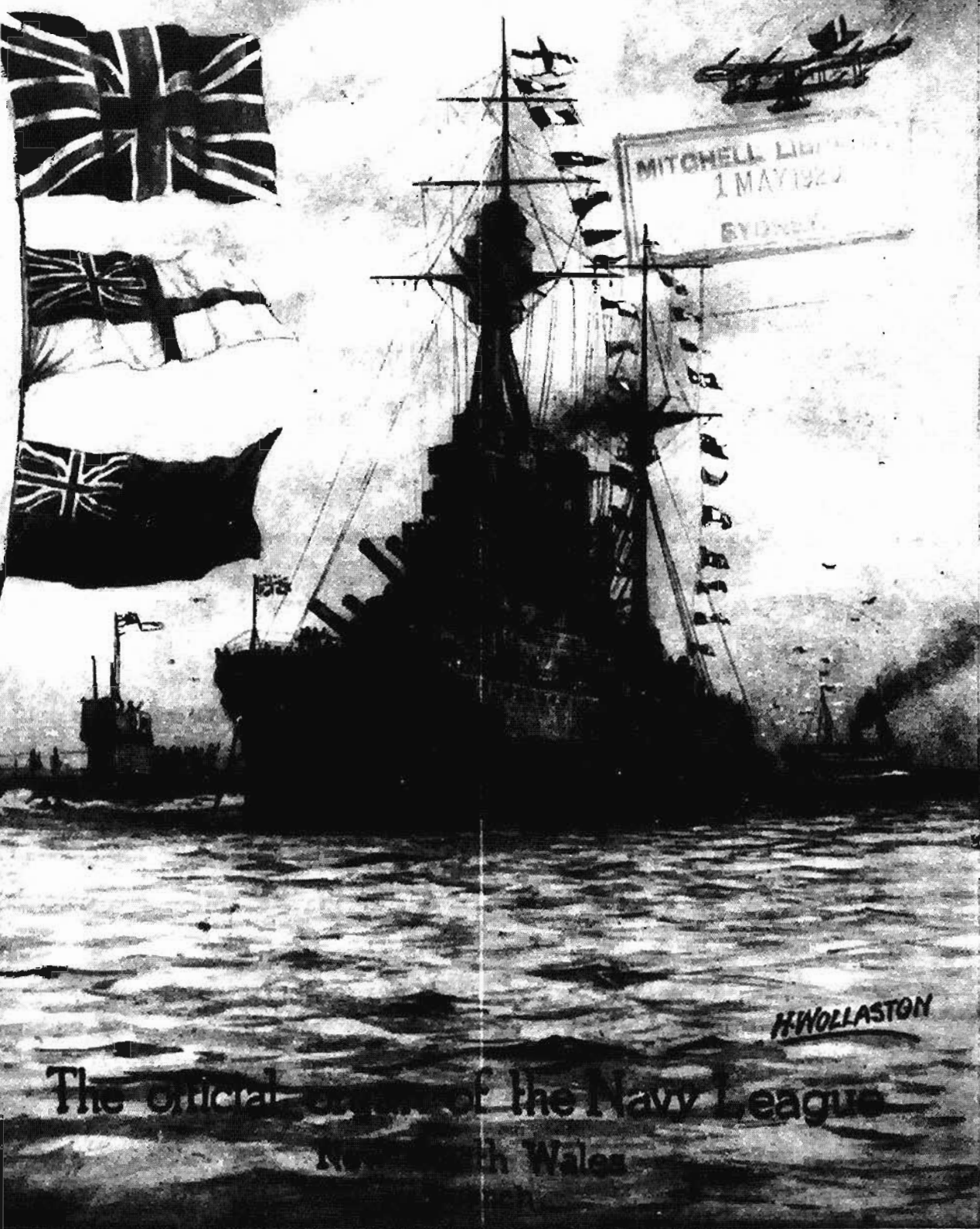


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Apathy or Selfishness?

ALTHOUGH Australia is an island continent situated at the northernmost end of the British Empire, unfortunately, it cannot yet be said of us that we are, of ourselves, a maritime race—we have not yet developed the "sea spirit." True, we can boast a Navy with its fairly adequate complement of arsenals; but for that achievement we have to thank our money—we have, as a people, earned no thanks on that score for ourselves. Up to the present we have never been stirred from that apathetic state in things naval in which we have lain secure in the vague knowledge that somewhere in the British Channel there is another and a supreme Navy ever watchful for our safety and well-being. As individuals, we have been content to allow our Parliamentarians to look after our naval affairs; we did not even have to decide the big question of whether or not we should undertake the responsibility of establishing and maintaining a Navy of our own—we left that to our Parliamentarians, while we took very great care that we should decide for ourselves by means of a referendum, whether or not we should continue to have a pint of beer for our supper.

The Navy League recently tried the experiment of a referendum on its own account. It did so because it is the only organisation that devotes itself to keeping before the public the need for a sea sense and an adequate navy and in that desire believes that the first step to take is to endeavour to stimulate in Australian boys a love of the sea and the navy. This referendum took the form of circulating 350 letters among those people who, more than anyone else of the community, have reason to thank the Navy for what they personally owe to it—they, the big landowners and primary producers. These gentlemen, who depend upon ships and the safe conduct of ships over the seas laden with their wool and wheat were appealed to for a little financial assistance in helping the Navy League in its good work—work that has lately been forcefully commended by such a statesman as Lord Carson, ex-First Lord of the Admiralty.

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Is that apathy, or selfishness, or what? Well may we ask.



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Martinetts I Have Sailed Under.

No. 13

(Written for the "Navy League Journal" by "Jack Frost")

WHAT REPELL THE ENVOYS

THE following morning, Captain X proceeded in his galley to the beach at Cascade Cove, where he met the missionary as arranged. Together, they visited the chief of the "Salt-water" village from which it was hoped to obtain envoys to despatch to the chief—Talani, whose stronghold was situated high up on a plateau of the almost inaccessible hills. The "Salt-water" chief—Joe listened to the Old Man's proposals as interpreted by the missionary in the peculiar pidgeon English in use throughout the South Sea Islands, in profound astonishment, shrugging his shoulders in a gesture of incredulity:

"Man bush plenty b'longum 'Salt-water boy' Kai-kai!" he exclaimed, meaning that if any of his tribe ventured to convey such a message to the mountain chief as the Old Man wished to despatch, they would assuredly be killed and eaten for their pains. However, by dint of much persuasion, and promises of substantial gifts, both for himself and whosoever would undertake the job, he at last relented. After much further parleying, two volunteers were secured who offered to go into the hills and deliver a message to the first sentinel they met. But not for all the wealth on board the ship would they undertake to penetrate beyond the border into the mountain chief's territory.

The Old Man gave the envoys an obsolete Snider rifle as a present to the chief, with instructions to tell him, or his representatives, that he would be piled up with acceptable gifts if he would do the Big White Chief of the Queen's Big War Canoe the honour of coming down to the beach to make friendly parley. It was with a sigh of relief that the Old Man at last saw the couriers strike into the bush, though their step was none too sprightly.

The next morning, shortly after daybreak, the signalman reported that some natives were on the

beach waving to the ship. (None of the natives had yet summoned sufficient courage to paddle out to the ship.) The Old Man, accompanied by his clerk, went on shore in the galley. He found there, the chief of the "Salt-water" village—Joe—and the two couriers, both the latter holding a hand to their cheek, and in a state of great excitement and terror, and howling in evident pain. And no wonder! Both of them were suffering from the effects of having had one ear cut off flush with their cheek. The Old Man at once sent back the galley to bring the doctor on shore to attend to the boys' injuries, and to administer pain-relieving opiates.

Meantime, Joe had despatched a messenger to the Mission Station, nearby, who presently returned with the Missionary. He, between howls of pain, and expressions of terror, elicited from the boys their tale of woe. It was to the effect that they had been seized by a number of the bushmen and taken before their chief, Talani. He had listened patiently while they delivered their message, and had eagerly accepted the Snider, after which, he had flown into a violent rage. It was, at first, his intention to kill one of them, and, after mutilating the other, to send him back with the message to his chief, to the effect that if he didn't mind his own business, one of these nights he would swoop down upon his village and swipe the whole tribe out of existence. After conferring with his headmen, however, he had decided to deprive them both of one ear, and send them back with the message, and themselves as an object lesson. They were further told to tell that "dam fool feller b'longum man-e-fight, no savee makeum come b'longum feller beach, makeum talk b'longum plenty." (After loading) up the chief, Joe, and the two boys, with presents of trade stuff—the latter having their injuries attended to—the Old Man, accompanied by the Missionary, returned on board.



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When he heard what had happened, Number One could scarcely restrain from laughing outright, at the Old Man's discomfiture. As it was, he shrugged his shoulders and smiled in a manner as though to say—but not daring to voice it—"I told you so, Sir."

After breakfasting—the clerk, the doctor and the Missionary joining him—the Old Man took the latter ashore in his galley, and lunched at the Mission Station. Feeling himself responsible for the safety of the Mission Station should Talani be contemplating a raid, as a reprisal for the small part the Missionary had taken in the despatching of the couriers, he promised to land a strong guard of seamen and marines with a Gatling-gun, as he had done at Naravorova, an offer that was gladly accepted, as much for the security of the Mission Station, as for that of the nearby friendly village.

On his return on board, he immediately landed the guard, after doing which, he gave orders to prepare for sea. Sending for Number One, and the gunnery and the torpedo lieutenants, and the captain of marines, he entered into a council of war:

"Now, I'm going to give that impudent, obstinate villain of a mountain chief such an object lesson as he won't forget in a hurry," he began. "Get your heads together, and complete arrangements for landing a punitive expedition at a moment's notice. We cannot do much, at the present juncture, as I expect those devils will, for a while, be too much on the alert to be taken by surprise. We will make pretence of having left the Island for good; and we will hang around at sea, just out of sight, for a few days. In weighing anchor we will kick up the devil's own row, that it may reach the ears of those confounded sentinels, and notify them of our departure. The guard at the Mission Station had orders to keep a good lookout against a possible raid of the "Salt-water" village, so that all on shore will be safe during our absence. I think it is my duty to protect these people, as I feel I have been responsible for having, though unintentionally, upset the serenity of their political and domestic bliss."

Thus it was, that a few minutes later, with much

unnecessary fuss of whistling of boats' pipes, bawling out of hoarse-throated orders, the rattling of the cable through the hawse-pipe, and the blasts of the siren, that the ship got under weigh, and proceeded to sea. By way of farewell, a broadside of blank was fired as the ship arrived abreast of the "Salt-water" village, that must have struck terror into the hearts of Joe and his tribe, as much as it did in those of Talani and his tribe.

HOW THE LANDING PARTY WAS ORGANISED.

I should have mentioned that the Old Man had arranged with the Missionary to have a dozen of the boys of Joe's village—including Joe, himself—ready to accompany the punitive expedition, to act as guides. So as to distinguish these guides from the other natives they might subsequently mix with, they were to be rigged out in blue and white striped jerseys and red Tam-o'-shanter yachting caps, a supply of which was on board, they having been used for a similar purpose on a previous undertaking of that kind.

About a week later, on a dark, moonless night, the ship glided noiselessly into the Cove, her anchor being lowered by hand—not dropped—into the water, so as not to attract attention by the rattling of the cable, and the splash of being dropped overboard. For a similar reason, the large boom boats had already been got outboard and towed into position. Even if it had been daylight, the ship, in the shadow of the lowering cliffs, would not have been observable from the heights above.

The Old Man had conceived the novel plan of achieving his object, without, as far as possible, the shedding of blood. He formed two parties. The first, a small one of a dozen picked men, under himself, was to proceed some few hundred yards in advance; enter, if possible, the village by stealth, and seize Talani and a few of his head men. The main party of fifty men, under Number One, was to follow at a short distance, and surround the village to intercept Talani and such of his men in the event of their having eluded the advance party within the village. Of the main party, a few were kept on the beach to form a base camp, with a Gatling-gun, for use in an emergency. The main



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party was equipped in orthodox fashion—rifles and cutlasses, water and provision carriers, stretcher-bearers, and the sick-berth steward, with medicine-chest and surgical instruments, under the surgeon.

The advance party's equipment was such as could only have been devised by a fearless martinet of original ideas and bold initiative. It was nothing more nor less than an exalted band of house-breakers, and thieves, and looters, whose object was *kidnapping*. For a whole week, the Old Man had assiduously trained this party, his idea being that the fewer men, of the right type, and the less hampered they were with equipment, the better chance of entering the village and taking the chief by surprise whilst asleep. Each man carried a Webley pistol, handy sand-bag truncheon, a few lengths of stout cord for securing the wrists and ankles of possible captives, a few gags, and an electric torch. (It is with this party's exploits that I shall mainly deal, as providing the most exciting incidents for this narrative.)

About midnight, the two parties pulled in to the beach, with muffled oars, landing near Joe's village, where the guides—a dozen—were picked up. As the two parties advanced along the beach, in single file, they presented a weird spectacle—the guides, in their quaint dress, in charge of petty officers, landing—two with the advance party, the remainder with the main party. Next followed the bluejackets and marines. Striking into the Stygian darkness of the bush, they had to literally wriggle through the dense undergrowth, looking like a long, many-bodied snake. Most picturesquely strange looked the advance party. They were a hefty bunch of athletes, fit as fiddles, and game enough to tackle the devil himself and his hosts. They comprised, in addition to the two native guides, two petty officers, four A.B.s, one signaller, five marines, and the Old Man himself, who looked like a fierce buccaneer. He wore an old uniform jacket over a white sweater, uniform cap, brown canvas gaiters, and, instead of his sword, he carried a service cutlass, pistol and bandolier.

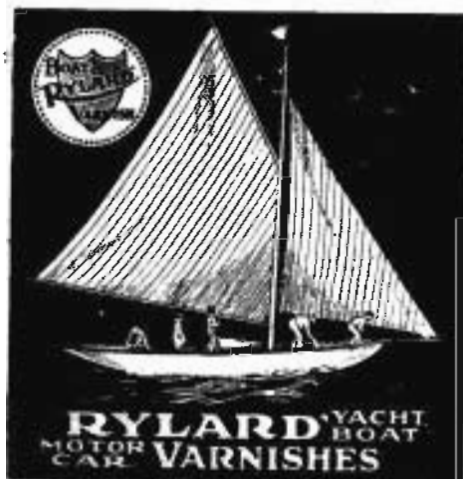
I will pass over details of the difficulties experienced in negotiating the steep, slippery paths, frequently having to scale sheer precipitous cliffs which a mountain goat would have jibbed at, only

that rough holes had been cut into the clay, giving but a precarious foothold, at best. So extremely difficult did the ascent become, that, before we had been on the track half-an-hour, the water and provisions and stretchers had to be abandoned; it was all the men could do to get along unhampered. It was two a.m. by the time we reached the last cliff to be negotiated. At its summit, one stood on a plateau which overlooked a small valley overgrown with shoulder-high grass. The guides here informed us that, half-a-mile further on, was the first stockade by which the outskirts of the village was encircled. At some distance from that, would be found another inner stockade, protecting the village proper. It was at this outer stockade where the two envoys had been seized by Talani's sentinels. Here, the Old Man called a halt, and whispered instructions were passed down the line for the two parties to separate: the main party to take cover of the long grass; the advance party to spread out and advance in skirmishing formation, both parties being kept in communication by means of single scouts stationed at intervals of about fifty yards, or at such distance as they could just barely keep each other in sight.

To the main party, word was passed in whispers: "no talking, even in whispers; no smoking; safety-catches to be set, to ensure against an accidental shot being fired; the slightest noise may give an alarm and upset all our plans; you will encircle the stockade and, when I blow my whistle, you will break through and set fire to it at all points, and then, surrounding the village proper, wait further orders; there is to be no firing, and no violence, except in actual self-defence."

Instructions to the advance party had already been issued; indeed, they had many times been rehearsed on board: it was to be a case of individual man-handling; sentinels—if there were any—were to be taken by surprise, sand-bagged, gagged, and bound.

A rough plan of the lay-out of the village had been furnished by the two envoys (who were the guides for the advance party, their ear injuries having sufficiently healed in the rapid way peculiar to natives). The chief's hut, it was set down, would be readily distinguishable by its superior build, and size, and position; it being at the head



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of one of two lines of huts, and secluded from the rest by a clump of bread-fruit trees. The men were to operate in pairs, each of which was to enter a hut, silently sand-bag such as appeared to be men of some authority; then wait for the whistle to give the signal for an open, general raid on the village. The Old Man delegated the task of tackling the chief's hut to two exceptionally intelligent athletic men—a petty officer and a marine, both of whom had taken part in several punitive expeditions on former occasions, during their two years' experience on Island service. They were accompanied by a guide who declared that he would be able to readily identify Talani if he saw him; even in the dark.

