middlesex, Loch Carna, Susan Gilmore, s.s. Burmah, s.s. India, s.s. Geneva and City of Canterbury. Before commencing taking in rice we went into the dry dock for cleaning, and here I saw our fellow-apprentice, Fred Sheppard, who had joined us in Melbourne, dive fifty feet off the dock gate into the river. He was a devil-may-care chap, but a steeling character, and rose to be commander in the P. & O., and then captain of the Emperor of Zanzibar's yacht. His end came when he went out to kill a man eating tiger at Zanzibar, but the tiger killed him instead.

Whilst in port the captain removed his wife and family to a hotel, and although milk was cheap enough, we had to carry the ship's cow's milk to him every morning, a job we very much objected to. However, directly the winches were wanted for cargo, I got out of all this sort of thing by driving the engine.

An incident happened to us one night which might have had a serious ending. Laura and myself had shore leave on our last night, and we dressed in our best uniforms and engaged a boat to row us to the bridge, intending to do the "swell" during the illuminations. Luckily my mate had in his pocket a revolver which he had bought from a middy on board the s.s. Geneva, and instead of landing us at the bridge the two boatmen continued to pull up stream, and we could see we were in for trouble. Suddenly Laura remembered his revolver. It wasn't loaded, neither. The boatmen continued to pull us in, pointed to the shore, and told the men to turn and land us. Immediately they saw the weapon they did as they were told, and we reached shore safely, but we might well have been less fortunate, as in those days many an English boy was lost in Calcutta.

On January 13th we left for Melbourne with a full cargo of rice, gussey bags, and castor oil. The ships that left with us were Green's Maharaja, the City of Lucknow, the Arundel and Star of Bengal. On the way down the river we passed the Wideawake, the Bolton Abbey, the 1st yard, and the Haddington, which had been to Madras with horses. After a quick and fine trip we reached Melbourne on March 8th, finding there the True Briton, Hampshire, Superb, Loch Garry, Riversdale, and Glenalea.

On arrival, the captain's wife began to coin money. Each afternoon the saloon was spread with her Indian purchases, and crowds of women were invited to afternoon tea. They all secured bargains, but were too cute to take them on shore. In the evening we apprentices were called in, made to take off our coats and waistcoats, wind the purchases round our bodies and then go down and deliver to St. Kilda and elsewhere. We didn't like it at first, but there was compensation, as we frequently got a good feed and were allowed to carry on violent flirtations with the daughters of the "bargainers." Of course, we held the mothers in the hollow of our hands, and took care to enjoy ourselves thoroughly. Those were halcyon days!

From Melbourne we were chartered for London, and with a full cargo of wool, hides, and tallow, had a smart passage of ninety days, reaching home after having been away sixteen and a half months. Although over and over again, whilst suffering starvation and discomfort, I had declared I would leave the sea when I got home. I forgot it all in the good time I was given. Moreover, I had too much pride to say I was sick of being a sailor.

CHAPTER VI.

EMIGRANTS FOR NEW ZEALAND.

My next voyage was from London to Lyttelton, New Zealand, with 314 emigrants. Captain Davies still commanded, but all the mates were changed. We left the docks on September 30th, 1876, and brought up off Greenhithe, where the emigrants boarded us. The single women, in charge of a matron, were stowed away aft, the married people and children amidships, and the single men forward. Before leaving, Government surveyors came aboard and put us through a boat and fire drill. The boats were all put into the water and the hoes fixed on the various pumps. Several married men were appointed ship's constables, their duties
On Christmas Day we were getting near our des- tination. I well remember that some of the Irish girls asked permission to make a Christmas plum pudding for all hands. This was granted, but the result was not appreciated. Every mouthful con- tained long hairs, and apparently this was what kept the puddings from falling to pieces; they acted the part of straw in bricks. Anyway we could tell the particular girl by the different hued hairs we extracted from our teeth, so those puddings were not a success. We made balls of them and peised the girls with them.

That night, about 11 p.m., two of the saloon passengers for a wager went down a ventilator to the girls' sleeping quarters. The girl caught and slipped him, tied them to a bedpost and were pelting them with bits of biscuits when the captain and doctor, who heard the uproar, went down and liberated them. However, they never saw their clothes again. On January 7th we arrived at Lyttelton, after eight-one days' trip, and were given three weeks in quarantine. We had to land the married people and girls on one island and the single men on another, taking food to them each day. This was work we rather enjoyed.

On our arrival we heard that we were posted missing in England. We had forgotten to unship our fancy head boards with our name on them. These boards, which were only used in port, but had been left on and were washed away by the first head sea and cast upon the Scilly Islands soon after we had sailed. After burning all the cabin fittings and furnishing the whole ship, we were granted prata and went aboard the pier to recharge. The same day another ship Crus- ader, belonging to Messrs. Patrick, Hendersons & Co., Captain Llewellyn Davies, first cousin to our old man, arrived.

During the voyage out our third mate, Alexander Macnair, and myself had fallen in love with two Welsh girls on board, and had made up our minds to run away from our ship, go over to the Hokitika gold-fields, make our fortunes, come back and marry the girls, and settle down happily ever after. However, things did not fall out quite according to schedule. We sold nearly all our belongings, bought an outfit, of course with a revolver each, and on the Saturday night upon which we were to leave, held a farewell jubilee in our quarters. This consisted of medical 'comforts' of all sorts, and 'comforts' that night they were in reality, especially for bottles, which we never attempted to run away again. The girls were living in New Zealand until quite recently, and I saw them several times later on in life, but I cannot say that I ever recaptured that ardour that led to my ill-fated attempt at desertion.

To be continued in our next issue.

Please Ask a Friend to Join 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 Polity 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 port of the World.

2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.

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, welds us into one imperial whole.

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

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The Navy League Journal
Vol. VIII. No. 7. Sydney, December, 1927.

A Timely Address.