A SMART BIT OF SAND-BAGGING.

With the stealth of stalking Red Indians, the advance party spread out in pairs and, sometimes crouching, at other times crawling on their stomachs (as they drew nearer to the outer stockade) they presently reached the fence, which was strongly made of saplings interlaced with bamboo cane. The Old Man, of course, had assigned to himself no particular duty other than that of general supervisor, although he was well equipped for any emergency. He had taken up a position in the centre of the line. He it was who chanced to observe the first signs of life—a shadowy form moving slowly up and down in a line with the stockade. Closer observation revealed a sentinel.

The Old Man closed in on the nearest pair—the P.O. and the Marine.

"Hist!" he whispered. "A sentinel! Now's your time to use your sand-bags. Carefully, and speedily, does it!"

It was observed that the sentinel was pacing a regular, short beat, ending at a large bread-fruit tree, against which he would pause to lean upon for a while. Towards this tree, the two men, eager, and almost breathless from suppressed excitement, slowly circled, until they came to the rear of it, arriving at the moment when the sentinel was at the other end of his beat. The P.O. slowly rose to his feet and pressed close to the tree, which was large enough to conceal him. The marine lay flat in a line from the broad base of the tree, in which position he, too, was unobservable. No sooner did

the unsuspecting sentinel return to repeat his operation of lounging against the tree trunk, than down came the P.O.'s sand-bag truncheon with a soft thud on his temple. As he fell, he was caught by a pair of powerful arms, silently lowered to the ground, and expeditiously gagged and bound. It was a deftly-performed operation, oft-times previously rehearsed.

Apparently, practically noiseless though the act had been, it had disturbed the alert ears of another sentinel some distance farther down the stockade. The P.O. and the marine had barely time to conceal themselves on the opposite side of the tree, when the savage came along, slowly, unsuspicious of anything serious threatening. As he approached to within a few yards of the tree, he spoke in a low, guttural tone, thinking he was addressing his mate. A couple of steps nearer, and down he, too, went into the arms of the P.O., to be disposed of similarly.

Meantime, the Old Man, not stopping to watch these operations, had wisely checked the advance of the remainder of the party. Directly he learned of the success of the operation, he closed all his men in, and, through the now unguarded entrance, they all passed safely into the inner area in which were cultivated patches—cocoanut palms, bread-fruit trees, bananas, oranges, and extensive yam fields. Here too, to their disquietude, they found, occasionally, a native pig—more like wild boars, with bristling hides, long snouts, on which were enormous curved tusks. And, several times, an inquisitive, though, fortunately, not altogether unfriendly car would yap and snarl, until, after a little petting, it was determinedly though quietly strangled.

Before advancing farther towards the inner stockade, one of the men was despatched to countermand original orders to wait for the whistle before firing the outer stockade, and making the general advance. It was found, on hurriedly surveying the ground, that it would be more advisable for the main party to dispose itself as before, within this inner area. This was, accordingly, carried out.

The Old Man and his party cautiously advanced as before, until they came in view of the inner stockade, beyond which loomed the dark outlines

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of the village huts. In this open cleared space, the darkness was less intense, calling for still greater caution and, as the first streaks of dawn were visible on the lower sky plane, it became necessary to expedite operations, as the success of the whole scheme largely depended upon effecting a surprise raid under cover of darkness.

It transpired that there were only a front and a rear entrance to the village. The rear one was found to be unguarded, but securely barricaded. The front one was open, but guarded by an open-fronted bush house or shelter, in which were discovered three sentinels fast asleep, snoring like pigs. Two of the invading party had been sent to reconnoitre; they were actually within the shelter, and had made this discovery, when they heard the soft fall of footsteps outside. Pressed close up against the wall of the hut, in the deep shadow of the farthest corner, in breathless fear of detection, they waited events. They, of course, could take no action while the sentry was present outside, as, no matter how quietly and quickly they might have worked, he would have been certain to hear some disturbance of an unusual nature. Waiting till the sentry walked away, one of them crawled quickly back, and obtained the assistance of another pair. One man was stationed upright against the inner front end of the shelter, where the sentry had last paused on his beat. The other three quickly disposed of the three sleeping sentries.

When the wakeful sentry returned to the shelter as before, down came the sand bag. But the blow was not wholly effective; either it lacked sufficient power, or it fell on an invulnerable skull. Fortunately, however, the blow deprived the native of his power of speech. With a gasp, rather than a yell, of utter surprise and terror, he made a wild spring forward in the direction of the others of the party, and tripped over the outstretched, alert body of the native guide. There followed a momentary struggle, a strangled moan; and a second later, the silently exultant guide was on his feet, grasping the dripping head of his victim in his hand!

THE KIDNAPPING OF TALANI.

Angry as was the Old Man at this gruesome disobedience of his orders, there was no time for remonstrance. Neither was he, subsequently, dis-

posed to administer chastisement, when the guide informed him that his beheaded victim was the self-same man who had, a short time ago, robbed him of an ear.

Amazing how, at one glance, in almost complete darkness, one native should so recognise another when, to a white man, even in broad daylight, almost all niggers are alike to each other as peas in a pod!

The coast now being clear the Old Man whispered orders for his men to enter the huts in pairs and to commence the business of kidnapping in accordance with well-rehearsed pre-arrangements.

Taking the guide (who had been compelled to relinquish possession of his highly-prized trophy) the Old Man accompanied the P.O. and the marine into that hut which had been correctly pointed out as belonging to the chief. Noiselessly they crept inside, and were cautiously peering into the darkness for the location of an inmate or inmates, when the guide silently stayed operations, excitedly gesticulating. It was well he did so, for, in another second, the sand-bag would have been used, not on Talani, but on his two peacefully sleeping wives! This fact was established when the Old Man momentarily flashed his torch on their prostrate figures.

Still wildly gesticulating, the guide kept on pointing, excitedly directing the Old Man's attention to something his keen eyes detected in a corner of the hut. Creeping closer, the Old Man again flashed his torch. That which his rays revealed, so further excited the native guide, that he involuntarily yelled out - "B'longum all same black feller Talani! B'longum all same black feller Talani!"

Talani—for he it proved to be—woke up with a startled exclamation, but, before he could get on to his feet, he was seized, gagged, and well trussed up. It was not necessary to sand-bag him, for the terrified women's shrieks had already aroused the whole village. It was the signal for general action. The Old Man blew his whistle, and the main party, not wasting time to set fire to the stockade, broke through it, and, with lusty huzzas, rushed to the scene of the pandemonium of terrified, yelling savages, shrieking women and children, the weird



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Greatly improves the flavour of all meat dishes.

Packed in 8oz. and 4oz. net tins especially enamelled inside.

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Packets of 15. 1/-
Air-tight tins of 50. 3/5.

beating of tom-toms, and the still weirder blasts of blowing shells.

Above all this babel, could be heard the voice of the Old Man: Hold your fire! Hold your fire, men! Let them escape! We have secured all the prisoners we need!

Thus, was a successful raid of Talani's mountain stronghold, which he had long boasted was invulnerable to white men, effected without bloodshed, except for the decapitation of the sentinel. The return journey down hill, was, of course, far less tortuous than the ascent had been and, by the time the hands were piped to breakfast, the landing party was back on board, with eleven prisoners, including the chief, Talani.

The outcome of that *coup de main* was as unorthodox as it was ingenious, revealing Captain X in his happiest mood as the fine, though, at times, eccentric, martinet he undoubtedly was.

TO BE CONTINUED.

Defence Policy.

New Federal Authority.

A new statutory defence authority has been created by the Federal Ministry to advise upon matters of defence policy.

The Minister for Defence (Sir William Glasgow) said this afternoon that the Defence Committee, which formerly existed merely as an advisory body created by the Minister, had been given statutory authority and placed upon a permanent basis. The committee consists of the Chief of the General Staff (Lieut.-General Sir Harry Chauvel), representing the Army, the First Naval Member (Rear-Admiral W. R. Napier), and the First Member of the Air Board (Group-Captain R. Williams).

The committee, in its new character, Sir William Glasgow added, would continue to advise on the co-ordination of defence activities. The functions of the Air Council, which was created in 1920, would be transferred to the Defence Committee, so far as they related to co-ordination in the matter of air force provision for defence between the Naval, Military, and Air Boards. The existing Air Council regulations would be repealed.

R.A.N. Appointments.

Lieutenant-Commander: John C. McFarlane to "Penguin" additional as District Naval Officer, Queensland, to date 14th April; Samuel R. Symonds to "Cerberus" additional as District Naval Officer, Tasmania, to date 2nd April.

Sub Lieutenant: George J. I. Clarke to "Australia" additional, to date 1st April; Milford R. McArthur to "Morelos" and as Assistant Surveyor, 4th Class, to date 2nd April.

Instructor-Commander: Morton H. Moyes to "Penguin" and for Naval Establishments, Sydney, and as port Instructor Officer, to date 1st April.

Instructor Lieutenant-Commander: John C. Slater to "Canberra" and for Squadron duties, to date 1st April.

Instructor Lieutenant: George Lucas to "Australia," to date 1st April.

Surgeon Lieutenant: Henry W. Gault to "Australia," to date 1st April; Charles A. Downward to "Morelos," to date 2nd April; Brian J. Sargeant to "Cerberus," to date 3rd April.

Paymaster Commander: Basil M. Peck to "Cerberus" additional, for passage to England per s.s. "Cerberus" for reversion to the Royal Navy, to date 3rd April.

Paymaster Lieutenant-Commander: Alexander J. White to "Cerberus" additional, for duty as Navy Office as Secretary to Rear-Admiral William R. Napier, C.B., C.M.G., D.S.O., First Naval Member, with the temporary rank of Paymaster-Commander, to date 3rd April.

Gunner: (T) Bernard A. A. Hamill to "Penguin" and for Ships in Reserve, to date 8th April.

PROMOTIONS.

Lieutenants Hector M. L. Waller and Ian C. R. Macdonald to be Lieutenant-Commanders 1st March, 1929; Lieutenant John M. Armstrong to be Lieutenant-Commander, 15th March, 1929; Paymaster Sub-Lieutenant Eric R. Matthews and Mate (A) Hugh M. Johnson to be Paymaster Lieutenants, 1st March, 1929; Midshipmen (E) Neville McGuire and Ronald A. Phillips to be Acting Sub-Lieutenants (E), 1st September, 1928; Petty Officer William Payne, O.N. 3707 to be Gunner (Acting), 8th February, 1929.

Neutral Bay.

"April 1789 --The Governor thinking it probable that foreign ships might again visit this coast, and perhaps run into this harbour for the purpose of procuring refreshments, directed Mr. Blackburn to survey a large bay on the north shore, contiguous to this cove; and a sufficient depth of water being found, his Excellency inserted in the port orders that all foreign ships coming into this harbour should anchor in this bay, which he named Neutral Bay, bringing Rock Island to bear S.S.E. and the hospital on the west side of Sydney to bear S.W. by W."

From Collins "History of the English Colony in New South Wales" page 64.



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Merchant Service.

Tribute by Prince of Wales.

ACCORDING to Press reports, the Prince of Wales has written a foreword to the final volume of "The Merchant Navy." The Prince, by the way, recently had the title of Master of the Merchant Navy and Fishing Fleets, conferred on him. In his foreword, the Prince pays imperishable tribute to the part played by the British Mercantile Marine during the World War. He says: "Let us who are land dwellers not mince words over this thing. It is the glory of our merchant navy and will be so acclaimed by generations to come, that they faced, without hesitation, tremendous odds and the frequent hazard of death undaunted in spirit to the bitter end. Let us not forget, also, that had it been otherwise this country of ours must have perished."

The Prince recalls that in the first stage of the war the British seaman recognised that nothing more was being asked of him than to accept the usual hazards of naval conflict. With the arrival on the scene of the submarine and the indiscriminate use of the mine, the whole position for the merchant seaman was changed. He found himself faced by hazards and perils such as he had never before experienced, nor indeed had ever conceived as possible. With the intensification of the enemy's campaign, the British sailor saw himself directly involved in the whole frightful mechanism of war, the grim operation of which reached its climax in the phase of unrestricted submarine attack.

Special mention is made of the auxiliary patrol, which in its complete development was manned by nearly 50,000 officers and men. Describing it as one of the most striking, and certainly one of the most successful of many pieces of wartime improvisation, which history will place to the credit of the British nation, the Prince observes: "Here was indeed a medley of small vessels—trawlers fresh from our fishing grounds, drifters, whalers, paddle steamers (so familiar to Channel excursionists), steam yachts, motor launches, and motor boats. Their hazardous duties were as varied as their types. In their long hours of patrol they watched for and hunted German submarines,

searched for and dragged mines, fought hostile aircraft, controlled and examined millions of tons of shipping navigating narrow seas, and in many other ways splendidly seconded the efforts of the Grand Fleet. Varied, indeed, these crafts were in type, but their crews were animated by one heart and one spirit."

H.M.S. Nelson.

1815—1898.

Was launched at Woolwich, England in 1815 a 3 decked 131 gun ship, too late for the wars, she was not commissioned.

When war with Russia was declared she was towed round to Portsmouth where she was cut down to a 2 decked 90 gun ship, fitted with steam engines and a screw propeller. But by the time this was done the war was over, so again she was not commissioned.

In 1867, Sir George Verdon, a member of the Victorian Government, on a visit to England gave an order for an iron clad warship for the Victorian Navy, and had loaned to his government the Nelson as a training ship for the Naval Brigade. She arrived in Victorian waters on February 4, 1868.

Proving too costly to maintain as a 2 decked ship she was cut down to a frigate. She was sold by auction under instructions from the Admiralty in April, 1898, and bought by Mr. Dan Sheehy of Sydney, for £2400, and was towed from Melbourne by the tug Eagle arriving in Sydney on May 24, 1898.

She was cut down again and her bottom was made into a coal hulk for the U.S.S. Co. which Company in July, 1908, sent her to Launceston for the same service.

Her figure-head "Lord Nelson" is at the Naval Depot, Rushcutters Bay, and her Steering Wheel is at Garden Island.

H.M.A.S. "Australia," flying the flag of Rear-Admiral Hyde, H.M.A.S. "Canberra" and the destroyers, "Anzac," "Swordsmen" and "Success" are at present at Jervis Bay where they are engaged in a series of exercises.

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Monthly Notes and News.

REAR-ADMIRAL W. R. Napier, C.B., C.M.G., D.S.O., 1st Member of the Navy Board, has replied to the Navy League's request that a Sea Cadet be included in the personnel of Mawson Antarctic Expedition, as follows:—

"I beg to acknowledge receipt of your letter of 13th March, 1929, in which you request consideration of the proposal that one of the voluntary cadets of the N.S.W. Cadet Corps should be permitted to accompany the Mawson Antarctic Expedition."

"I will have much pleasure in placing your proposal before the Antarctic Committee, and assure you that it will receive full consideration."

(Signed) W. R. NAPIER,
Rear-Admiral."

Rear-Admiral Evans, C.B., D.S.O., who will succeed Rear-Admiral G. F. Hyde, C.V.O., C.B.E., in the command of the Royal Australian Navy, is on board the P. & O. R.M.S. "Mooltan," and is due at Sydney in May.

Owing to the steady rain which fell in the city on Saturday, the 13th inst., it was found necessary to cancel the proposed march through Sydney. In spite of the miserable weather large numbers of cadets from Balgowlah, Birchgrove, Mosman, Leichhardt and Artarmon paraded at West Circular Quay at 10 a.m., and anxiously waited for the weather to clear up. As the steady downpour persisted at 10.45 the officers were called together and it was decided that it would be unwise to carry out the march, even though the lads were

eager to see it through. The fine muster indicated the splendid enthusiasm of the cadets and their loyalty to their officers and their voluntary duty. The officers present included Messrs. H. R. Currington (Officer of the Day), S. Cooper, F. J. Moore, W. A. Waterer, L. Butcher, M. Lillo, B. Butcher, B. W. Snow, H. Kendall and several others. Birchgrove Band was in attendance. When it is realised that most of the cadets had travelled at their own expense many miles in the rain, it will not be difficult to imagine their disappointment. However, it could not be helped, and all are thanked for their presence and cheery smiles which the rain failed to prevent.

On the 20th Drummoyne Company will open its new building, which has been erected as a clubhouse and depot. It is hoped that the weather will be on its best behaviour, and that the boat races, pillow fights on the boom and greasy pole gymnastics will be enjoyed by participants and onlookers alike. Officers and cadets and supporters from other units and local residents have been invited to attend, and it is anticipated that the function will be a success.

Balance sheets from all Companies, except North Sydney, have been received to the year ending 31st December, 1928, and all show a most commendable state of affairs, and reflect great credit on the respective local committees and officers. It is hoped that North Sydney Company will make an organised and spirited effort to prove that it is not going to be the financial black sheep

LADS OF THE NAVY LEAGUE.



ARTARMON CADETS GO
AFLOAT.



THE HORSE MARINE.
This North Sydney Cadet is at home on horseback,
in the water and on the water.

Monthly Notes Continued.

In the report of the activities of the Birchgrove Company the O.C. specially mentions the work and record of the Lamperd family. It is very doubtful whether any single family associated with the Navy League Cadet Movement in N.S.W. has laboured so zealously and with such unflinching enthusiasm in the interests of the cadets. We lift our hats to them. Another pillar of this "live" unit is Mr. Harvey Kendall, who works at the depot as though in receipt of a Harbour Bridge workers' wage. Needless to say his banking account is not swelled by what he gets from the League, but his useful and unselfish work has earned for him the wonder and the esteem of all who know him.

The whole Navy League joins Mr. Cooper in his appreciation of the splendid services of Mrs. M. Mayne, his officers, and all those closely associated in what they have done and are doing for the Cadet Movement in this State.

The O.C. Leichhardt Company and his co-helpers have reason to be proud of what they have accomplished in six months. It is truly amazing what enthusiasm backed by persistent effort can achieve. Seeing is believing and coupled with Leichhardt is Balgowlah Company. No one, after seeing these lads on the 13th, will begrudge Mr. Waterer and those backing him, a full measure of credit and praise.

Artarmon, too, is a comparatively new unit, and it is showing up much more favourably than its nearest neighbour, North Sydney.

From this date, Mr. F. J. Moore, lately O.C. Mosman No. 2, is taking North Sydney in hand, and we trust that he will do well. His popularity is great and, with a free hand, it is anticipated that he will be leading a good company in a few months.

Mosman Bay, under the guidance of Mr. H. R. Currington, is in a satisfactory position and has nothing to fear.

Drummoyne, Manly, Auburn, Lane Cove and Woolwich were engaged on the 13th and unable to parade in the city, but they are all doing well.

Balgowlah.

(Contributed by Mr. J. B. Phillips.)

The numerical strength of the Company is increasing steadily, two or three recruits being enrolled each drill night.

To further advertise the movement in Balgowlah route marches have been organised, and the smart appearance of the cadets has attracted many cheers from residents. The bass drum is a great help to the boys when they are on the march.

The dance held in the Soldiers' Memorial Hall on Wednesday, 10th April, proved a great success, both financially and socially. Old time waltz and fox trot competition, Monte Carlo and spot dances passed away a happy evening, and many were the regrets when 12 o'clock struck. Mr. Currington accompanied a party from Mosman. A dainty supper was served by the Welfare ladies.

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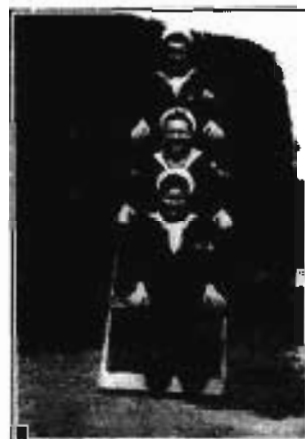
Mosman Bay.

(Continued from Mr. J. McGarry)

ANNUAL MEETING.—The second Annual Meeting of the Committee was held on Thursday, 28th March, 1929, and the re-election of officers for the ensuing year resulted as follows:—President: Capt. J. R. Stringer. Vice-Presidents: Messrs Addison, Turnley and W. Aldred. Hon. Secretary: S. King. Hon. Treasurer: C. Dillon. Hon. Organiser: Mrs. Dillon. Hon. Auditors: Messrs. B. Addison and H. S. Mont. B.Sc. B.E. Hon. Trustee: B. Addison. Committee: Mrs. B. Addison, Mr. A. J. Turnley, Mr. and Mrs. B. J. Benson, Mr. and Mrs. S. Honey, Mrs. Beauland, Mrs. H. Head, Mrs. and Miss Massey, Mr. and Mrs. E. B. Oxenbould, Mr. and Mrs. H. Aldred, Mrs. W. Aldred, Mr. and Madame Parkin, Mrs. E. I. C. Scott, Mr. and Mrs. E. Holland, Mrs. G. A. Watson, Mr. and Mrs. E. C. Gale, Mr. and Mrs. Hangan, Mr. and Mrs. A. R. Keed, Miss Barker, Mrs. King, Mrs. Honey, Mr. and Mrs. Wilshire, Mr. and Mrs. Mann, Capt. and Mrs. Hooper, Mr. and Mrs. Auld.

The Company as a body wishes to thank Major Scott and the Committee supporting him. The way they have worked in our interest and the excellent results achieved have been most gratifying.

We have reasons to believe that our newly-elected President, Capt. Stringer (Harbour Trust), will continue the good work. We know that the Committee will support him in its whole-hearted manner as has been customary in the past.



STALWARTS FROM LANE COVE COMPANY.

RETIREMENT OF MAJOR SCOTT.—We regret, indeed, that we are to lose our valued supporter, Major E. I. C. Scott, D.S.O., who resigns the Presidency of our Committee owing to ill-health and pressure of business. We wish him a speedy recovery. The officers and cadets fully realise the extensive work and time Major Scott has devoted to our Company, and trust that although we may lose his person we are not to be deprived of his interest in the boys.

NOTICE OF AMALGAMATION.—It has been considered advisable to amalgamate the 1st and 2nd Mosman Bay Companies, which will henceforth be known as Mosman Bay. The officers are:—Mr. H. R. Currington, O.C.; Mr. J. McGarry, 1st Officer; Mr. P. A. Rutter, Boating Officer; Mr. A. Dangan, J.O.

EASTER CAMP.—A very enjoyable four days' camp was spent on the harbour shores by a number of Mosman Bay and Balgowlah cadets. The party left with the cutter on Friday morning with the intention of camping wherever they landed, and by Friday afternoon Kiharney was reached, where a stay was made for the night. During the week end several camps were made.

Petty Officer A. Aldred recently broke his collar bone, and we are pleased to announce that it is on the mend and he will soon be with us again.

PLEASE PASS THIS JOURNAL TO A FRIEND

Woolwich.

(Continued from Mr. B. W. Sew, O.C.)

All cadets, with one exception, are now in uniform, and becoming inured to the hardships of the sea life.

The early part of the month was spent in squad drill and general instruction, but the latter part has reeked with the smell of soft soap and paint.

March 16th was a holiday from our usual routine. Mr. Hay, of Woolwich, very kindly lent us his yacht, and with the full company on board, we proceeded down harbour to Elizabeth Bay under auxiliary power, where we picked up the 16 ft. skiff on loan from Mr. Hixson. With it in tow, we continued our cruise past the submarines lying alongside Garden Island, and entering Neutral Bay, heaved to off the North Sydney Depot to pay our salaams to Mr. Hammer. From

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Leichhardt.

(Contributed by Mr. M. F. Lillo, O.C.)

The need of a still more serviceable and attractive depot keeps the brains and brawn of Leichhardt enthusiasts employed each week-end, and during the Easter holidays, when a party of cadets, under Chief Officer Lowry, were in camp at the Nepean River, the cutter gig was painted and the slipway nearly completed.

The Church Parade held on 10th March was very well attended, and all appreciated the excellent music.

On Saturday, 23rd March, several of the cadets visited my ship, which was discharging coal at Balmain. I put them through a course of splicing and rigging, and on the return journey to Glebe Point, the Master, Capt Flood, gave them instructions in steering and explained "The Rules of the Road."

The results of "The Popular Boy" competition were announced at the Marlborough Theatre, Leichhardt, on 2nd April, when Alderman F. Evans presented the winner, Cadet R. Goode (2,000 votes) with a Gold Medal and a Seaman's Manual. Cadet H. Macdonald (700 votes) was second and received a Seaman's Manual. We would like to thank Alderman Evans for making the presentations and also the Management of the Theatre for kindly placing their stage at our disposal.

Mr. Small, of H.M.A.S. "Success," a Leichhardt Coy Committee Member and Instructor, is again with us after a cruise in the Tasman Sea. Mr. J. Robb, another active worker, has been elected Vice-President of the Committee.

We hope to have all our boys in uniform for the big parade.

Overdue.

The splendid Danish training ship "KOBENHAVEN" with 50 cadets on board in addition to officers and able seamen, has not been spoken since she took her departure from Monte Video on December, 14, for Australia. It is feared that some mishap has befallen her.

MAJORITIES—usually act on the thoughts of a few or of one.

MINORITIES—usually think for themselves as individuals. W.W.B.

Please support our Advertisers

there we set off for home, well pleased with the outing.

On March 23rd Woolwich sea cadets honoured the great military genius of our age, Marshal Foch, in the traditional naval manner.

Cadets Reg. Collison and Ray Collison have been appointed Actg. Ldg. Seamen.

We still anxiously await news of a suitable boat, but in the meantime have been painting and overhauling the skiff, which we hope to have in commission for the opening of Drummoyne depot.

Our first concert is to be held on April 19th, and seems to be assured of success. Many welcome artists have volunteered their services, and the second half of the programme will be devoted to a One Act Farce "Between the Soup and the Savoury." Tickets are 2/- each, and we hope to see many Navy League supporters present.

Manly.

(Contributed by Mr. E. A. Solomon, O.C.)

SINCE the last report Manly Company has been very active in all directions.

Cadets under the Regional Officer, with Cadet S. Healey at the tiller, sailed to North Sydney Depot, where we were entertained by the O.C.

The Easter camp, on the banks of the Nepean, was a great success. The weather was fine, water melons plentiful, and the cadets popular. Many old acquaintances were renewed, and although we have been invited to Wagga Wagga for our next camp the majority desire to return to Penrith.

On Sunday we sailed from Manly at 10.30 a.m. and accompanied the Pilot steamer "Captain Cook" out through the Heads, where we watched the pilot board the incoming "Heina." The manoeuvre was well worth watching, it was so quickly and quietly carried through.

That afternoon some interesting and instructive hours were spent aboard the seaplane carrier, H.M.A.S. Albatross, but on the return journey to Manly the wind dropped and we had to row five miles home.

The usual Committee meeting was held on 25th March, the following attended:—Vice-Presidents: Capt. H. G. Nobbs, Lieut. H. B. Crago; Actg. Chairman: H. Lane, Esq.; Hon. Secretary: Mrs. M. L. Dudley; Hon. Treasurer: Mrs. I. Green; Hon. Auditor: Mrs. F. Bowers; Committee: Mesdames Ferrett, Edwards, Bates, Brookman and Bowers.

We acknowledge, with thanks, the following donations:—Archdale Parkhill, Esq., M.H.R., £1 1s.; A. T. Kierle, Esq., J.P., 10s.; W. Cooper, Esq., 9s.; and Captain H. G. Nobbs, 9s.

Birchgrove.

(Continued from p. 23, Cooper, R.N.)

When reviewing the year's work and advancement of the Birchgrove Company, the splendid support accorded by the Welfare Committee and Felix Club stands out in strong relief.

These two energetic bands of helpers are ever ready to minister to our wants and are the sheet anchors of the unit.

The Official Opening by Captain H. B. Cayley of our depot was a great success, and to avoid drawing on the Company's funds to cover the expenses a cricket match was organised, Birchgrove Sea Cadets v. Blind Institute. 5,000 dodgers so publicised the event that £31 was realised, thus enabling us to hand over £15 to the Blind Institute Sports Club and wipe off the Opening Day costs.

Birchgrove Company holds the Miss Charles Fairfax Flag, Senior and Junior Tug-o-war Championships, Greenwich Flying Squadron's Cup, and gained second place in the League Swimming Competitions.

Our credit at the Bank reads:—

Welfare Committee A/c.	£ 64	9	7
Cadets A/c.	44	13	2
Company A/c.	29	7	4
Band A/c.	3	5	3
	£ 141	15	4

The Southern Cross.

(w.w.n.)

EVERY man, woman and child who followed the newspaper reports of Kingsford-Smith and his intrepid co-adventurers of the air in their flight to the North West of Australia is relieved to know that all is well.

But now that the "tumult and the shouting" has died down and people have found time to deliberate on the airmen's doings since their forced landing on the mud-bank, it does seem remarkable that no certain step was taken by these resourceful men to reach a white habitation.

It is, of course assumed that the navigator of the monoplane was in possession of the requisite navigating instruments undamaged, together with charts of that portion of the coast and good maps of the hinterland showing the positions of the missions, principal cattle stations and coastal townships, so that it would be a simple operation to fix their

position and determine the direction and distance of all the settlements within reasonable reach. The wild nature of the pathless country is conceded—the writer having had some experience of it in the year 1905,—but it does seem inexplicable that no early effort was made to reach any of these places on foot. The crew landed unscathed and, presumably, did not know definitely that "reliefs" would locate them in that isolated place; the public, therefore, is entitled to think that in the circumstances the normal *modus operandi* the following day, after having rested, would have been for two men to stand by the plane while the other two made a bid for assistance.

Castaways from shipwreck have been known to walk unarmed, unshod, unaided (except for berries, leaves, insects and the like, and precious little water) and without the means of kindling a fire have covered great distances through country every bit as rough and isolated as the Kimberley's and have reached civilization without the aid of wireless, sextant or map.

A Press tit-bit recently referring to the danger from fierce blacks is quite imaginary. Those same fierce blacks would not molest anyone unless they were aggrieved—the flogging of one of their number or interference with a gin by a "civilized" white—they are far more tractable than many wild men in the hearts of the world's largest and most cultured cities.

The apparent inaction of the crew of the Southern Cross, all gallant men, which makes it harder to understand, indicates that they would have ultimately died near their machine, contrary to the law of self-preservation, with settlement within reach had not the hue and cry of a continent, fanned by the public press, sent searchers to locate and succour them.

Doubtless, when the complete story is told it will be found that Capt. Kingsford-Smith and his companions had good reasons for not leaving the Southern Cross.

THE Navy League's Sixth Annual Ball will be held on board the R.M.S. "Narkunda" by courtesy of the P. & O. Company on Friday, April 26.

As the number of tickets is limited early application is desirable. All information by ringing B 7808.

MOSMAN BAY



Courtesy
Sydney Mail

Navy League Cadets rig one of their cutters preparatory to a sail.

Dance at Manly.

A goodly number of merry feet tapped the floor of the Friendly Societies' Hall on Saturday night last. It was the first of a series of dances held under the auspices of the committee of the Manly Branch of the Navy League, and which are to be continued throughout the winter on the last Saturday in each month.

The dance was a great success. From start to finish everything went with a merry swing.

The evening was one long unbroken moment of good cheer. The young folk were in good form, and if there were any regrets it was that a happy evening came to an end all too soon, notwithstanding that dancing continued until midnight.

Besides the best in latest modern dances with their syncopated measures, there were some old-time waltzes. Waltzes which, linking past with present, for some, perhaps, lifted the curtain on other days. They recalled shaded lights, bewitch-

ing eyes behind gay fans and perfumed lace, and in their more sedate measure they were a friendly challenge to our strenuous youth. For it was an opportunity for the older members of the company to show the young blood that they had not forgotten how to dance.

Contrasted with the bright frocks of the ladies a generous sprinkling of uniforms added piquancy to the occasion. Among the visitors present were a number from the Birchgrove and Balgowlagh Companies.

Supper was provided for the company, and the catering arrangements were efficiently carried out by Mrs. M. J. Dudley (hon. secretary), Mrs. Green (hon. treasurer), Mrs. F. Bowers, Mrs. I. Perrett, Mrs. Brookman, Mrs. Edwards and Mrs. Bates.

Lieut. A. B. Crago acted as judge in the spot dance competition and presented the prizes.

Excellent music was dispensed by the Ruzetta Dance Orchestra, and if the first dance of the season was any criterion of their popularity the success of future dances is assured.

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BY "PILOTAGE."

SHOULD you chance to visit Portsmouth, or "Pompey" as it is familiarly known to naval men you will find it a town of charming nautical associations. Looking out on the Solent at those thousands of tons of grey steel hulls with guns gleaming in the light of the morning sun, the polished brass throwing off flakes of gold, or whether you see the ships, phantom like, through a veil of mist you will get an impression of British naval sufficiency. You then may turn a surveying eye on that hallowed oak ship, the "Victory" whereon a frail bodied Englishman of mighty soul and clear vision dared and died for England's sake. A wooden ship, bilge-bestank, barnacled, sea-strained and weather-worn in the height of her fame, yet how much we owe to her.