A Rotary luncheon held at the Hotel Aus-
tralia, recently, Mr. A. Consett Stephen,
a member of the N.S.W. Navy League Executive
Committee delivered a fine address on the func-
tions of the Navy League throughout the Empire
with particular reference to the League's activities
in New South Wales. More than 200 Rotarians
were present and we feel sure that such a clear
and forceful exposition, characterised by a shrewd
humour subtly interwoven, will tend to a much
wider knowledge of what the Navy League stands
for among the business community of this city.

Mr. Consett Stephen quoted that old preamble
to a Parliamentary Bill that is at once direct,
simply phrased but the essence of poetical and
simple expression: "It is upon the Navy, under
the good providence of God, that the wealth, safety
and prosperity of these Isles and their Dominions
do mainly depend." Since those words were first
written England and the Empire have passed
through glories and vicissitudes, prosperity and
set-backs; but through the centuries the old pre-
ambles ever contained a mighty truth in its
simple statement of fact.

The speaker stressed the need for the realisation
by everyone of the Empire's dependence on an
adequate Navy; and it was by the fruitful, watch-
sing services of the Navy League that apathy and
ignorance had been primarily combated. The
League's policy was "Defence not Defiance," but
those without, but more insidiously by those within,
those who are benefitting incalculably by the very
existence of the power and prestige they attack.

Mr. Consett Stephen did not forget to mention
the League's work in New South Wales in connec-
tion with the Sea Cadet Movement. By a variety
of channels the Sea Cadets are being brought
before the public and citizens are gaining, more
and more, knowledge of the work and ideals of
this boy organisation.
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THE NAVY LEAGUE JOURNAL.

AN EMPIRE CHRISTMAS PUDDING

The following recipe for his Empire Christmas Pudding has been supplied to the Empire Marketing Board by the King's Chef, Mr. Cedard, with Their Majesties' gracious consent:

AN EMPIRE CHRISTMAS PUDDING

5 lbs. of currants
5 lbs. sultanas
5 lbs. sultanas
5 lbs. stoned raisins
5 lbs. mincied apples
5 lbs. oat bread crumbs
5 lbs. beef suet
2 oz. candied peel
2 oz. flour
2 oz. demerara sugar
20 eggs
2 oz. ground cinnamon
2 oz. ground cloves
2 oz. ground nutmegs
1 teaspoonful pudding spice
1 half beef suet
2 lumps
2 quarters old beer

FAMOUS AUSTRALIAN WINDJAMMERS.

II. THE MARCO POLO

For a ship to look so unpromining that no shipowner would consider her for some time, and yet to win the reputation of being the fastest sailing ship on the Australian trade is a peculiar distinction, but it is in only one of the points that made the old Marco Polo worthy of attention.

She was built in 1851 by James Smith, of St. John, New Brunswick, on spec, and sent across to Liverpool to be sold. She was built of soft wood and was described at the time as being as square as a brick front and stilt with a bow like a savage bulldog and a tremendous beam, a ship in which you could carry on to glory even to sporting lower and topmast studdails in a gale. Her appearance above water did not tally with her underwater body, but to the end the experts considered that her passages were due far more to the skill of her commanding officers than to her construction. Anyhow, it is certain that many designers turned out ships in as close imitation of her as they could contrive, but they never managed to equal her in speed. Although she was built of solid wood she was very strongly constructed and was a fine example of the best Canadian windjammers.

On dimensions 185 x 38 x 30 feet depth of hold she had a registered tonnage of 1,625, a flush decked ship from stem to stern with no topgallant forecastle or poop but small houses at each hatch. She had a length between only of eight feet, which made her ideal as an emigrant carrier and far more comfortable than most ships of her time, although it must be remembered that the early Australian windjammers were driven so hard that none of them had any pretence at real comfort. Her dining saloon was on deck just forward of the poop and was very well decorated; the state rooms fore and aft but small houses at each hatch decked ship from stem to stern with no topgallant mainmast. Her dining saloon was on deck just forward of the poop and was very well decorated; the state rooms and were in the 'tween decks.

Being the biggest ship that her builders had attempted up to that date, she proved too big for the yard at Marsh Creek, and could only be launched at the top of Spring tides. When she finally did take the water she could not be stopped and ran right across the creek until she fetched up in the mud on the opposite bank. When the tide ebbed she fell over on her side and it is a wonder that she did not ruin herself then. It took two weeks of solid digging before she could be refloated.
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Still under the ownership of her speculative builders she made a maiden passage to Liverpool with a cargo of timber in 15 days, and then recrossed the Atlantic to Mobile for a cargo of cotton. As soon as she arrived back at Liverpool she was bought by one Paddy McCorrath, a well known Liverpool character who had made his fortune as a marine store dealer. He was not very optimistic as to his bargain, but she caught the eye of young James Baines, who then had a little money behind him from the profits of his first Australian voyage, and who contrived to get a certain amount of backing in Liverpool. He paid a fair price for her and then had to lay out considerably more money to replace her temporary fastenings with copper hots and to have her sheathed. He also had her completely refitted as an emigrant ship.

Liverpool shipowners laughed at him for his pains but he had faith in his judgment and he also had faith in the captain whom he had selected for her, James Nicol Forbes, known in Australian shipping history as Bully Forbes.

His first voyage was lucky in that he contrived to charter the whole accommodation of the ship to Government Emigration Commissioners, and carried out 930 selected emigrants. The old-fashioned shipowners who had laughed at him for his pains in fitting out and ventilating the emigrant's quarters, especially in the matter of the sick bay and two qualified surgeons, were charmed to find that he had conducted the passage with only two deaths among the adults, although several children died of measles. As a general rule in those days the captain of a ship on his eighteenth day on a passage was anything from fifty to a hundred. Her regular crew consisted of 50 men, but a further 30 volunteered to work their passage and were accordingly taken on by Captain Forbes and his mate MacDonald.

She left Liverpool on the 4th July 1852, the biggest ship that had ever left the Mersey for Australia, and arrived at Port Phillip on the 18th September, after making a record passage of 68 days and beating the steamer AUSTRALIA by 37 hours. Her return journey was spoilt by ice but she did it in 95 days, carrying 40 cabin passengers and over a quarter of a million pounds worth of gold dust.