The things Nelson said and did on board make plain his human touch, reveal his *nearness* to the flesh of his fellows, his understanding, his quick perception wherein lay his genius, and so he was greatest in that great company of able and gallant men.

It is possible that Australia owes the enjoyment of her great inheritance to Trafalgar.

Life afloat in Nelson's day was hard. In those oak ships there were none of the refinements that we find in the modern steel ship. It would seem then that the fortitude of the men was due to their environment.

Lord Collingwood who was second in command at Trafalgar had not visioned the day when ships would be of steel. He regarded the oak as the defender of Britain. It is said that he used to walk about his estate stealthily planting acorns here and there for later service in His Majesty's Navy.

Going back 200 years earlier to the Elizabethan period we find the same fine courage in the men who sailed the seas in those smaller wooden ships. That dauntless and chivalrous leader of men, Sir Francis Drake, was one who inspired confidence in his men by his cool courage. On that memorable afternoon of July 19th, 1588, when he was told that the Spanish Armada was close at hand,

he did not even allow the news to interrupt his game of bowls. He knew that British ships and British men could break the might of Spain. For he said there was time to finish the game and lick the Spaniards too. Whether the game was finished or not we don't know, but no time was lost to prepare for sea and confront the enemy. Before dark that night the Queen's ships in Plymouth Sound were lying ready to sail out at dawn.

Sir Richard Grenville in his little ship "Revenge" with half his crew sick, feared not the might of Spain. For his courage was backed up by faith in God. Gallantly he fought—one ship against fifty-three of the Spaniards. Gerald Massey in his stirring poem depicting Sir Richard Grenville's last fight gives us the following lines which show the unconquerable spirit of the man:

"Make ready, now, my mariners to go aloft with me,
That nothing to the Spaniard may remain of victory.
They cannot take us, nor we yield;
So let us leave our battle-field,
Under the Shelter of God's Shield."

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What of Boy Training?

BY AN EX-NAVY OFFICER.

IT is with extreme gratification that with the recent arrival in Australia of the cruiser *CANBERRA* and the two submarines *OTWAY* and *ONLEY*, we can say that the five years' naval programme provided for by the Federal Budget for 1924-5 has now been completed. That programme involved the expenditure, according to estimates, of seven million pounds, and it was adopted, as stated by the Minister of the day, following the precedent set by Great Britain, with the expressed hope that when the programme was completed, the defences of the Commonwealth would be advanced to a "definite point."

That "definite point," in its application to the Navy, was the building of the cruisers *AUSTRALIA* and *CANBERRA*, the submarines *OTWAY* and *ONLEY* (to be built in Great Britain) the aircraft carrier *ALBATROSS* (to be built at Cockatoo Dock, Sydney) five 8,000-ton oil-tankers full of oil for the use of the Navy, and a subsidy of £135,000 towards the construction of a floating dock at Newcastle.

That the original estimate of seven million pounds was exceeded by about £400,000 owing to the increase in cost of locally constructing the aircraft carrier, the floating dock, and the seaplanes for the carrier, is only incidental to the subject now being dealt with; that part of the subject may now be dismissed by congratulating ourselves that the five years' naval programme is now completed—and four months ahead of time! These vessels represent the last word in efficiency in British naval construction; and Australia has now a navy which, if it does not begin to compare with those of the great Powers, at least compares more favourably with those of our Dominions, and as such, is a very effective addition to the Empire's naval strength, which, again, is a matter for self-congratulation, for it had been said that the whole naval policy of the Empire depended upon Australia keeping up to

her programme, which was certainly a fact in its relation to the continuation of the construction of the Singapore naval base.

WILL PROMISE BE REDEEMED?

The only blot on that splendid naval programme so splendidly carried out, was the deplorable fact that it was made the excuse for abolishing Boy Training for the Navy. When that happened as a calamity, the Navy League viewed it with alarm on the principal that a navy without men to man it was almost useless. It was pointed out to the Minister that the policy of the Government in abolishing its only (and well tried and justified) means of training for the navy boys of an impressionable age, on the plea of economy, was false and foolish; that it was as though a builder had weakened the foundations of a house in order to find material for the roof. But in spite of those repeated representations, and not less than those of the *Sydney Morning Herald*—that powerful, healthy champion of the Navy and the Empire—the Government was obdurate; the *TINGIRA*, which alone of all sources had turned out real, thoroughly trained groundwork for the real lower deck of the Australian Navy, was scrapped.

We had to console ourselves with the Minister's promise—if not in actual words, at least in undeniable implication—that the system of boy training would be resumed as soon as funds permitted. It is for the fulfilment of that promise we now await with even more eagerness than we waited for the completion of that five years' naval building programme. We, as a Navy League, do not readily or wholly agree with those who say that the building of ships is the first essential for a navy; and in that view we are at least supported by the expert—Admiral Henderon—who was engaged by the Commonwealth to report on the proposition for a Commonwealth Navy. For one of the first things

that be recommended was the establishment of a training ship for boys on the lines of the old, established naval training ships at Portsmouth, Devonport, and Portland. And it was solely by his recommendation that the *TINGIRA* was established at a time when we had no ships of our own to speak of. Yet, directly we acquired a navy which proved itself magnificently during the War—and that is no mean measure by the services of some of those very men who, as boys, had been trained in the *TINGIRA*—and the pinch of lack of funds was felt, the first thing the Government did was to abolish that fine training establishment to reduce naval expenses!

It is characteristic of the Mother Country that she refrains from tendering any form of advice to her Dominions that possibly may be misinterpreted as interference or dictating. But we feel confident that if the Admiralty were to be asked to advise what steps the Commonwealth ought to take now that the naval programme has been so satisfactorily completed, it would be: "By all means, re-establish your BOY TRAINING."

As the *Sydney Morning Herald* has recently so charitably and opportunely commented: "There may have been sufficient excuse for the temporary abandonment that has actually occurred of (BOY TRAINING); there can be none for persisting in it now."

Rushcutters Bay.

"April 1788.—On the 30th an officer who had been collecting rushes in a cove up the harbour, found and brought to the hospital the bodies of two convicts who had been employed for some time in cutting rushes there, pierced through in many places with spears, and the head of one beaten to a jelly. As it was improbable that those murders should be committed without provocation, inquiry was made, and it appeared that these unfortunate men had, a few days previous to their being found, taken away and detained a canoe belonging to the natives, for which act of violence and injustice they paid with their lives."

From Collins' "*English Colony in N.S.W.*" page 30.

THE COMPASS CLASS.



Courtesy Sydney Mail.

Birse Grove Cadets are keen to learn, as they are to play; their interest never seems to wane.

"The Senior Officer."

Was Keppel's Action Justified?

BY CAPT. J. E. BRANKIN, R.N.A.S.

IT is a very rare thing for the question of seniority to be raised among officers of the Royal Navy.

The Navy List is a publication which nearly every officer in the service makes a close study of, and when occasion requires it, most officers can tell at once the relative ranks of any group of those who may be associated together on a station, or under a command.

But the question did arise once in Australia, and was settled in a manner that did not bring unqualified approval from the Admiralty to the officer who summarily decided the matter to his own satisfaction in Port Jackson.

Since the days of Governor Phillip, Sydney as a Naval Station went through a progressive development; first, it was a remote portion of the East Indian Station, in 1848 it became an independent one under the "Senior Officer"; in 1863 it was created a Commodore's Command, Sir W. S. Wiseman, Bt., of H.M.S. Curacao, being the first Commodore.

Later it became a Flag Officers' Command, Rear Admiral Sir Henry Fairfax hoisting his flag as the first of that rank in Australian waters; in 1902 it attained the position of Vice Admiral Command. The first to enjoy the distinction being Arthur D. Fanshawe. His predecessor, Rear Admiral Lewis Beaumont, attained the rank of Vice-Admiral while in command here, but vacated the position on his promotion to make room for a senior of his rank.

Our story deals with the time when it had just been created a separate station, and Captain J. E. Brankin of H.M.S. Havannah was the Senior officer on the Australian Station," quoting from official documents which he signed. The vessels of the squadron were H.M. ships Havannah, Captain Brankin; Rattlesnake, Captain Owen Stanley; Fly, Captain Oliver; and Bramble, Lieutenant Yule. On the 7th February, 1850, H.M.S. Meander, Captain Henry Keppel, entered the harbour. This vessel, which had been attached

to the East India Fleet, was on her way to the West Coast of America, having been transferred to the squadron in those waters. She had called at Port Essington, in the Northern Territory, to bring away the troops stationed there, and land them in Sydney. Port Essington as a settlement being abandoned. It was thought that as soon as she had refitted she would sail for her destination, Valparaiso.

But the Honorable Henry Keppel was not built that way, and seeing that he had six months seniority, he came to the conclusion that he was "Senior Officer," and not Captain Brankin. It happened that the Havannah was absent in New Zealand when the Meander arrived at Sydney, and unfortunately a matter occurred which gave the Captain of the latter the opportunity he evidently desired.

H.M.S. Rattlesnake was the principal surveying ship, and had just returned to Sydney, after being absent nearly twelve months on the Northern coast, entering the Heads two days before the Meander. Her Captain, Owen Stanley, "worn out under the fatigues and anxieties attendant upon the arduous duty of surveying in a tropical climate" died shortly after his arrival.

As soon as Captain Stanley had been laid to rest, in St. Thomas' burial ground at North Sydney, with all the honors, naval and military, due to his rank, Captain Keppel without waiting for Brankin's return appointed Lieutenant Yule of the Bramble to the command of the Rattlesnake. The Meander immediately after sailed for Hobart, and the same paper which published that had an inspired paragraph to the effect that "H.M.S. Rattlesnake, Commander Yule, will sail from Sydney for England early in May. It is probable that when Captain Brankin returns to Sydney the Bramble will be sold out of the service." All this took place in seven days.

News did not travel as fast in 1850 as it does to-day, but as soon as the death of Captain Stanley reached Port Nicholson, Brankin made his way

back to Sydney, and by a coincidence the two vessels the Meander from Hobart, and the Havannah from New Zealand, came up the harbour close together on the 26th April.

It is said Brankin immediately sent for Yule and told him the Rattlesnake should not go to sea with him in command, and that he would be superseded and another officer appointed in his place.

The other "Senior Officer" then has his interview with Commander Yule, who he instructed to get his ship ready immediately and proceed to England. It may be presumed that Yule would be glad to get away, and in a week's time the Rattlesnake had sailed. The Honorable Henry Keppel having seen the Rattlesnake safe out of the harbour tripped his anchor and cleared out for Valparaiso, having put as much comic opera business into his visit to Sydney, as he would be ever likely to do again in the same time. But Keppel was noted for his eccentricities, some of which if performed by officers with less influence would have resulted in courts-martial and dismissal from the service.

The newspapers of the day were pleased to allude to it as a difference of opinion between two officers. But there should have been no difference of opinion between an officer who was merely a visitor in the port, and who belonged to a squadron in another part of the world, as to what his position was, whilst the other, although six months his junior, held a commission from the Lords of the Admiralty as Senior Officer on the Australian Station.

With the departure of the Meander the centre of argument was removed to England and the United Service Gazette found its columns hardly capacious enough to admit the volume of correspondence that flowed in.

The interest to local people is that it was the Rattlesnake that the Marine Artist, O. W. Briery, painted on the dining room wall in Oswald Blossome's house, "The Rangers," at Mosman's Bay.

It is also generally believed that it was the Meander, which at ball practice down the harbour, knocked down the high rock which formed the bottle in "the bottle and glass" group of rocks off Vaucluse.

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Aims and Objects of the 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 Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
2. To convince, Australia, 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 SECURITY.
3. To bring home to 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 NAVY, WEEDS US INTO A POWERFUL WHOLE.
4. 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.

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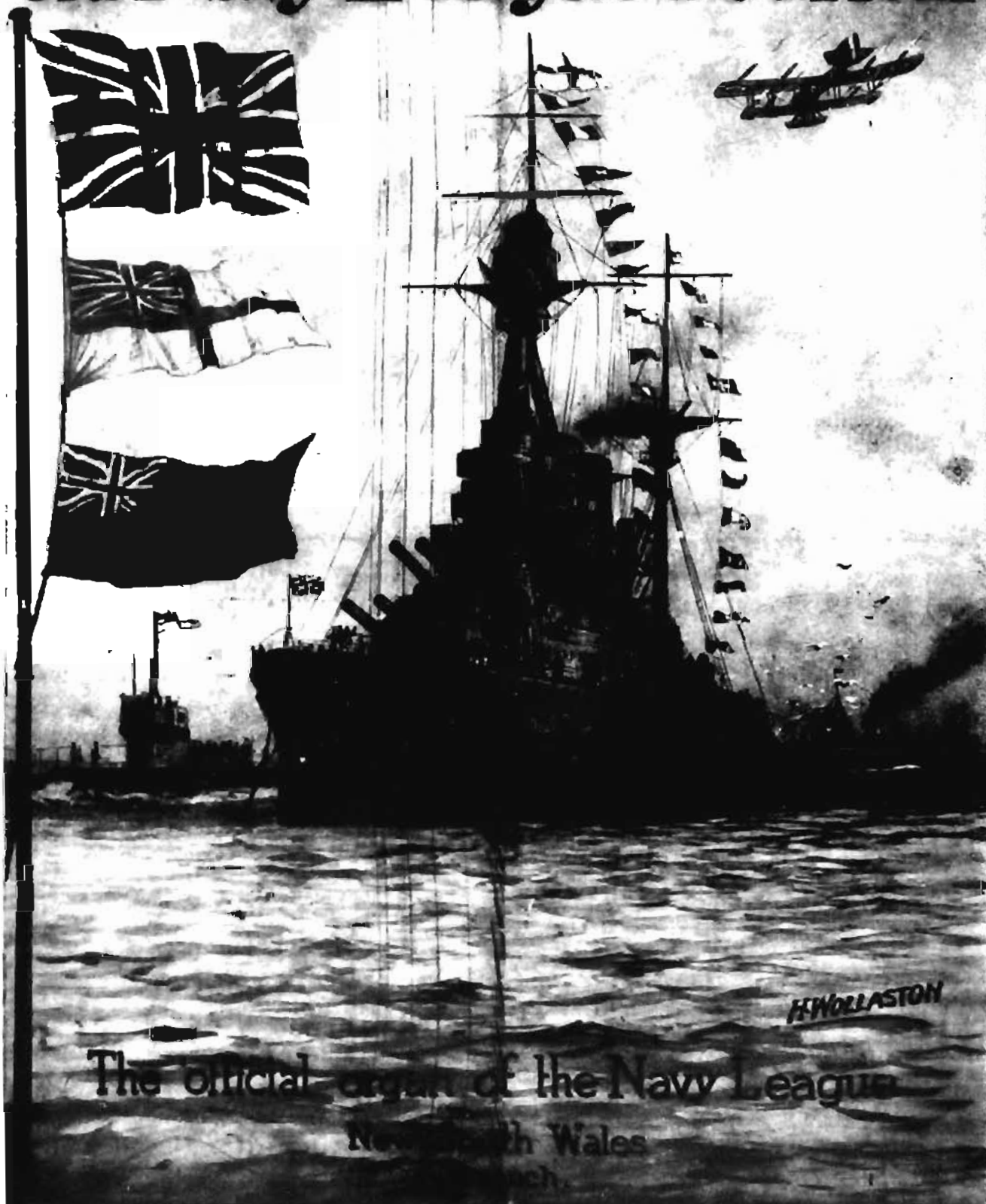
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New South Wales

Perth.

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The Navy League Journal

VOL. X. No. 1.

SYDNEY, MAY, 1929.

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"BATHED in moonlight, and with its decks enclosed with bunting and hung with coloured lights, the P. & O. Mail ship NARKUNDA made a brilliant setting for the Navy League Ball."

So ran a leading Sydney newspaper's introduction to its report of the N.S.W. Branch of the Navy League's Annual Ball held on April 26. In like justifiably effusive terms, the report went on to describe the splendid organisation of the Ball, and to give the names of the distinguished patrons and guests who were present, and to describe the dresses that their wives and daughters wore for the occasion.

We take a pardonable pride that our Annual Ball was honoured by the presence of a Vice-Royal party. That the function should have been considered fitting for such high distinction is a tribute both to the Navy League and to the patrons and guests who attended it.

So far so good. But we are confident that we shall receive their Excellencies' endorsement in stating that equally with themselves does the Navy League appreciate the whole-hearted backing that the occasion received from Messrs. Macdonald,

Hamilton & Coy. also the great P. & O. Company and the officers of their splendid ship, NARKUNDA. May we be pardoned if we have the temerity to go a little farther—if we suggest that the P. & O. Company, in thus generously supporting the Navy League, is only substantially acknowledging the principle of the Navy League whose aims are for the maintaining of adequate naval defence insofar as safe sea transit can be assured! And may we not go still a little farther and suggest that such practicable backing of the Aims of our League is not due alone from the shipping world, but that it is even more due from the one thousand and one primary producers and their business beneficiaries who must depend wholly upon shipping for the overseas marketing of their products!

But we realize that it is not within the reasonable scope of the primary producers to make "NARKUNDA" available to the Navy League in its almost feverish efforts to raise bare funds for "carrying on." Yet, it is within the scope of every loyal citizen to do his little bit towards securing the policing of the seas, if it is only to subscribe his little mite by membership.

Is it too much to ask that a purely Country Branch of the League be formed!



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Martinets I have Sailed Under.

No. 14.

(Written for the "Navy League Journal" by "Jack Frost.")

TALANI WITNESSES TARGET PRACTICE.

"[T]HAT is the end of Chapter One of my Book of New Resolve!" exclaimed Captain X to Number One, chuckling and rubbing his hands together as, after he had breakfasted, he sauntered on deck, and assured himself that his prisoners were comfortably but securely ensconced in their new and strange quarters. "I commence my second chapter forthwith. Prepare for sea, please, and notify the gunnery lieutenant that we will carry out target practice to-morrow."

"Ay, ay, sir," replied Number One, saluting, as he turned to execute the Old Man's orders.

To his clerk, the Old Man said, later: "I'll be bound, that when I have finished entertaining my guests, and I have freed them, they will return to their mountain retreat better and wiser men. They will be eating out of my hand. Better still, I trust I shall have convinced the members of this bun Commission what stupid asses they have been in imagining that these wretched niggers cannot be made amenable to law and order."

Sending for the marine officer, he gave him instructions that the prisoners were to be kept under close and constant surveillance, but that they were to be treated with every courtesy, and be made to feel that they were privileged guests rather than prisoners. While the ship was preparing for sea and for target practice, the missionary came on board, all anxious to learn the result of the punitive expedition. Accompanying him was a man named Martin, a better-class type of beach-comber who, on occasions, acted as native interpreter for the Commission. They informed the Old Man that the news of the coup had spread all through the friendly coastal villages, among which, there was great rejoicing going on. The native guides had started circulation of the news,

with characteristic embellishment of their own prowess, and this had gained colour in the process of retelling.

The Old Man gladly welcomed Martin, who as gladly accepted an invitation to remain as his guest for the short cruise he was about to make. Fortunately, also, one of the prisoners, more intelligent than the others, having had a few years' experience on an Englishman's plantation, was able to understand English fairly well, and also to speak it fairly well. To him, therefore, the Old Man, with Martin's valuable assistance, explained the situation, which the native, in turn, explained to his colleagues in his own language. The Old Man did not, however, explain to the native that his idea of carrying out target practice was to scare the lives out of them, and thus provide for them an object lesson of the far-reaching power and might of a British "man-e'-fight." He trusted to that little scheme being self-explanatory. But he did, with the assiduity of a newly-ordained curate teaching a Sunday School class its catechism, daily endeavour to drive into their thick, heathen craniums, at least an elementary knowledge of British Justice according to the gospel of Saint Captain X. He had even hoped that he had made it quite clear to them that British Justice applied equally for the welfare of blacks as for whites. And all might have been well, had the Old Man been content to let it rest at that.

But, on the following day, when each of the prisoners were made to stand plumb behind the breach of a four inch gun, while a target was being peppered with shrapnel, whatever good ideas they might have formed of British Justice, were completely shattered. So badly impressed were they, that at the first shot, they one and all broke guard, and leaped into the air, yelling; one so high that he, apparently, never came down again.



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The fact was, that he leapt over the side, sank, and was never again seen. Another one was so scared, that he sat down on his haunches, and moped and moped, until, after the fashion peculiar to natives, he moped himself to death. For, when, at length, one of the guard went to rouse him up for his kai-kai (which was of the best the ship's galley could supply) he was stark stiff, dead as a door nail! It took the combined efforts of the Old Man and the interpreter some days to soften the prejudicial effects that that object lesson made on the guests' heathen minds.

A WELL-STAGED PLAY.

Like most warships, H.M.S. ——— boasted its amateur theatrical company. In furtherance of his scheme for educating and training his guests for what he intended should be their future mission, as apostles for preaching, among their fellows, the gospel of British Justice, with characteristic veratility, the Old Man wrote a bright little sketch entitled: "*Vasanasana is Mine.*" With himself in the leading role of Captain Swift, the Avenger, he introduced many characters—British Jack Tars as a punitive expeditionary force; a missionary, planters, traders, black-birders; all in their respective spheres. Some score of the crew were daubed from sole to crown with blacking-down slush, to represent a horde of almost naked savages.

The first act represented the kidnapping of natives by the black-birders, and the subsequent working of them on a plantation.

The second represented the violated tribe in a subsequent act of reprisal. This scene was cunningly designed to dramatize the actual scene which was presented when, at Cascade Cove, Talani's tribe, or members of it, had massacred the mate and two "boys" of the trading schooner "Ariel," as so graphically described by her master in his report to the Commission.

Act three depicted a naval punitive expedition punishing the whole tribe for having taken the law into its own hands. The second part of this Act depicted how British Justice would have avenged the tribe for wrongs suffered at the white men's hands, had the chief, instead of taking the law into his own hands, appealed to the British

warship preferably through the resident coastal missionary.

Sending for the leading organisers of the amateur theatrical company, the Old Man showed them his sketch, and directed them to set about preparing for its production at an early date. In order to expedite matters, he relieved all the characters from ordinary duties. With canvas from the boatwain's stores, he himself, with the ship's painter and a few understudies, prepared the scenery, this being aided by a few boatloads of green stuff gathered on shore.

On the ship's return to Penticost, the sketch was duly produced. The missionary and his wife, and many members of the Mission, were present by invitation; and the interpreter succeeded in persuading the erstwhile guides—Joe and his "boys"—and many others of the tribe, to witness it also.

Throughout the play, the prisoners, squatted on a platform specially erected for them, to afford them a clear view of the stage, were coached by the interpreter, to a sense of the full meaning of the dialogues as they were spoken. Undoubtedly, the sketch was a success as an object lesson, the missionary, afterwards, enthusiastically characterising it as "a realistically dramatised sermon."

The following morning, the Old Man, to satisfy himself that the prisoners had been correctly and profoundly impressed by all that they had seen and heard while on board, sent for the explanation "boy" and, through the interpreter, subjected him to a form of catechism, the result of which was satisfactory, omitting the tragedy of the target practice portion. The "boy" was then sent back to join his fellows and to communicate to them all that had been asked of him and told to him by the Old Man.

The next, and the last, thing to do, was to extract a promise from Talani that, if allowed to return home without further imposition on him as a compulsory guest, he would deliver up to the Big White Chief of the Queen's Big War Canoe, the actual perpetrators of the "Ariel" outrage. It was further required of him that he, in person, and as many of his tribe as possible, should attend the execution of the murderers, to be solemnly and



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publicly carried out on the beach at the identical spot where the outrage had been committed.

To all this, through the explanation "boy," and the interpreter, and with much evident gratefulness indicated by his own gesticulating, Talani agreed. Shortly afterwards, loaded up with presents, not only from the Captain, but from the men, Talani and his remaining nine subjects were landed on the beach. To the Old Man's consternation as also that of the boat's crew, no sooner did they reach the fringe of the bush, than they dropped their cumbersome loads of presents, and scurried out of sight like so many scolded cats!

"Well, I'll be damned!" exclaimed the Old Man, as he ordered his boat's crew to collect the discarded presents for conveyance on board again.

"Seems very much as though your plans have gone a trifle awry, after all, Sir," remarked Number One, who had watched the spectacle through his glass, and was inclined to be good-humouredly sarcastic when the Old Man returned. The Old Man failed to appreciate the good-humour, however:

"You be damned, Sir!" he snapped, and strode sulkily into his cabin.

To Martin, the interpreter, who had consented to remain on board in an official capacity, until the business with Talani was finalized, and who, also, had witnessed the scurrying away of the natives, he said: "If that blighter doesn't keep to his word and deliver up those cutthroat cannibals, I'll get his confounded scalp if I have to wait till doomsday for it, damme, if I don't!"

"Never fear, Sir; he'll keep to his word," replied Martin, with an assurance which seemed hardly justified by the circumstances.

"What makes you think so," asked the Old Man, eagerly.

"In the first place, Sir, he'll be regretting the loss of those presents. Then it was not Talani who first dropped his load and beat it. It was one of the others who, as far as I could make out with my glasses, took a sudden funk as a result of the reaction of his feelings; involuntarily dropped his load, and took to his heels. The rest, without stopping to consider what was happening, simply followed suit; and there was a general stampede."

"That seems to be a fairly likely solution," replied the Old Man, much relieved.

A GRUESOME EXECUTION SCENE

On the morning of the second day after the release of Talani and his fellow prisoners, the lookout in the fore cross-trees bawled out the report: "Smoke on the head of the Bluff, to starboard, Sir!"

Through his telescope, the officer of the watch discerned smoke curling upwards from a commanding eminence on the bluff dividing Cascade Cove from Steep Cliff Bay where the ship was anchored. From a scarcely discernible wisp, the smoke increased in volume to a thick, dense column which presently burst into flame fierce enough to cast a glare, even in the dazzling sunlight. It was the pre-arranged signal from Talani, notifying the chief that he had secured the perpetrators of the "Ariel" outrage and was on his way to the beach with them.

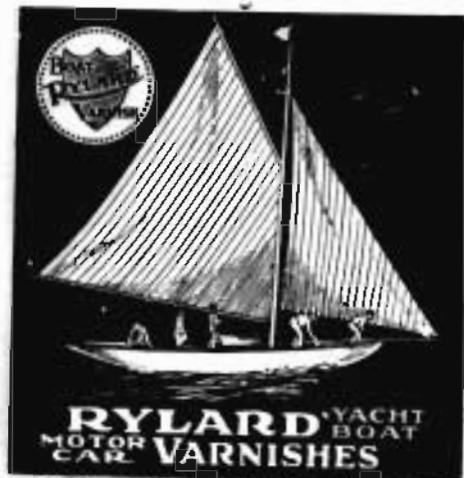
To Number One, on his reporting the signal to him, the Old Man beamed triumphantly: "My plans, it would seem, are not going so much awry, after all," he said, mimicking the others' sarcastic utterance of a couple of days ago.

Still inclined to pessimism, Number One smiled, as he replied with an inference which the Old Man, inwardly puzzled over: "Let us hope not, Sir."

The landing party—indeed, practically all hands had been ordered to hold themselves in readiness to land at a moment's notice—was piped to "fall in," every man abreast of the boat to which he was allotted. The party included pioneers with trenching tools, and a firing party. In order to invest the gruesome ceremony of executing the criminals, with due pomp and dignity, the men were dressed in their best whites—drill frocks, cloth tunics, and straw hats—and all available officers were to be present in full dress uniform.

Meanwhile the lading operations proceeded apace, hordes of grotesquely painted savages were massing on the beach, to assist on their haunches and gaze abstractedly upon the strange spectacle taking shape about them, as the boats arrived.

Imagine the spectacle: Upwards of five



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hundred savages in war-paint squatted in orderly array in lines parallel to the fringe of the bush, their chief and headmen standing erect and motionless as statues at intervals of the lined formation. In the centre front, bound hand and foot, their wrists and ankles lacerated and cut through to the bone, from the rough jolting of being carried down the mountains, along, head and feet, upon poles like struck pigs.

Facing the natives, three hundred officers and seamen, with gleaming swords, rifles, and fixed cutlasses; on the right flank, a detachment of marines in brilliant scarlet tunics and white helmets, with rifles, and fixed bayonets. Under a giant hyacinth tree, which was in flaming red bloom, one overhanging bough of which was improvised as a gibbet, a firing-party of marines in charge of a non-com, with a bugler in attendance; spectators (white and black), executioners, and grave-diggers—there you have it in a nutshell!

Presently, the bugle sounded off: "Defaulters!" Then followed, the "Still!" as the Old Man solemnly took his seat at a table on which was spread the Union Jack. He was attended by his clerk, Number one, and the Master-at-Arms. At a sign from the Old Man, the prisoners were carried before him; they lay prostrate and motionless, a vacant stare in their eyes.

The trial was a farce—purely formal. The prisoners could not understand a word that was said, through Martin, the interpreter; neither did they seem capable of interpreting what, to many natives would have been obvious by signs and gesticulations.

A FLAW IN THE PLANS.

The hearing of the case being closed, the Old Man pronounced sentence of death in the formal term: That the six prisoners—naming them—be hanged by the neck until they die.

The surgeon stepped forward, felt the prisoners' pulses, and turned back their eyelids, and shook his head. Leaning across the table, he whispered to the Old Man: "You may save yourself any further trouble, Sir. These men are as dead as Julius Caesar! They had the life jolted out of them while being carried down to the beach."

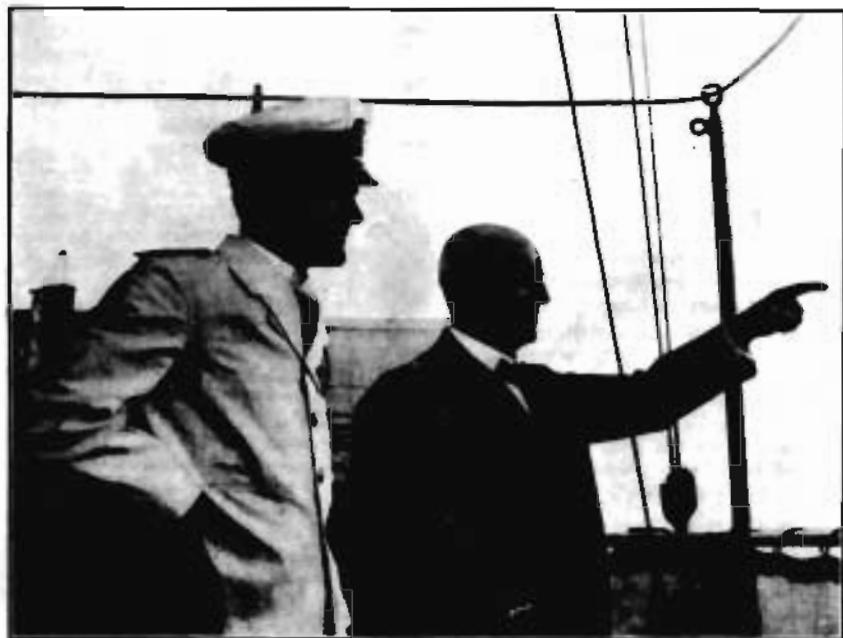
But, determined not to be balked of so splendid

an opportunity for teaching the savages, and, incidentally, the Commission, an object lesson on British Justice and its far-reaching powers, and its basis of equity and humane principles, he decided to go through with the execution ceremony.

I will not attempt to regale the reader with a description of the morbid scene of the "hanging"; nor need I describe the look of abject terror which gleamed in the eyes of the awe-stricken savages and whites alike. It was a brutally gruesome scene. But, as the Old Man, later, expressed it: "It was an experiment; and one that had never before in the history of the Commission, been tried. Brutal though it necessarily was, it was far less brutal than to steal upon the village at dead of night, and indiscriminately shoot down its inhabitants, without judge or jury, the innocent with the guilty. To have carried out those executions in a non-spectacular fashion, would have deprived me of the opportunity I have long sought—of administering an object lesson, on the lasting effects of which, so much depends for the future success of a humane system of trial and punishment of such as are found guilty by weight of evidence or, where that is not available, then, at least, under prevailing unconstitutional conditions, by weight of sound deduction. I have, I flatter myself, given a practical demonstration of the soundness of a system long opposed by a majority of my colleagues on the Commission, painful though it was for me, as for everybody else."

It had been part of the Old Man's plan, that, after the executions and during the burial ceremony, the customary three volleys of blank should be fired, the bugler afterwards sounding the "Last Post." This, indeed, he commenced to put into operation. But it so happened, unfortunately, that the firing party was placed in position facing, and in close proximity to, the savages who had been gathered in a massed group so as to give them a closer view of the burial ceremony. No sooner had the first volley been fired—unexpectedly to the savages—than, by the Goddess Bellona! they all sprang to their feet as one, and, with whoops and yells which drowned the report of the volley, scampered into the bush as though Old Nick, himself, were after them, leaving the Old

NAVY LEAGUE ENTHUSIASTS



MR. HAROLD COCHRANE of the NAVY LEAGUE EXECUTIVE and MR. L. E. FORSYTHE, REGIONAL OFFICER-IN-CHARGE AT DRUMMOYNE.