With this reputation Forbes left the ship and went on to the new LIGHTNING, while Charles MacDonald his mate was promoted to the command.

Her third voyage was 72 days 1 hour outward and 78 days homewards, including a day's run of 48 miles by the log. She stranded at Melbourne while in charge of a pilot and was delayed ten days. MacDonald then went on to the James Baines and she was taken by Captain Wild who made a disappointing passage. On this voyage she had her famous race with the Blackwall KNUT, leaving Port Phillip together. The KENT landed her mails by boat at Hastings a day before her rival crossed Mersey Bar, having been favoured by light airs across the Atlantic.

By that time the old ship was beginning to get more than a little strained by this constant standing and her passages became disappointing, but she was still a very popular ship both for passengers and for the carriage of gold dust. In 1853 she collided with a brig in the Mersey and then stranded off the Husbisson Dock, but was soon able to proceed, while in 1861 she collided with an ice berg and carried away her bowsprit in addition to doing a good deal of other damage. Her people had practically decided to abandon her but she finally made Valparaiso after a month's hard pumping.

In 1874 she was sold to J. Wilson & Co. of South Shields to carry coal to the Mediterranean, and three years later was transferred to Wilson & Blain. In 1875 she wanted large repairs which practically amounted to a reconstruction and in 1880 she was again sold to Messrs. Bell & Lawes of South Shields. In 1883 she was sold to a Liverpool firm to finish her days in the Canadian lumber trade, wrapped round with chains to keep her together but in July of that year she stranded on Prince Edward Island, the wreck and cargo only fetching £600.

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The Navy League Journal

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European Naval Notes.

(An Special Correspondent)

Lieutenant H. R. H. Prince George has been appointed Flag-Lieutenant to the Commander-in-Chief of the Atlantic Fleet in the new Nelson. Britain will shortly invite tenders for one 10,000 ton 32-knot cruiser, six destroyers, and eight submarines. It is hoped that the destroyers will be to builders' designs; the submarines will be sisters to the Australian Orvay.

Nelson, new battleship, became Atlantic Fleet flagship on Trafalgar Day. Newcastle, where she was built, is to present her with a silver bell.

The battleship Queen Elizabeth has completed her reconstruction and has again become Mediterranean flagship. Her sister Malaya has been withdrawn from the Mediterranean and is being similarly treated.

The 10,000 ton cruiser Devonshire has been laid down at Portsmouth on the slip vacated by London.

The cruisers Devonshire, London, Sussex and Shropshire of the improved "County" class will have a fuel capacity of 3,400 tons and a speed of 33 knots, compared with the 31½ knots of the Kent Class. The fault of high torpedo tubes in the early ships has been rectified.

The air officers of the French Navy have had their pay increased, and have been given precedence in the awards of the Legion of Honour and in promotion.

Domenica Millelire, 1,400 ton Italian mine-laying submarine has been launched at Spezia.

Her speed is 18 knots surface and 10 submerged, and she carries six torpedo tubes.

One of the last of the Navy's famous 600 M.L.'s is for sale. She is M.L. 540 and was a unit of the Rhine Flotilla which was withdrawn last year.

The cruiser Castor, S.N.O.'s ship of the Nore Reserve, was commissioned for a troop voyage to China. The flotilla- leader Saimous fulfilled her duties until the return from China of the cruiser Calliope.

The 3rd Destroyer Flotilla which was sent to China during the crisis in January, is to remain there permanently, being replaced in the Mediterranean by a flotilla from England. A permanent destroyer force has not been maintained in China since 1919.

The new "County" cruisers' 8 in. guns throw a 265 lb. shell and have a muzzle velocity of 3,150 foot seconds. The calibre is 55. The extraordinary elevation enables them to be used as anti-aircraft weapons.

It has been suggested that the Royal Marines should cease to be an independent force, but on account of their proved economy and efficiency the idea is not popular.

The famous Warrior, the Navy's first real ironclad which was built in 1851 and has been a hulk for more than a quarter of a century, is lying on the sale list at Portsmouth. She was withdrawn from commission when the Vannion establishment was moved to the shore in 1925.

15 Italian 2,000 ton 38-knot mine-laying flotilla leaders, armed with six 2.7 in. guns and six torpedo tubes, are to be built. There is also a question of replacing the three projected 10,000 ton cruisers by four 6,000 tonners.

The French Navy under the League's regime is proving more popular. 355 officer candidates offered themselves this year, compared with 226 in 1925, and 147 officers were commissioned, against 102 last year. At present only a small proportion of the personnel are serving at sea.

The German battleships Schleswig-Holstein was used by President Hindenburg when he reviewed the manouevres. Present were the battleships Hessen, Elsaß, and Schlesien, the cruisers Amazonen, Nymphe, and Berlin, two destroyer flotillas and one minesweeping flotilla.

Rodney, battleship, has returned to her builders for fitting out. She is expected to join her sister Nelson in the Atlantic Fleet at the end of the year.

My Lords of the Admiralty's steam yacht Enchantress, is still lying on the suspense list at Portsmouth. Her "axing" was recommended by the Geddes Economy Committee in 1922, but she has been consuming money ever since and in 1924 was specially commissioned for the Naval Review.
European Naval Notes—Continued.

£1,291 profit was made over the Portsmouth Naval Week in aid of service charities. It was extremely popular and it is hoped that it will be held annually.

The late Admiral of the Fleet Prince Louis of Battenberg (Marquis of Milford Haven) left further material for a book on naval medals. It will be published by Murrays.

The son of Earl Beatty, Sub-Lieut. Lord Boro-
dale, has been appointed to Queen Elizabeth,
the new Mediterranean flagship.

The Rosyth Destroyer Reserve has been in-
creased by Senator, Seahar, Scout, Spindrift,
Shamrock, Sparrowhawk, Tenedos, Tribune,
Torquay, Swallow, Vanity, Verdun, Violent,
Tactician and Simoon.

The war-built destroyers Undine and Trench-
ant are being prepared for sale at Portsmouth.

The new cruiser London is expected to be com-
pleted in December 1928.