APRIL 20th was an important date in the history of Drummoyne Cadets. Mr. Cochrane, in declaring the Depot open, said it was owing to the vision of Mr. Forsythe that such an excellent site was chosen. The amount of time and thought given by Mr. Forsythe, his officers and some of the Committee was exceptional and the result of their activities was the splendidly conceived and completed depot they saw there that day. The building, Mr. Cochrane said, would cost £600 and of that amount about £250 remained to be found. The speaker concluded by thanking Mr. Arthur Ingham and Mr. Jackson for the consideration and help they had afforded the Drummoyne Company in its venture.

Man agape, staring in blank dismay.

He turned helplessly to Number One to find him grinning: "How strange!" he exclaimed. "What the devil made them scurry away like that? I wanted to address them."

"They certainly did seem to be in a hurry, Sir," was the sarcastic reply.

TO BE CONTINUED.

Bulwarks of Empire.

BY W.W.B.

AUSTRALIA is ringed by the sea and by way of the sea we shall keep it or die.

The sea through the centuries has been the highway to the Empire's development and greatness. The sea, too, is the Empire's weakness, for across its moody face stretch those thousands of miles of communications linked by means of ships vital to the continued throbbing of the Empire's heart. And thousands of ships, the palatial liner down to the humblest tramp, need protection in times of war: of crisis.

The Empire, with England the pivotal head, has a great marine police force, the Royal Navy and its junior partners the Indian, Canadian and Australian Navies on hand against the hour of need. The Empire Navy is as peaceably disposed to the rest of the world as is our own New South Wales Police Force to the law abiding citizen—and as efficient. Without this great instrument of Empire protection, who is to say what would happen to Australia? to India? South Africa? to Britain herself?

What would happen to a jeweller's shop and its contents, or a bank, if there were no police, or no law supported by the police, to enforce honesty on would-be thieves, or to make it not worth while for wrong doing?

It would be wrong to assume that a nation or a person is fundamentally or from choice, a thief; but it is true to say that experience and history teach that law and order cannot be maintained unless in the background there stands the means of compelling the observance of law and order if circumstances require and demand it. And so the

great bulwark to the British Empire's enjoyment of the riches in her jewel shop is the Navy.

Through the mists of time shine the indestructible deeds of our Empire builders and Empire defenders and the glory of their achievements and the inspiration from failure to try again stir to wonder the humblest of us. The sea gave these disciplined citizens the opportunity to take advantage of possibilities and the British Commonwealth of Nations is the amazing result.

Who shall say that we Australians as a nation do not owe our great inheritance to the men on those wave-beset, harassed ships that crossed and re-crossed the stormy Atlantic and then bore up for Cape Trafalgar and immortal victory? Who shall say that our forebears who sailed the seas to these sunny shores since the 21st of October, 1805, do not owe the opportunity to Nelson, our greatest and best loved seaman? And so to-day let us help to pass forward the spirit of the sea to those who are young and to those who shall come after us.

The Navy League in our midst in this great city of Sydney is an organisation voluntarily carrying on this national work. You can help. This splendid League has six hundred voluntary cadets amongst us. It has between 30 and 40 great hearted honorary instructors who give of their time to the welfare of the lads and to the teaching of practical things appertaining to the sea.

The Navy League, by example, is helping to keep alive that something which gave Nelson to England and Australia to us. The League stands for disciplined citizenship: it is the enemy of disloyalty and apathy alike and the friend of the prudent who believe that effective defences are the best safeguard against national suicide. It is fitting, then, that the funds of the Navy League should have been augmented in an atmosphere redolent of the sea and on April 26 the magnificent ship "Narkunda" of the P. & O. Company was the scene of the League's Sixth Annual Ball. There our Admiral Governor and also our first Australian Admiral were received by a Guard of uniformed lads of the League and these the people of Sydney had the opportunity and privilege to assist in an indirect way to keep alive the sea-spirit of our race.



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Sixth Annual Ball.

P. & O. Company's Generosity.

THE most successful dance in the history of the Navy League in Sydney was held on April, 26. The P. & O. Company made its magnificent mail steamer *NARXUNDA* available for the occasion and the guests were entertained in a fashion which one associates with this celebrated line. The chill night breeze was shut out by the canvas screens which had been rigged in the best sailor style under the personal supervision of the Chief Officer, and the decks were in wonderful condition for dancing. Stanchions and railings were draped with many flags and the profusion of greenery and coloured lights added enchantment to the scene. Non-dancers took advantage of the delightful coziness of smoke room and lounge and played cards while old-time fires glowed and spread their warmth. Supper, as a supper, was something to marvel at and was served in that quiet efficient manner by a staff unsurpassed anywhere. No fuss, no waiting, no complaints; all was harmony and satisfaction.

Floral decorations were beautiful: the Vice-Regal table being a noteworthy feature much admired. Lovely roses and other blooms were arranged in dainty baskets and supplied by Max, the Sydney florist. Messrs Jeans and F. Searl also sent gifts of exquisite flowers which were used with good effect by members of the decorating committee.

The Governor, Admiral Sir Dudley de Chair, Lady de Chair, Miss Elaine de Chair and party were received by Mr. and Mrs. Mackay Sim and Captain J. W. Parker, the commander of the *NARXUNDA*, on behalf of Messrs. Macdonald, Hamilton & Co., and the P. & O. Company, and by members of the Navy League Executive and the Ball Committee.

The Governor of Fiji, Sir Eyre Hutson, and Rear-Admiral and Mrs. O. F. Hyde were with the Vice-Regal party and many of Sydney's most prominent citizens and social leaders were present among the five hundred or more dancers and card players.

The function was a splendid success in every way and the organisation and arrangements re-

"Best in the World."

Singapore Naval Base.

French Writer Justifies Policy.

A writer in the current issue of the periodical "Animateur des Temps Nouveaux" pays England the tribute of making the finest naval base in the world.

"Singapore," he says, "is one of the most active transit ports of the world, equal to Suez and Panama. To-morrow it will be the most important naval base in the British Empire—that is to say, in the world."

That, in itself, is a fine tribute; but he goes further—which is still more important: he justifies England's policy in that it makes towards peace for the world. "Singapore," he points out, "is the meeting-place of the Indian Ocean and the China and Java seas. It is on the commercial routes to the Far East, and on the line of communications which unites the Dominions in the Pacific with India and the rest of the British Empire."

"A base at Singapore, with dry docks and proper supplies, alone is capable of assuring protection to the British possessions in Asia and Oceania. It will cost millions! But is that dear to pay for the security of the Eastern seas?" he pertinently asks.

"England's policy," he frankly and graciously avers, "is to render others goodwill, and to make doubly sure by preparing for all eventualities."

Such an argument from one of the most powerful of European nations (in the opinion of one of its reputable naval critics, at least) should weigh heavily at this moment when the sincerity of England's naval policy is being doubted by a section of the United States Government.

lected the utmost credit on all concerned. The Navy League is glad to take this opportunity to invite Messrs. Macdonald, Hamilton & Co., and the P. & O. Company to accept heartiest thanks for their splendid hospitality and kindness. Not only was the fine ship made available to the League but supper and all refreshments were supplied free of cost.



For the **BOY, AUSTRALIA** and the **EMPIRE.**

Monthly Notes and News.

It is regretted that it has not yet been possible to arrange a date for the inspection of the cadets by Rear-Admiral E. R. O. Evans. Admiral Evans reached Australia on board the P. & O. mail steamer *MOOLTAN* and travelled overland from Fremantle to save time. The Admiral will command H.M. Australian Squadron during manoeuvres at Hervey Bay, Queensland. The Squadron, accompanied by New Zealand's two cruisers, will make a grand entry into Sydney Harbour about the end of June.

Drummoine Company has lately leaped into fame with the successful opening of its new depot. Mr. Harold Cochrane officially opened the building on behalf of Regional Officer L. E. Forsythe, Drummoine Committee, supporters, officers and cadets. The structure was specially constructed with an eye to nautical training requirements, and Mr. Forsythe is to be particularly commended for his foresight in the selection of the site and the excellent lay-out of the depot. Representatives of other units, who were present at the opening, expressed themselves in the highest terms of approbation at what Drummoine had accomplished.

Members of the League will be sorry to learn that Captain O. Smith has been lying seriously ill at his home for some weeks, and all will join in wishing him a successful recovery and a long spell of good health.

Mrs. B. J. Shillington (formerly Miss Frances Glamon), one of the League's most consistent

financial supporters, keeps in constant touch with Headquarters, and is interested in all League matters despite her removal to Rahaul, where her husband, Colonel Shillington, is a magistrate. The Colonel, by the way, is a barrister, and could add the lustre of a fine war record to his other noteworthy achievements.

League football enthusiasts who follow different sides will be interested to learn that the recent referendum disclosed an overwhelming majority of cadets in favour of Rugby League; Soccer was a fair second, and Rugby Union a poor third. Unfortunately we are at present confronted with the almost impossible difficulty of obtaining the use of a ground for the lads. We are not without hope that the Navy League will one day own a recreation ground and will be saved the worry and thankless task of begging the temporary use of one.

The change of flag from Rear-Admiral G. F. Hyde, C.V.O., C.B.E., to Rear-Admiral E. R. O. Evans, C.B., D.S.O., will take place on H.M.A.S. *AUSTRALIA* on May, 17.

Submarines *OTWAY* and *OXLEY* accompanied by the parent ship *PLATYPUS* are scheduled to leave port for Jervis Bay on May, 27, when the submarines will perform a series of exercises including diving.

The generosity of the P. & O. Company in making R.M.S. *NARRUNDA* available to the League assured the success of the Sixth Annual Ball for Headquarters. When all returns are in it is expected that the net financial result will be over £400.



Enthusiastic Single Stick

BIRCHGROVE ENTHUSIASTS ARE ADEPTS WITH THE SINGLE STICKS.

Birchgrove.

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

We congratulate Drummoine on the success of the official opening of their new depot, which is further proof of the wonderful progress being made in the Navy League Sea Cadet Movement of N.S.W.

Needless to say, Birchgrove feels highly elated at their crew's success in the McMaster Cup Race. The boys have tried often enough and surely hard enough, and many congratulatory telegrams, including one from Mr. Whitmore, Yamba, were received from well-wishers.

The cutter's crew clubbed together and purchased a small silver replica of the McMaster Cup, which they presented to Mr. Kendal, 2nd Officer, who coxswained them to victory.

P.O. Watt, the starboard stroke oar, received a similar gift from our Godmother.

On Thursday, 16th May, our splendid concert party are giving an entertainment at the depot.

Charges are—Adults 6d., Cadets in uniform 3d., and all are assured of a good night's entertainment. The proceeds are to go towards making the bazaar on 7th September a success, and for which the never wearying Welfare Committee and Felix Club members are holding sewing bees and organising dances, etc.

Any other unit, desirous of augmenting their funds and able to procure a suitable Hall, may engage our concert party on a 50-50 basis.

The Welfare Committee are arranging for a Theatre Party this month. The musical comedy, "Clowns in Clover," has been chosen, and all are looking forward to the evening.

Masman Bay.

(Contributed by Mr. J. McGarry.)

THE Masman Bay Committee tended the officers and cadets a splendid afternoon at Clontarf, during which sports were indulged in, and the cadets did full justice to the afternoon tea supplied. Many thanks for your kindness.

On Saturday, 13th ult., our new President,

Captain Stringer, visited the Depot and was initiated into the activities of a Navy League Sub-Branch. A display of cadet instruction was presented, and he was greatly impressed at the work done. A number of the Committee members were present; the ladies supplied afternoon tea, and a very pleasant termination was made at 5 o'clock.

OPENING OF DRUMMOYNE.—Mosman Bay was strongly represented at the official opening of the Drummoyno Depot. After a congratulatory speech the Depot was commissioned by Mr. Cochrane.

The afternoon events resulted in a win for Birchgrove (McMaster Cup cutter race).

The sailing race (the just to be held in the Navy League) was contested by Balgowlah, Mosman and Drummoyno, and resulted in a win for the latter.

We congratulate Drummoyno officers and cadets as the possessors of such a fine depot.

ANZAC DAY.—A party of 30 cadets from this Company headed a procession of the Junior Red Cross Association in a march to Government House, where they were inspected by His Excellency the Governor.

CHURCH PARADE.—St. Clement's, Mosman, was a "sea of blue" when a large contingent of Mosman and Balgowlah cadets commemorated Anzac Sunday (April 28th).

No doubt every Company is preparing for the coveted Fairfax Banner. Having once possessed it Mosman cadets are desirous of winning it again—so the present owners had better look to their laurels.

The Committee of the Mosman Bay Company will commence this year's activities with a Cabaret Dance on June 8th. These dances are most popular, and there is an assurance of even better results than last year.

Woolwich.

(Continued by Mr. B. W. Sims, O.C.)

Our first concert, held on April 19th, and organised by the Ladies Committee, was a great success, both socially and financially. Our thanks are due

to Mrs. E. H. Clarke, President, and Mrs. Carruthers, Vice-President, and to all the members of the committee, also to the artists, many of whom travelled long distances to give their services.

We congratulate Drummoyno Company and Mr. Forsythe on the occasion of the opening of Drummoyno Depot, and trust that the funds still required will not be difficult to raise. Such a well-conceived depot should be an inspiration to the company to always aim high. (I am not referring to the rifles). Woolwich Company tender their thanks to Mr. Forsythe for a very enjoyable afternoon.

On Anzac Day we attended the Memorial Service at Hunter's Hill Town Hall at 11 a.m. The hall was packed, and among those present were members of the local branch of the R. S. & B. League, Girl Guides and Boy Scouts. The Rev. W. Pendleton Stewart delivered a forceful address. The afternoon was spent at the depot laying a concrete path (or rather watching our 1st Officer lay a concrete path), and building a cabin in the depot.

On April 27th the cadets under the O.C. visited Cockatoo Island at the invitation of Mr. Turnley of the "Karumba." What is left of the H.M.A.S. "Sydney" was inspected by the boys, who afterwards explored the "Karumba" from stem to stern. H.M.A.S. "Oxley," in dry dock, also excited much interest, but time would not allow our going aboard. Many thanks, Mr. Turnley.

During the month we finished painting the skiff and launched her. Whenever possible boating practice has been indulged in, and before long we hope to give a good account of ourselves against other companies.

For the information of all companies we announce that we are adopting Lane Cove Region colours, Black and Gold, the shoulder patch being gold with a black horizontal bar.

We beg to acknowledge with thanks the gift of a typewriter from Messrs. Chartres Ltd. It will be of untold value to us in many ways, and we appreciate the promptness with which Messrs. Chartres Ltd. considered our request and their generosity in not only giving us so serviceable a machine, but also in delivering it to the O.C.'s address in the city.

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R.A.N. Appointments.

Captain: Cyril H. G. Benson, D.S.O., to "Franklin" for R.A.N. College, in command to date 9th April; Herbert A. Forster, M.V.O., to "Cerberus" additional for passage to England per s.s. "Demosthenes" for reversion to the Royal Navy, to date 12th April; Francis H. W. Gooden to "Cerberus" additional for passage to England per s.s. "Orama" for reversion to the Royal Navy, to date 24th April.

Commander: John W. Darnford to "Anzac" in command and as Commander (D) to date 27th April; George D. Moore to "Albatross," to date 27th April; John F. B. Charles to "Australia" in command and as Chief Staff Officer to Rear Admiral George F. Hyde, C.V.O., C.B.E. (temporarily), to date 24th April; Eustace Rotherham to "Cerberus" additional for passage to England per s.s. "Demosthenes" for reversion to the Royal Navy to date 20th April; Reginald M. Stevens to "Cerberus" to date 18th April; Christopher H. Ringrose to "Cerberus" additional for passage to England per s.s. "Aorangi" for reversion to the Royal Navy, to date 2nd May.

Lieutenant: John G. D. Wetherfield to "Penguin" additional to await passage, to date 24th April; Alfred E. Buchanan and Frederick R. James to "Cerberus" additional for passage to England per s.s. "Orama" to date 24th April; Charles R. Reid and James C. Morrow to "Australia" to date 24th April; Cecil G. Baldwin to "Penguin" and for ships in Reserve, to date 18th April; Geoffrey A. Hall to "Cerberus" additional for passage, to date 28th April; Arthur Greening to "Cerberus" additional as Sub D.R.O. Port Melbourne, to date 14th April.

Sub-Lieutenant: Max J. Clark to "Cerberus" additional, to date 8th April.

Paymaster Lieutenant-Commander: Wellington T. Hagan to "Penguin," to date 1st May; John E. Mohr to "Cerberus" additional for duty at Navy Office as Secretary to 2nd Naval Member (temporarily), to date 1st May; Allen Freyer to "Cerberus" additional, to date 1st May.

Paymaster Lieutenant: Albert H. Sheppard to "Cerberus" additional, to date 22nd April.

Warrant Writer: Stanley O. Morrison to "Cerberus," to date 1st May; John J. Wills to "Platypus," to date 8th May; Lewis C. Irving to "Cerberus," to date 24th April.

Warrant Supply Officer: Alfred W. Harrison to "Penguin," to date 1st May.

Signal Boatwain: Alexander E. L. MacLeod (Acting) to "Cerberus" additional, to date 18th April.

PROMOTIONS

Sub-Lieutenant John Plunkett-Cole to be Lieutenant, 20th March, 1929; Sub-Lieutenant (E) Richard D. Handcock to be Lieutenant (E) 20th March, 1929; Chief Petty Officer John A. Harts, O.N. 1418, to be Warrant Officer (Acting), 8th March, 1929; Petty Officer Douglas A. Holmes, O.N. 11718 to be Gunner (Acting), 21st March, 1929; Chief Yeoman of Signals Alexander E. L. MacLeod to be Signal Boatwain (Acting), 18th April, 1929.



SOME OF THE LEICHHARDT CADETS WHO TOOK PART
IN THE ANZAC DAY PARADE.

Leichhardt.

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

We have to report a very busy month, having taken part in many events, and our Company is making great progress in Semaphore and Seaman ship work in general.

On Saturday, 13th April, despite the bad weather, we turned out a good muster of cadets for the General Parade, and were keenly disappointed that same could not be held.

Our Church Parade on the 14th April was, as usual, largely attended, and our Church, like our Company, seems to be making great progress. Our congratulations go to the Rev. Barnett, and his helpers. We were kindly invited to attend the yearly meeting and Social of the Christian Endeavour Society on the 15th April, which we did, and all present spent a pleasant evening. This Society deserves great credit for the excellent work it is carrying out.

On Saturday, 20th April, we attended the opening of Drummoyne's new Depot. The boys thoroughly enjoyed themselves, and we congratulate this Company for having such a wonderful Depot; also Birchgrove Company on their great achievement in winning the McMaster Trophy.

Our boys were greatly amused by Mr. Shelley's Balloon Bursting Competition.

On Sunday, 21st April, at the request of our

Reg. Officer, Mr. Cooper, we turned out a full muster at the Anzac Memorial Service at St. Paul's Church, Rozelle.

We are very sorry to hear of the painful accident to Mr. Cooper's son, and we hope for a speedy recovery.

On Anzac Day we held a Ceremonial Parade. Marching from the Church, our Chaplain leading, we proceeded to the Leichhardt Memorial, where a short, but impressive, sermon was given by the Rev. Barnett. Bugler M. Litto then sounded the "General Salute," and two wreaths were placed on the Memorial—one from the President and Officers, and the other from the Committee. Later, we marched to Church, where Divine Service was held.

Suburn.

(Contributed by Mr. R. Kline, O.C.)

This new unit of the widely established Sea Cadet Movement is beginning to feel its way and shows satisfactory progress.

A small committee has been formed for the purpose of assisting to raise funds to acquire a boat and shed for the use of the boys.

We have welcomed an old Navy Leaguer to our strength in the person of Mr. Hooper, formerly of Drummoyne. Mr. Hooper finds it much more convenient to be attached to this Company owing to it being so much nearer his place of residence.



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MOSMAN CADETS TAKE A KEEN INTEREST IN KNOTS, BENDS AND HITCHES.

Inaugural Concert.

(Contributed by Mr. R. M. Somerville.)

AT the invitation of Mr. Snow, O.C., Woolwich Company, I attended a most enjoyable evening at St. John's Hall, Woolwich, on 19th April.

The hall was most tastefully decorated with flags, palms and greenery which was very attractive. The concert was arranged by the Woolwich committee and reflects great credit on all workers. One cannot make individual mention as all items were most enjoyable.

Mr. Snow proved himself quite at ease at the piano and helped considerably to the success of the evening.

To Miss D. Barwick we must say how we enjoyed her elocutionary items, "The Actress" being a very realistic rendering. We hope to hear Miss

Barwick again.

The lady singers were in perfect voice: Miss Gillard's rendering of "The Cuckoo" and other offerings were enthusiastically received.

Miss B. Clark as pianist and vocalist showed her talent, especially in rendering of "Waiata Maori," and one could visualise the theme which was so well described by song.

Mr. Bateman shewed his interest by coming along at inconvenience to himself, and his song, "The Trumpeter" was most appropriate to this time of the year when all our thoughts are with our soldier men.

Equally as enjoyable to us were Mr. Gilbert Clarke's contributions and his items were all most enjoyable, the "Two Grenadiers" shewing great mastery.

Mr. Frank Leonard gave a lifelike rendering of "A Cockney at the Music Hall." One needs to

see and hear this item as, with the succeeding ones, where facial expression was wonderful. Each offering was applauded with marked enthusiasm.

A hilarious sketch presented by Mrs. Carruthers as a Cook, Miss Gillies as a Maid, and Mrs. Snow as a Kitchen Maid literally brought down the house. Each characterisation was absolutely real, and, judging by the mirth of the audience, this sketch will stand a long run and will always be a magnet to draw the crowds in the future.

Mr. Snow, O.C., gave a very happy little chat on Navy League affairs and publicly thanked the various ladies and gentlemen for unstinted support given to the organising of this concert.

A grand finale was presented by Misses Gillard and Swayne and Mrs. Snow as "Three Maids of Lee," and with Mr. Snow at the piano, made a fitting ending to a splendid evening. The artists must have felt gratified at the enthusiastic reception given to each one by the appreciative audience.

We advise all Navy League supporters to book tickets in advance should Woolwich have another concert, and the writer assures everyone that they will not be disappointed.

Drummoyne.

(Contributed by Mr. L. E. Forsythe, R.O.C.)

ALL those who have worked so hard in connection with our new depot, which cost £600, we are sure felt amply repaid when it was put into commission on 20th April. Many thanks are due to officers and cadets from other units for their assistance, in making the day such a wonderful success, and to the Birchgrove Company for the loan of crockery.

Companies from Nos. 1, 2, 3, 4 and 8 regions, numbering some 400 cadets, were present.

The McMaster Cup Race for cutters was won by Birchgrove. North Sydney has held the cup twice and Drummoyne four times.

In a challenge gig race Drummoyne had a win over Leichhardt. There was also a cutter's race under sail ending in a second win for the Drummoyne boys.

Pillow fighting, and greasy pole, walking events were also held.

It is hoped in adopting the name "Sydney," to

perpetuate the deeds and traditions of our first warship, which upheld the name of Australia and the Empire.

Yachtmen and others are invited to inspect the depot any Saturday afternoon.

Manly.

(Contributed by Mr. E. A. Solomon, R.O.C.)

This month we are working in a new atmosphere, field drill, signalling, and knots bends and hitches. If we do not come first at the Fairfax Flag competition, we will certainly not be last.

Manly congratulates Birchgrove Company on its success at the McMaster Cup rowing race, and we are pleased to have finished third, this shows improvement on past performances. Leichhardt, for a new Company, is to be complemented for gaining fourth place.

Regional Officer Forsythe and the Drummoyne Committee are to be congratulated on the Depot, the nautical appearance of the bridge would give the impression that they could sail off at a moment's notice. I have no doubt that everything will continue to be plain sailing for Drummoyne with such a competent officer as Mr. Forsythe at the helm.

Manly and Balgowlah attended the Anzac Day Service at the Manly monument. Lieutenant A. B. Crago will assist in the instruction for Fairfax work for Manly. The Dance held by the Committee was a great success, Birchgrove and Lane Cove Companies were well represented. The next Dance will be held on Saturday 18th inst. at the Friendly Societies' Hall, Manly.

Our cutter is being reconditioned and we will be out sailing very shortly. Regional officer Hammer presented the plans for the future Manly Depot and everything is working smoothly in that direction.

Reports from Lane Cove, Balgowlah and North Sydney Companies were received too late for insertion in this issue of the JOURNAL. It is pleasing to note that these units are all cheerful and making satisfactory progress.

European Naval Notes.

Kindly contributed by FRED C. SPORN
Author of "The Golden Age of Sail," "The King's Navy," etc., etc.

THE Atlantic and Mediterranean fleets have combined for their usual Spring exercises, which are taking place in the Western Mediterranean. On the passage of the Atlantic Fleet from Portland a number of exercises were carried out with the convoy system, ships of all types being used to attack the men-of-war which for the time being represented merchantmen. Now it has been announced that the main purpose of the manoeuvres will be to test various schemes for the defence of commerce so that it is clear that in spite of the abolition of the Trade Division in the interests of economy the Admiralty is not forgetting the primary importance of protecting the food supply of the country.

Many people like to entertain the comforting belief that both piracy and slaving are dead. John Chinaman gives us periodical reminders that the first belief is a fallacy, while H.M. armed yacht TRIAD and her consorts in the Persian Gulf are kept tolerably busy with the suppression of slaving. It is not done on a big scale, but dhows are constantly trying to slip across with half a dozen slaves apiece and the trade is exceedingly difficult to put down. One of the greatest handicaps to the Navy is the fact that they get no help from the slaves themselves. Most of them are crossing the Red Sea under the idea that they are going to paid work, and it is only when they arrive in territory in which we cannot touch them that they find themselves on the market. The most valuable are young Bahuchi boys who can be taught pearl diving. They fetch some 3,000 rupees apiece, grown men about 2,000 and girls from 1,500 to 2,000. They are anything but pleased with the Navy from freeing them and refuse to give any help. Nor can any assistance be obtained from the numerous victims who are deliberately going into slavery as being far more comfortable than their life at home, which suggests that the Arabs do not treat their slaves at all badly. When these are rescued they simply refuse to give any information as to where they have come from

and tell the naval authorities that as they have prevented them from obtaining a comfortable life, free of all responsibility, they can keep them for the rest of their days.

Rear Admiral E. R. G. R. Evans, known throughout the service as "Teddy" and one of the heroes of Scott's Antarctic Expedition in addition to the war, is taking command of the Australian Navy and it would be difficult to find a better man while it is considered necessary to draw on the Imperial Navy for the senior officer. He will be endeared to the Australians not only by the reputation that he brings with him and the brilliance of his naval work, but by his own personality, constant care of his subordinates, and unflinching humour. When he was in command of H.M.S. CARLISLE on the China Station he gave a large part of his ship's company a great treat by taking them up to one of the beauty spots in Japan and arranging with the local hotel keeper to give them a meal that they would remember. The Jap certainly fulfilled his contract and gave them a meal whose abundance was beyond the powers of any man in the detachment except the Marine drummer boy, while in addition each man received a souvenir of the trip on which was printed "England expects that every day this man will do his duty," which suggests that the Jap had a sense of humour as well as a tolerable knowledge of British naval history.

The French naval authorities are getting rather disturbed over the proposed squadron of four 10,000-ton German battleships which has been commenced. Driven by diesel engines of an entirely new design which are far lighter than anything that has yet been attempted, these remarkable ships, on the displacement to which they are limited by the Treaty of Versailles, have excellent protection, a speed of 26 knots, and an armament of six 11-inch and eight 5.9-inch guns, in addition to two triple torpedo tubes. Certainly such a squadron could make hay of any cruiser force

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which the French could spare for Atlantic work, for they are concentrating most of their naval power in the Mediterranean on account of the possibility of any disagreement with Italy.

In the meantime the Italians are concentrating more and more on light ships and will soon have six 10,000-tonners of 36 knots speed, six smaller but still powerfully armed cruisers with the phenomenal speed of 37 knots, and a number of large flotilla leaders which are quite capable of carrying out the majority of a cruiser's duties in Mediterranean conditions. Such a fleet would want a lot of catching even by the fine cruisers which the French are turning out nowadays, and they realise the danger which they constitute to the trade lane from Northern Africa to which the French must look for their supplies of grain and man power.

It was officially announced by the British Admiralty that the construction of the new air craft carrier which has been authorised will be held up until the Navy has had more experience with the *Courageous* and her sister ship the *Glorious* which will be commissioned during the coming year. There is a very considerable reaction in naval circles against the giant aircraft carrier, which is regarded as being far too vulnerable and taking up far too much of the tonnage which is allowed for that class of ship under the Washington Treaty. Experience in the latter days of the war suggested that nothing under about eighteen or twenty thousand tons was of much use as an aircraft carrier on account of the difficulty of alighting on the deck of a smaller vessel. Since then, however, there have been wonderful technical improvements in aircraft, particularly in the matter of slow flying. At the same time catapult launching gear has been improved tremendously and the British Navy has no less than half a dozen different types under examination. The County cruisers which are already on the China Station have no aircraft, but they are so designed that catapults can be fitted as soon as a really satisfactory design is found.

In view of the very special attention which is now being paid to combined operations between the Army and the Navy, and the difficulties which

always arise out of divided control, it is again being suggested very strongly that the Royal Marines should be increased largely and should undertake the garrison of all strategic points which are primarily naval in character. By such means the garrison would be better able to co-operate with the naval authorities and at the same time could be embarked as a striking force should it be necessary with far less trouble than a similar force of soldiers. At the same time one can well understand that it will not be an easy matter to persuade the Army to give up the garrison of such points as Malta. Certainly the Marines would welcome the change, for it would do away with the handicap under which the force suffers so much of lack of opportunity for promotion for senior officers.

The wonderful improvement in the temperance of the Royal Navy is primarily due to the efforts of the men themselves, but the Admiralty are to be congratulated on the methods that they are employing to encourage it. Saving facilities and the like have a considerable influence, but the authorities have realised the necessity of giving the men something to replace the strong liquor which they formerly drank in such immoderate doses, and to-day all the new ships of the Navy, even down to the destroyers and sloops, have soda fountains on board from which the men can obtain any number of temperance drinks at one penny each, with a considerable reduction if they care to buy books of tickets on pay day. The number of these books which are sold shows that the ratings as a general rule appreciate the facilities offered.



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Disarmament.

U.S. Urges Nations to Agree.

What is Navy League's Opinion?

MEMBERS of the N.S.W. Branch of the Navy League no doubt have been following the long-standing controversy on the question of the limitation of naval armaments that has been in evidence, particularly (if not wholly) between America and Great Britain. They will remember the glimpse of hope that was given by Mr. Brittain (Chairman of the U.S.A. House of Representatives Naval Committee) when—although it was on his own initiative and therefore unofficial—he invited or suggested that representatives of Great Britain (including Mr. Baldwin) should meet representatives of the U.S.A. in Conference on the question of naval limitations. They will also remember how that glimpse of hope was dimmed by none other than Mr. Brittain himself when, very shortly after he had issued that invitation, he so arrogantly expressed what he unjustly considered to be Great Britain's insincerity in her professed willingness to enter into negotiations on the same question.

We venture to express an opinion that there were few members of the Navy League who at that period did not in their heart of hearts fall into accord with the views of a perhaps too indiscreetly outspoken city press naval critic when he said that Mr. Brittain had shown that the time had come when all nations for the time being should cease to think about naval limitations and each go its own way according to what it considered to be its own needs, and hang the other chap.

Happily, recent cables from the Preparatory Commission on Disarmament held at Geneva, have done much to dispel that gloomy view. In his speech at Bristol on April 25 last, the Prime Minister (Mr. Baldwin) said: "You have heard the important declaration made by Mr. Gibson (the United States delegate to the Preparatory Commission on Disarmament) at Geneva, on behalf of the U.S. Government. Mr. Gibson declares his

Government's purpose is to secure not merely limitation, but reduction of armaments. Also, they desire that the reductions should be applied not to this or to that class of war vessel only, but to every class.

"On behalf of His Majesty's Government," said Mr. Baldwin, I make the same declaration. This is, and has been throughout, our purpose and desire. We will co-operate cordially with the United States in order to secure its general acceptance.

The cable message adds: "Although the 'Daily Telegraph' calls Mr. Baldwin's speech at Bristol 'a vigorous fighting reply to the critics,' the fact is that campaigning does not suit the Prime Minister."

"Our first duty," continued Mr. Baldwin, "is not to be popular, but to run straight, neither on the one hand to seduce people with flattery, nor on the other to delude them with promises. We are not a party created for the production of 'stunts.' We want peace—(this was the keynote of the speech)—industrial peace at home, and world peace abroad—and then we can get on."

Apropos the same subject of limitation of armaments, we might well quote ex-President Calvin Coolidge in an article by him in the "Ladies Home Journal":—"Men will not long recognize the sword as the major source of authority. The time has gone when any one nation is likely to be able to control the seas. To set up that claim would be to create only a fiction, and to pursue it would be only a delusion."