The cruiser Caradoc (built 1916) has commen-
ced at Chatham her first large repair since she was completed. £104,936 is to be spent.

Lord George Hamilton has died. He was First
Lord of the Admiralty in the eighties and mainly
instrumental in getting the Naval Defence Act of
1899 passed.

French naval units operating in Moroccan waters
have been withdrawn with the exception of the aviso
Ducoudrec, which will co-operate with the
Riff Patrol maintained by Spain.

Admiral Sir Hugh Tothill has died. He led a division at Jutland, commanded the East
Indies Station after the war, and was last employed as Admiral Commanding Reserves.

He led a division at Jutland, commanded the East
Indies Station after the war, and was last employed as Admiral Commanding Reserves.

To interest youths in the Navy, Sweden invited
300 boys between 7 and 15 to serve in the coast
defence battleship Sweden for one day.

The Jutland controversy continues and in the
October "Forthnightly Review," Admiral Scheer,
who commanded the German Fleet at the battle
gives his version.

The minesweeper Dunoon was thrown open to
visitors during the Liverpool Civic Week and her
crew entertained. It is hoped to persuade the Ad-
miralty to allow a bigger ship to go to Liverpool
during the next Civic Week.

The French Aircraft carrier Bearn, which was
originally built as a battleship, has been at last
delivered by her builders and is destined for the
Mediterranean

The French training cruiser Jeanne D'Arc has
left Brest on her last cruise for the West Indies
and the Pacific, after which she will be scrapped.

A serious Communist mutiny occurred on board
the French cruiser Ernest Renan at Toulon and
resulted in several men being arrested. Later an
apology was tendered to the Captain, but a very
serious view was taken of the matter.

The Normand Yard of Havre has launched
another French submarine, the Damak, of 610 tons
surface displacement and a surface speed of 14
knots, 9½ submerged

The eight submarines which are provided for in
the current Italian Estimates are not believed to
have been commenced yet.

The retention of Portland as a naval base is
in the balance. It will shortly require large repairs,
and the use of Rosyth as a destroyer base is con-
sidered to have rendered it redundant.

The last of the "G" class submarines, G.4
(built 1916) has reverted to the Sale List, from
which she was withdrawn for experiments.

Spanish cadets recently cruised in the Medi-
iterranean in the destroyers Laredo, Juan Laxega
and Velasco.
"Rolling Home" to Their Christmas Dinner.

A Christmas Carol, reminiscent of that splendid old naval martinet, beloved by all who sailed under him; just as he was beloved by all who came in contact with him in his later capacity as Governor of New South Wales—the late Admiral Sir Harry Rawson.

H.M.S. "Warspite" was anchored at the Black Stakes, Sheerness. She was fittingly robed in a white mantle; for it was the day before Christmas Eve. Whiter and purer whiter she became as the snowflakes—big as sixpenny bits—softly enshrouded her. Such parts of her as were sheltered, remained deep black—blotches silhouetted against the predominating whiteness; lending her the appearance of being cloaked in royal ermine.

Captain Harry Rawson—breezy old Harry—was similarly cloaked as he paced the after bridge; at least, his broad shoulders were; and so was his cape, which he always wore skewed slightly to one side—and, if he had not repeatedly kept on brushing them clear, his whiskers also would soon have been as white as his wintry surroundings.

The big sailing launch slid alongside the port gangway. She brought fifty boys from the training ship "Lion"—boys who had served their apprenticeship and were entering, for the first time, upon an experience in a seagoing ship. As the newcomers—boys all curiously contemplative of coming events—lined up on the quarter-deck with their kit-bags, and hammocks, and ditty-boxes, Captain Rawson shook the snow from his shoulders—like a Newfoundland dog shaking the water from his shaggy hide after a swim. A fitting simile—believe me—for Harry Rawson WAS a sea-dog if ever sailor—one of the old school. Oh, yes! Harry Rawson was a sea-dog, every inch of him! One whose bark was worse than his bite.

Tommy Ward had cause to feel proud of himself when the Commander told him off for duty as Captain Harry Rawson's messenger-boy of the starboard watch. And Tommy WAS proud of himself, when, half-an-hour later, he stationed himself outside the captain's cabin. He knocked at the door.

"Come in!" growled the old sea-dog.

"If you please, Sir, I'm your messenger," said Tommy, profoundly respectful.

Captain Rawson lazily turned on his swivel chair: "Oh, are you?" he said, searching the boy over from his bare toes to his shock-haired head.
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Know your duties, boy?" he grunted, rather than spoke. (Speaking was always an effort with him. He preferred to discourse with his eyes, and with his smiles—occasionally, with frowns, did that fine old martinet !)

Tummy stiffened his five feet of tin ribs: "I can soon learn my duties, Sir," he replied nervously fidgetting with his cap.

"Oh, can you," replied the old martinet, striving to look austere—a futile operation for one of his sort. "I like confidence in a boy," he said, "as long as it doesn't get so close to the wind as to become check."

"Aye, aye, Sir!" replied Tommy.

"No, no, Sir!" corrected the old martinet, whimsically. "You get cheeky and I'll give you a spanking, well and hard. Understand?"

"Aye, aye, Sir!"

"Very well. Your duties are simple. You will, when it is your watch, keep always within hail of me, whether I am in or out of my cabin. Understand?"

"Aye, aye, Sir!"

Tommy turned about and took up his station outside the Captain's cabin door, like a faithful terrier, ears alert for a call or for the twinkle of the messenger's bell.

That same day, things began to hum up at Whitehall. England had issued an ultimatum to Portugal owing to some trouble at Delagoa Bay, East Africa. Captain's of warships were issued with Sealed Sailing orders. The Yuletide Spirit of the hour in the fleet was turned topsy-turvy and it exemplifies the shrewdness of the makers of English Grammar when they placed ships in the feminine gender, from their faculty for changing the mind unexpectedly.

"Peace on Earth; Goodwill to Men!" That was the legend the Chaplain had nailed up on the break of the Warspite's poop, in readiness for the Christmas Morning's Divine Service.

"The fleet is to regard itself as being under sailing orders. All Christmas vacation leave suspended. Short leave as usual; but confined to the precincts of the port!" was another legend, signalled to the fleet from the Commander-in-Chief's office.

The Chaplain's legend still remained in all its irony; productive of bitter smiles. The C-in-C's legend, prominently posted on all ships' notice-boards, produced enthusiasm of battle, tempered by curses of disappointment:—"Those Garlic-stinking dagoes might have waited till Christmas was over before turning out their dirty linen!"

Meantime the men growled, they worked like hell—preparing the ships for sea—and for action.

Christmas Eve! Captain Rawson satisfied with the miracles that had been worked on board the "Warspite" during the last twenty-four hours—working day and night—issued the order: "Pipe forty-eight hours' Special leave to the Watch on board and warn the men the ship is under sailing orders, and that they must not leave the precincts of the port."

Not the least of the fine characteristics of that old martinet—Captain Harry Rawson—was consideration for his men—including the humblest boy. He, himself, intended to spend Christmas on shore. He would, therefore, not need the service of his messenger. But he was considerate enough to realise that the story of Casabianca was no fable; that unless he relieved his messenger from his obligations, that modern Casabianca—Tommy Ward—would stick outside the cabin door like a fly-paper to a blanket. He pressed his bell-push:

"Messerer, you may go on short Christmas leave with the watch."

That was all; he did not, in so many words, temporarily countermand his original instructions to his messenger boy: "Keep always within hail of me whether I am in or out of my cabin."

So it was that Tommy Ward, notwithstanding that it was his watch on board, went on shore. The captain had so allowed; and who may dispute the lightest word of the captain of a British warship, especially when that captain happens to be a martinet of Harry Rawson's fine type!

But Tommy was not enthusiastically appreciative of the privilege that had been conferred upon him. He was a disappointed messenger boy. He had been looking forward to spending his Christmas leave in his native village of Middlewich, in rural Cheshire. But those garlic-stinking Portuguese...
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SUB-BRANCH AND COMPANY NEWS.

BALMAIN — Mr. J. Cooper, O.B.E., Secretary; Mr. W. L. Hammer, Sub-Sec.

NORTHSYDNEY — Mr. W. L. Hammer, Hon. Secretary; Mr. R. B. Parks, Secretary; Mr. H. E. Rosenthal, Assistant Secretary.

LANE COVE — Mr. W. B. Hinxson, O.B.E., Mr. H. E. Rosenthal, Assistant Secretary; Mr. T. L. Hixson, Secretary.

OOOOGEE-CLOVELLY — Mr. W. L. Hammer, Secretary.

MOSMAN BAY — Mr. W. L. Hammer, Secretary; Mr. H. E. Rosenthal, Assistant Secretary; Mr. T. F. Roberts, Commander.

GENERAL NOTES.

We extend the Season's Greetings to all Companies of Navy League Sea Cadets, their Committees and supporters. The year just ending has seen much activity, the various depots of the movement; and, taken by large, advancement has been the order of the day. Difficulties and problems have been keenly faced, and it is with new heart and hope that we look confidently forward to what lies in store for us in 1928.

It was a great pity that the day chosen for our popular outing. The Camping Ground will be at Salt Pan Cove, North Sydney whaler, and its No. 1 crew will carry H. E. the Governor-General to and from the depot. The O.C. desires to deal firstly in this month's notes with the Pittwater Regatta arrangements for the edification of all O.C.'s and other Companies. The following arrangements have been made, which will complete the programme for this function:

**THE NAVY LEAGUE JOURNAL**

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**THE NAVY LEAGUE JOURNAL**

17

**BALMAIN.**

(Contributed by Mr. J. Sparks, Hon. Sec.)

This Balmain Company spent a very enjoyable time down with the Birchgrove Company at the opening of their new depot. We wish to thank Mr. Cooper and his Company for the good time we had with them. This Company attended the parade and concert in the city on Nelson Night; Cadet R. McCann was selected from this Company for the Viking Watch Prize. We also supplied four cadets for the Prince Edward "Guard of Honour." Two Church parades were attended this month. The Congregational Church sent in a request asking the Company to parade for their Anniversary Service, the Masot of the Company, Master Keith Fox, turned up on their return from Church with the side drum. We had the usual Church parade to the Balmain Central Methodist Mission to hear Mr. McKibben, who is always something good to tell the cadets and at all times takes a great interest in the Navy League boys. Training and recreation are going as usual at the depot. The Balmain Company gave an exhibition of cutlass drill and semaphore, which was very much appreciated.

Mr. Cooper and his committee were so pleased with our boys that they have promised to repeat the concert at some future date in Balmain, to help the funds of the cadets.

They also attended a Ball in Newtown Town Hall on November 28, some of the boys competed and were successful in winning second prize.

On November 6th we had a splendid opportunity to publicise the Sea Cadet Movement in this district, as on that day the foundation stone of the Drummoyne War Memorial was laid. There was a good muster of scouts and girl guides, but our attendance was not too good. Among well-known people present were Alderman Neild, Mayor of Drummoyne, and Major-General Sir Chas. Rosenthal, K.C.B., C.M.G., D.S.O., V.D.; the latter gave there present a very fine address on the meaning of the dedication.

On the 16th November we had the pleasure of a visit from Capt. W. W. Beale. He told us about his travels during his year's absence and much interesting information about the Navy League in general.

All bands were keenly looking forward to the Navy League Picnic, and were very disappointed when the weather turned so unpromising. However, it was a very good thing that it was postponed as the afternoon suffered a steady downpour.

We are preparing for a Christmas camp. We have launched a boat, which has been newly painted; and a new sail has been made for the cutter. On the trip we hope to pass in close to a few of the other depots on our way down harbour.

**ROSE BAY—BONDI.**

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

The last month of the year still finds us "going strong," and well on the way to the finalisation of constructive work, which has proceeded by progressive stages, and which will add to the material comfort of the boys and the more efficient working of the Depot.

We could not achieve this objective without the splendid service rendered by Mr. F. W. Hinxson, O.B.E., and the loyal co-operation of the junior officers and senior boys.

During the month we had a visit from North Sydney's whaler crew in charge of Mr. Dodds, who joined forces with ourselves and Coogee Castle in pulling up the latter company's cutter on the slips.

Our whaler and dinghys have been under sail every week end, and we hope shortly to make dinghy racing a feature at this depot.

During the recent north-easterly blow our gig broke adrift from her moorings and was badly damaged on her return to port. Elizabeth Bay. We are in hopes that she will be able to put in commission again.

Our 1st Officer, Mr. F. Hopkins, celebrated his 1st birthday since our last issue. His connection
**THE NAVY LEAGUE JOURNAL.**

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**THE NAVY LEAGUE JOURNAL.**

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**North Sydney — Continued.**

up to position. Four buglers to sound flag up and flag down, also general salute on arrival of H. E. the Governor-General.

Signal boys to perform the various duties allotted to them.

Two messengers to be placed at the disposal of the Governor-General and Commodore of the Day should they be required.

Camping arrangements will be entrusted to the Chief Officer of the North Sydney Company.

Messrs. R. M. Sommerville, A. E. Dodd and W. L. Hammer will act in the capacity of Controlling Officials or Racing Events.

The five cadets chosen from each Company are required to pay $6 each in advance to cover expenses of camp.

---

**Championship Cup Race, N.S.W. — This will be an annual event for all Companies of the Navy League Sea Cadets.**

The Order of Races shall be as follows:

1st Race, Single Sculls, at 10.30 a.m. Prize money: 1st, Open Order £1 10s.; 2nd, Open Order £5. Entrance free.

and Race: Double Sculls at 11.15 p.m. Prize money: 1st, Open Order £5; 2nd, £2 10s. as a bugle as a Trophy to be presented to the Company to which the successful competitors belong; and Prize, Open Order £5. Entrance free.

**Championship Race, N. S. W., FOR NAVY LEAGUE SEA CADETS, ALL COMPANIES, 4.30 p.m.**

This race to be rowed double sculls, and a Cup presented to the successful competitors of the Company. This Cup to be won outright every year and to be held by the Company. Value of Cup, £5 5s. Entrance free.

---

**Notes — In the aforementioned races all boats start off scratch. The distance will be half-a-mile.**

It is to be hoped that all Companies will take full advantage of the above events. The Pittwater Regatta Committee have gone to a good deal of trouble in ensuring a good time to the boys, and their efforts and hospitality should be accorded the support of all companies.

The O.C. would like to place on record on behalf of the Sub-branch Committee and the Officers and Cadets of the Company, their deep appreciation of Captain W. W. Beale’s visit and his interest in the welfare and work of this Branch. It was indeed a pleasure for all present to welcome Captain Beale back again, especially those who knew him...
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The Navy League Journal.

The swimming pool at the depot has undoubtedly become a great boon to the officers and cadets of the company. The best part of their leisure time in depot being spent in the water.

The number of cadets to date on the roster is 63 together with 3 officers, 2 petty officers, 10 leading sea cadets and 8 signalers. The bugle band is also in excellent form. The number of boys in long rig, considering that this uniform is hard to procure at the present time, is indeed creditable, there being 35.

It will be appreciated if the names and ages of the cadets who will be at the Pittwater Regatta are forwarded to the Officer-in-Charge of North Sydney Company as early as convenient.

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Middle Harbour.

Members are requested to interest and enrol a friend.

(Contributed by Mr. G. W. Nixey, A.C.)

Christmas is again with us and I would like to take this opportunity on behalf of the company and supporters to wish you all a Merry Xmas and a Happy New Year.

Since the last report we have taken delivery of our gig with its new engine installed. The engine is working splendidly and is a great boon to the company. Needless to say the boat is in constant demand during week-ends. We take this opportunity to thank Messrs. Pritchard Bros. for their good work of conversion and installation.

Our concert, which took place on the 8th December, was very well attended indeed and proved...
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THE NAVY LEAGUE JOURNAL

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the snow, for the annual tramp to Bostock Hall, where the first carols of the season would be sung for the cheer of the squire and his big house-party; the doing of which had become an old-established institution at Middleton. The snow carpeted the ground nearly a foot deep, as noiselessly—stealthily—the carol-singers arrived and took up their position at the front for the squire's and his big house-party; where the first carols of the season would be sung. The snow carpeted the ground so softly that it seemed to snow at Bostock Hall on these occasions; not a sound broke the wintry stillness, except a savage bark of watch-dogs proceeding from the region of the courtyard and the kennels and the stables; even the magnificent, stately old elms, weighted down with the variables of snow, seemed to be standing sentinel with bated breath. Everywhere, everywhere, was a Yuletide whiteness except where the grand old pile in places receded back into its own shadows. And except where the score of choristers—men and boys—were grouped in a compact mass, which, by contrast, made the setting of the snow, seemed to be standing sentinel with bated breath. Everywhere, everywhere, was a Yuletide whiteness except where the grand old pile in places receded back into its own shadows. And except where the score of choristers—men and boys—were grouped in a compact mass, which, by contrast, made the setting of the snow, seemed to be standing sentinel with bated breath.

And among all this magnificent Country setting sat or stood or moved the guests—Country Squires in hunting garb of Scarlet coat, white breeches, and top boots; Navy and Army officers in uniform; statesmen and diplomats in immaculate evening dress; elegant ladies superbly dressed and jewelled with costly gems; and amongst all like will-o'-th'-wisp noiselessly glided liveried male attendants and white capped, white-aproned waiting-maidens. After the singing of the first carol, the old squire—white-haired, white-moustached, and beaming, appeared on the wide hall steps to receive the choir's greetings.

"A Merry Christmas and A Happy New Year!" Which greetings were heartily reciprocated. Followed more carols and the special Christmas Anthem:

"How beautiful upon the mountains are the feet of Him that bringeth glad tidings."

With the singing of "Good King Wenceslas," the choir, amid a babel of final greetings—"A Merry Christmas; A Happy New Year!" from all sides—prepared to move to the servants' quarters, where was awaiting a huge tub of hot spiced beer to be served in horn tumblers. Came the Squire's voice from the hall steps, addressing the choir-master:

"Who is that boy you have with you wearing the uniform of the Royal Navy?" he asked eagerly.

"Tommy Ward, Sir!"

"Bless my Soul! Damme! Send him over to me—Why, 'pon my Soul! I don't believe these ancient grounds have ever been before grace by the presence of a member of our glorious Lower Deck!"

A moment later, Tommy Ward was in the grip of the old Squire's handshake, and was being literally dragged into the centre of that dazzling scene—the cynosure of a hundred pair of admiring eyes:

"This boy, ladies and gentlemen," commenced the Squire, "is Tommy Ward, a representative of the Lower Deck of the Royal Navy! See what they have made of him from an erstwhile scarecrow in a turnip field! I am proud to say that I, myself, rescued him.

Blushing, and with awkward bows, Tommy acknowledged the compliment, while his eyes filled and his head swam with the buzzing of cheers and a few de joie of hand claps. When at length, he recovered his composure, it was to find his eyes riveted upon a naval officer seated in a obscure corner of the great dining hall. With a startled gasp which, almost, was an exclamation, he recognised his Captain—Captain Harry Rawson.

Captain Harry Rawson met the startled gaze of this truant messenger boy without a sign of recognition—his features were as inscrutable as those of a Chinese mandarin. The squire, not observing the little drama, proceeded:

"Many of you will remember that this unexpected guest of mine was once the leading soloist in our Church choir. But you may not have learned, as I have done, that he has, since joining the Navy, so well adapted his feet to the deck of a ship that he can now, with equal ability, also describe our national sailor's hornpipe.

Amid cheers, at the squire's bidding, the attendants rolled clear of carpets a big space of the floor. After feeble protesting, Tommy was prevailed upon to retire to the butler's pantry whence he had just been left upon his brain when he had mingled his still girlish voice with those of the carol-singers. Perhaps it was that the duchess had singled out his sweet voice from the rest of the choir, for, almost mechanically, or as if by way of prelude, she struck the first couple of bars of the greatest favorite of all carols.

"I think I can sing that one," said the boy. And he lifted his voice, clear and mellifluous as the piping of a thrush:

"Hark! the herald angels sing:"

"Glory to the new-born King!"

"Peace on earth and mercy mild;"

"God and sinners reconciled."

And when he had finished his carol, it was to find that his audience had swelled by the appearance in the great room, and at the doorways, of all the male guests and not a few of the big retinue of indoor and outdoor servants. And when the squire insisted upon an encore, one after the other, all hands joined in, till the scene resolved itself into a veritable carol service.

The squire insisted upon Tommy saying all night at the Hall. The next morning, he was driven, by one of the grooms, back to his home, with a huge round of roast beef, and a dressed turkey, as a Christmas present for himself and his parents.

But within that he had found things exciting, enhanced by forced, copious draughts of hot spiced beer, Tommy could not forget that naval officer with the inscrutable features whom he had seen up at the Hall. He got (what to-day we should describe as) "the wind up." He took full advantage of that wind—filled his sail, and steered a straight course by fast train to Sheerness and the "Warpite." Several times—at Middlewich; at Euston; at Charing Cross—he caught sight of "Old Harry." He took ostentatious care that he, in his turn, should be seen by HIM. Tommy stepped over the ship's gangway well ahead of time.
At nine o’clock on Boxing Day morning, it was a very nervous and forlorn-looking Tommy Ward who presented himself at the Captain’s cabin for duty. Presently, the messenger’s bell rang:

“Messenger, Sir!” Tommy announced himself in a voice of ill-favoured composure. It seemed to him that hours passed before the Captain slowly slewed round in his desk chair.

“Umph!” he grunted. “Here we are again!”

“Umph! And what the devil were YOu DOing at Bostock Hall on Christmas Eve, eh?”

Slewed round in his desk chair.

“Whatever could he mean?” Tommy thought. “He’s always scolding, but I was only doing my duty.”

The Captain’s face creased into a frown, and his gaze rested on the little Tommy, who was standing before him, a sort of excuse he would proffer when he should be asked that question.

“Certainly, Sir,” said the Commander, “that it would not be a bad idea, on this festive occasion, to get that boy down here and make him sing a carol for us, as a punishment for his—for his little spree.”

“Wait, what were those instructions?”

“Yessir.”

“You said, Sir: ‘Keep always within hail of me, whether I am in or out of my cabin.”

“What has that to do with your disregarding the rules for leave when a ship is under sailing orders?”

“Begging your pardon, Sir,” he stammered, “but when I first joined this ship and took up my duties as your messenger, you gave me certain definite instructions which I have endeavoured to carry out faithfully . . .” Tommy hesitated, and bit his lip.

“Well, go on—what were those instructions?”

“You said, Sir: ‘Keep always within hail of me, whether I am in or out of my cabin.”

“What has that to do with your disregarding the rules for leave when a ship is under sailing orders?”

“Begging your pardon, Sir, but you also told me that I was not to take any orders but yours—”

“Certainly, Sir,” said the Commander, “that it would not be a bad idea, on this festive occasion, to get that boy down here and make him sing a carol for us, as a punishment for his—for his little spree.”

“Hear, hear, Sir!” chorused the wardroom.

“Quartermaster!” The Commander’s voice rose up to and through the wardroom skylight: “Send boy Ward—the Captain’s messenger—down here to me.”

And presently, the wryinity stillness of the Black Stakes’ night was broken by a boy’s girlish voice—clear as the notes of a thrush piping from a mistletoe bough—:

“Do, God and sinners reconciled.”

“A Windjammer ‘Prentice

By Captain A. W. Prinsep, R.N.

CHAPTER VII.

My Second Voyage. Loss of ‘Loch Ard.’

Having taken in necessary ballast, the captain determined to go to Melbourne and chance getting a charter. We sailed on February 2nd, and for several days endeavoured to beat through Cook Straits against a heavy north-west gale. It was so bad that at last we were forced to run in and to anchor in a bay in the north of the South Island until the weather moderated. We arrived at Queenstown on March 15th, and here we had a great stroke of luck. One of Money Wigram’s auxiliary steamers, I think it was the Somersetshire, had broken down just before she was ready to leave. It was a serious breakdown, and she had to discharge and go into dock. We arrived in the nick of time, getting a full cargo of wool out of her, and a large number of passengers (154), but in this case the passengers had plenty of money, so more luxury had to be provided. It was different with emigrants. The ships loading with us were the Thermopylae, Myros, A隙ome, Ecstasy, City of Melbourne and Wanganui.

We sailed on April 20th, and rounded the Horn on June 1st. We had been into dry dock before leaving, so we were clean, and best everything that trip except one American ship. The weather to the Horn was vile; we were not dry once in twenty days, and generally had a foot of water in our deck house. On the way home we caught up and passed the barque Pacific, the Maggie Hickson, Shaw, Savill’s Girona, the Auckland, Lenore, Mountaineer, Warram, Opawa, Weymouth, Antilis, Knight of Swanpool, Maria Flores, Lady Lwadon, Lord Clyde, Lady Octavia, Martha, and Peter Stuart. The last-named gave us a great race, but we beat her up the Channel by a tide. We made the trip in 80 days, arriving on July 26th, ahead of vessels that had left weeks before us. Passing the Auckland Islands we steered off 330 and 333 miles in two consecutive days.

My next voyage was direct to Melbourne, and we sailed on September 21st, 1877. After the pilot left us off Dover, with a fine northerly wind we proceeded down Channel. Before turning in the captain set the course for the Isle of Wight, and left instructions to be called if land appeared ahead or on our port bow at daylight. The second mate, who was muddled with drink and should not have been allowed to take charge, was at daylight washing the decks and not looking out as he should have been doing. Land for an hour was visible ahead and across the bow, and, of course, we all imagined the captain knew about it. At last, however, the carpenter went down and told the old man, who came rushing on deck. “Hard up,” he sang out, and went to help the man at the wheel, but it was too late, we had run hard and fast on the Owers Bank, inside the lightship off Boggor. Very soon we were surrounded with shore boats offering assistance, but the yards being hauled round and the breeze freshening, she glided off into deep water without having injured herself in the slightest. The second mate was disrated, and made the rest of the trip out as an able seaman.

Just before we left London a fearful collision had occurred in the Channel about twelve miles off Portland. A big American ship in ballast, named the Forest, had run into the Avalon, a passenger ship of 1,160 tons, bound for Wellington, New Zealand, and had sunk her with very heavy loss of life; of 99 souls only three were saved. Just after we had passed the Isle of Wight we saw the remainder of the Forest end on end, with the stern sticking up in the air, and a man-o’-war firing into her to blow her to pieces.

Before reaching the north-east trades this trip we came up with the barque Robert Morrison, commandeered by Captain Davies’ brother, bound for Fremantle, and kept in company with her for a fortnight, numerous visits being exchanged. Again we beat everything we saw, and among other ships were the Rangitip, bound for Calcutta, the Padthaw, Loch Duart, Mount Wellington, and Cape Comorin. Our passage this trip took 94 days, and we arrived

Continued from last issue.
"Remember the Sydney!"

EMDEN-SYDNEY BATTLE.

STIRRING VERSES.

By K. ELISABETH MARKS.

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The German Ensign was then lowered. The new poem is entitled "Remember the Sydney!" and should soon be popular in naval circles.

Here are the verses:

Straddled with fire and burning fast,
Von Moller saw his hopeless task.
He heaved the raider's battered frame;
No Surrender signal from him came.

Five minutes salvoes from Sydney's guns;
Down came the ensign; white Hag upris.
Thus in one hundred minutes came
Von Muller saw his hopeless task:
The Emden little is retold.

The magic words must ever be;
With these words of burnished gold,
Australia's sons must know this story:
Down came the ensign; white Hag upris.

The German Ensign was then lowered.

The Emden's funnels were all smashed and when the motor was started the miserable tone of the once formidable light cruiser was only after having signed my indentures in the Cardigan Castle that I received a wire to join the Lucas family and live in the same house as the Captain's son, with belaying pins took them in the stern and scattered them.

From the opening shot to the hauling down of the German Ensign the Sydney's victory over the Emden was made so vividly by the stirring National ode, "Dawn of the Pacific." This ship had a particular interest for me as I had tried to get her, and it was only after having signed my indentures in the Cardigan Castle that I received a wire to join the Lucas family and live in the same house as the Captain's son, with belaying pins took them in the stern and scattered them.

CHAPTER VIII.

At Melbourne on Christmas Eve. The ship was at Melbourne on Christmas Eve. The ships in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the steerage ship Zanzira, in port were the ste
CHAPTER IX

MOOROCCO TRADE AND ROYAL MAIL AGAIN.

On arrival at London I passed my examination for a secondmate's certificate, and to qualify me for a vacancy as singer officer. Meanwhile, to put in time, I engaged to sail as a first-class cabin passenger on a vessel bound for Cape Town, and afterwards for the coast of West Africa. The ship was called the *Cardigan Bay* (Capt. Hadley), belonging to Messrs. Fowrie Bros., of Liverpool. In her I dived through the way of Biscay, calling at Gibraltar, Tangier, Casablanca, and other Moorish ports, as far as Mogador. We took in eight ports as far as Mogador. We took in eight

...
Aims and Objects of the Navy League.

The Navy League is a voluntary patriotic association of British peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy, complete naval protection for British subjects and British commerce all over the world.

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 port of the world.

2. 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.

3. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden (and that good providence of God, the wealth, safety and strength of the Kingdom chiefly depend.)

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, welds us into one Imperial whole.

5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to become good citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their motto: "For GOD, for the KING, for the EMPIRE."
Are you in the League?

Why not?

The Navy League is

a WATCHDOG of National and Imperial security,

an ENEMY of apathy in all matters naval and maritime,

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

If you subscribe to these ideals you should subscribe to the League's funds for their more perfect attainment.