"The question of parity is of the same nature, for so much depends on the men behind the guns and the courage and skill with which they are commanded (there's the rub which is the standard and aim of the Navy League!) that a seeming paper parity can never be decisive. Our commerce

and commitments abroad are so large that they need a navy for their protection without much reference to the size of the navies of other countries.

"The hope of gaining absolute security through armaments is another delusion." "Mr. Coolidge went on: "More security will be found in a moderate force which menaces nobody, than in a great force menacing everybody. If the world wishes to be relieved of its taxes it will insist on a summary limitation of the present scale of armaments. Peace will never be made permanent by fear alone. It must have as its main foundation justice and a goodwill strong enough to satisfy the reason and conscience of humanity."

We feel sure that the Navy League will welcome what one might almost call this better understanding that seems to have recently been awakened. It does not seem to be inconsistent with the ideals of our League. It still allows us to press our policy which does not, after all—as Mr. Brittain declared it was—aim at supremacy of the seas, but for a navy that will ensure beyond all doubt, our safeguard as an Empire which cannot breathe twenty-four hours without those things which the seas alone can give us.

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Aims and Objects of the 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.

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1. To enlist on Imperial and National grounds, the support of Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
2. To convince Australians 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 SECURITY.
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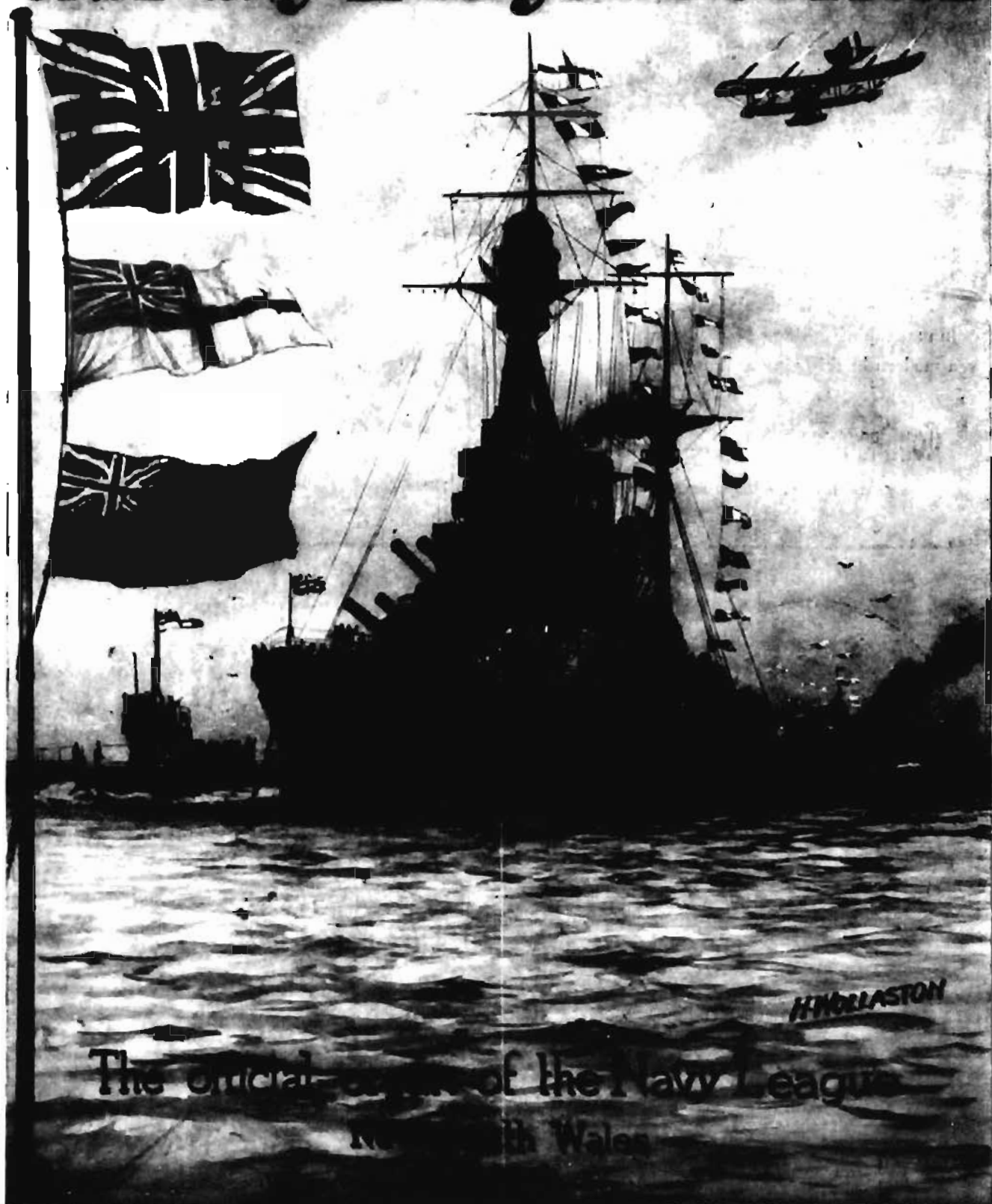
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Radio in Its Relation to Defence.

UNFORTUNATE though Mair and Owen proved to be on the last stage of their magnificent flight from England to Australia, their mishap has emphasized the truth of the proverb: "Ill blows the wind that profits nobody." It had set the world marvelling that an isolated, widely-scattered continent like Australia, above all civilized countries, should be in such a sorry position that two of her subjects upon whose every action the eyes of the world were metaphorically focussed, could for a week be lying on one of its own doorsteps and no one know of it! If the mishap that befell those two intrepid aviators at the eleventh hour of achieving their pioneering object had done no more than awaken Australia to a realization of its neglect to make full use of the radio as a life-preserving agent, it had done enough. But it has done more than that (although it has been left to a mere politician to discover the fact and to publicly give expression to it) it has gone a long way towards showing to what lengths a short-sighted Government will go in the name of ECONOMY.

We cannot more forcefully present the situation as it appears to us than to quote the startling yet quite sound comment recently made by Mr. J. H. Scullin, Leader of the Labour Party in Federal Parliament, in a bitter attack which he made at Canberra in connection with the mishap to the Vickers Vulture near the Cape Don lighthouse, to which we have referred: "What a parlous position our flying services are in," he said. "Where would we have been if this had been an invasion instead of a friendly visit! These men were on our shores for a week and we did not know it!"

This further example of apathy exhibited by the Federal Government is not surprising. It is merely on all fours with its recent attitude towards Boy Training for the Navy. A Government suffering from sleepy sickness can only be awakened by an explosion of public opinion to a proper sense of its responsibilities and the immediate installation of wireless in the lighthouses on Australia's northern sea-board is the clear responsibility of the Government.



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Reminiscences of a Naval Career.

Martinetts I Have Sailed Under.

No. 15.

(Written for the "Navy League Journal" by "Jack Frost.")

CAPTAIN X REPORTS PROCEEDINGS.

GR^{EAT} though Captain X's disappointment was at the unexpectedly abrupt termination of the execution ceremony, thus depriving him of the opportunity of delivering Talani and his subjects a final lecture on British Justice, on the whole, he was well satisfied with the results of his first experiment. He made that fact quite clear at the next meeting of the Commission, which took place at Mallienlo a month later.

Addressing the French Captain, whose turn it was to preside, he said: "Having now duly reported to this Commission the procedure I adopted with the 'Ariel' outrage case, the satisfactory results of which you are now fully aware of, at least, so I hope and presume, I should like to ask whether this meeting is now prepared to make it a resolution to generally adopt such procedure in dealing with similar cases in future!"

The President glanced round the table to see if there were any members desirous of putting the question to the meeting as a motion. Nobody seeming inclined to do so, the Old Man, somewhat piqued at the seeming lack of support of what he considered was the only thing possible to do, exclaimed: "Very well, then, I, myself, will move to that effect."

Number One formally seconded, in order, as he explained, to give the Commission an opportunity of discussing the matter, if so desirous. "In deference to Captain X, however, I prefer not to comment on the matter," he said.

"Which wrongly infers that I have applied the gag to you," exclaimed the Old Man. "That is far from my intention. Pray, do not allow any considerations for me to prevent you from expressing your opinions."

Number One still declined to speak on the

subject. But his dumb attitude, obviously, had not influenced the meeting in favour of the motion.

A French member at last spoke: "It seems to me that the motion is rather premature," he said. "It is true that Captain X's experiment has, so far, apparently"

"Apparently, he damned!" interjected the Old Man. "I say that the experiment has succeeded positively and most conclusively. What's wrong with it, anyhow!"

"I was about to say that the experiment has, so far, apparently succeeded," went on the speaker, imperturbably. But I think we should wait a while, and watch its ultimate effect, which time and action alone can reveal. Captain X has blamed us for taking action against the natives in certain instances, on the bare word of an interested white witness. Now, by his own showing, he has done far worse: he has virtually executed six natives on the bare word of an interested and exceptionally barbarous and cunning native. Did he not say that those wretched natives were dead, or else they were so near to that condition when they were brought before him, that they could not hear the charge, much less defend themselves?"

That was a fact which, apparently, had not before occurred to the Old Man. He felt himself to be in an extremely awkward position: and he was at his wit's end to find a means of wriggling out of it. He resorted to his martinet blusterings.

"Do you mean to suggest that that heathen would dare to bluff me, after the object lesson I gave him?" he fumed. "I won't believe it! I can't believe it! Why, damme! If I found he had done such a preposterous thing, even for a savage, I'd . . . I'd . . . I'd hound him down, and drag him on board my ship; keel-haul him, and hang



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him from my own main yard, damn me, if I wouldn't!"

A TRADER DROPS A BOMB.

At that moment, an orderly entered the cabin with a much-travel-stained letter addressed to Captain X, in his capacity as senior British naval officer of the Commission, and marked "urgent." Excusing himself to the President, the Old Man tore the envelope open, and commenced to read. Everybody present intently divined that the letter was of some portent. A dead silence fell on the assembly. It was broken by the Old Man puckering his lips, which were too dry for whistling: exhaling his breath with the sound of a mighty sigh: after which, he exclaimed: "Damn!" in an undertone, as if to himself. Then, after flicking the letter along the table to the President, he said, in a low voice that seemed to have been suddenly robbed of all expression: "I think I'll withdraw that motion. Read that thing, please."

Seemingly unperturbed, as he picked up the letter, the President said: "I think Monsieur le Capitaine wishes to withdraw his motion; is that so?"

"Yes, your Honour, if my seconder has no objection."

"No objection, thanks," conceded that member.

That formal matter over, the President said: "We have just received a very grave statement which, if it proves accurate, places this Commission in a rather unenviable position. I will ask my clerk to read it aloud. It requires immediate attention as it already is nearly a month old:—"

"Penticost Island.—I have to report that the whole neighbourhood on this side of the Island, where my station is situated, has for some days been in a high state of unrest. What seems to me an incredible yarn that is going around is, that the English warship landed some armed sailors some nights back, and broke into Engungu, which is the hill-top village of the bush tribesman, Talani, and kidnapped the chief himself, and about a dozen others. There is all sorts of queer yarn about what was done to them when they was taken aboard the warship. They reckon they all made their escape, but two was caught again, and put to death. That's that part. But the

climax was, that a couple of days ago, Talani and his crowd comes down in big force, and before I knows anything about it, breaks into my boys' compound and knocks six of them out, and carries them off to the hills. I'd be mighty glad if you could bring your ship round here for a while so as to find out the strength of it. It don't seem likely that its true your ship did what the boys are all saying you did, because that ain't the way of your ships. I did hear that there was some grievance against Talani over George Starkey's affair some time back. But if your men went up to Engungu for that business, I reckon they would have made short work of Talani and his mob, and burned his village about his ears. Instead of which, I know the village is all standing, and Talani and his mob are in it, for some of my boys has seen them as they crept up to see if they could do anything for their mates. But as they's no sign of them, they reckon they've been done in for good and all. Yours Truly, James Bond, Copra Station. P.S.—You'll easy find my place, seven miles N.E. of Steep Cliff Bay, with flag flying upside down on top of cliff, just above my store."

"Well Messieurs," solemnly spoke the President, "you have heard this letter read. It seems to me to convey a more serious meaning than appears at first sight. It is nearly a month old. Will someone move that Monsieur le Capitaine of the British warship be authorized to proceed at once to Penticost, with free liberty of action?"

"I hope someone will so move," said the Old Man. "It seems to me that I am the one to take a hand in this queer-sounding business; and by the holy smoke! I'll do so, directly you say the word."

The motion was put, and duly carried, and the meeting adjourned indefinitely, to enable the Old Man to return to his ship, and immediately proceed to sea, headed for Penticost.

NUMBER ONE BECOMES SATIRICAL.

"Pipi 'prepare for sea,'" said the Old Man, addressing the officer of the watch, as he stepped over the gangway. To Number One, he said, "I should like a little chat with you in my cabin, please, after you have made ready for weighing."

"Ay Ay, Sir," returned Number One, as he

P.&O.



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turned about to execute his orders.

When, presently, he rejoined the Old Man, the latter was in a contemplative mood: "I am puzzled to account for your strange attitude at the Commission meeting a while ago," he said.

Turning upon him abruptly, with a keenly enquiring expression in his eyes, he asked: "Did you at any time entertain any doubts as to the integrity of that damned cannibal chief, when he undertook to comply with my demand that he hand over to me the actual authors of the 'Ariel' outrage? Did you have any suspicion that he might be bluffing—handing over half a dozen innocent wretches whom he had kidnapped for use as substitutes for his own really guilty men? That is what he seems to have done, judging by the tone of that accursed letter the trader has sprung on me."

"I don't think I considered that possible contingency, Sir," he replied, labouring to preserve a non-committal attitude. "But I think I said at the outset, that, possibly, your plan for dealing with that chief was rather idealistic—too optimistically dependent on the fellow's honesty: as if you thought it possible to convert a primitive savage into a law-understanding, law-abiding Christian in five minutes."

"Perhaps I was expecting too much," conceded the Old Man. "But then," he added, brightening up, "I might follow your line of reasoning, and say that one cannot expect to obtain perfection with the first experiment. Nobody who earnestly desires an improvement in the existing unsatisfactory state of affairs can deny that it was not a step in the right direction, can they?"

"Perhaps not, Sir, but some people might object to the cost. If each lesson is to cost the hanging of half a dozen innocent men, by the time you arrive at perfection, there will be no need for your system—there will be no niggers surviving in the Islands on whom to apply it."

"Of course, you are exaggerating the possibilities," peevishly replied the Old Man, quick to detect the note of satire in his interlocutor's words. "But, admitting what you say to be possible, under the present process of wholesale, indiscriminate slaughter, the ultimate extermination of

the aboriginal population would come about much quicker, would it not?"

"The question for the moment, Sir, is what do you now propose to do in the matter?" asked Number One, ignoring the Old Man's question.

"My duty is clear," he replied, decisively. "I will send another punitive expedition to wring the truth out of that skunk Tabai. If I find he has been playing any monkey tricks with me, I'll take damned good care he doesn't play them on me, or on anybody else, again. You might straightway get a landing party prepared, or, let me see——"

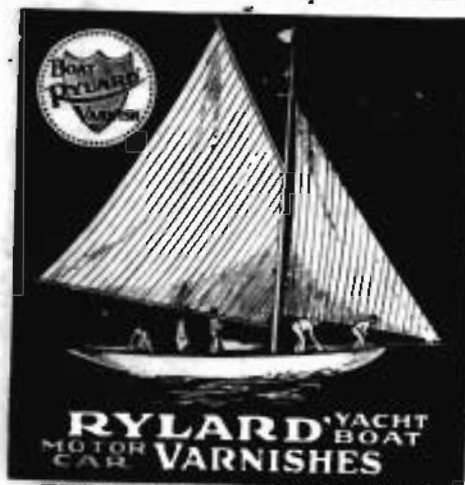
The Old Man passed a hand over his eyes, and paused a few moments to think out some new idea that, obviously, had occurred to him. "Damn, yes, I will!" he presently exclaimed, bringing his fist heavily down on his table. "Get two landing parties ready, each of fifty seamen and marines. I'll land one on the north side, and the other on the south side, of the Island, and simultaneously advance on the village from all points, to cut off his retreat. Otherwise, I am not optimistic enough to think I shall catch him napping so easily, as I did on the last occasion."

The Old Man chuckled at the remembrance: "I'll warrant he got the shock of his life that night, eh?"

"You assuredly did cause a commotion in his hen-roost, Sir."

A DOUBLE ATTACK ON TALANIS STRONGHOLD.

"The Old Man held back his approach of Penticost Island so as not to effect his two landings until nightfall. The night was moonless and ideal for stealthy landing operations. Using similar tactics as he had so successfully employed on the previous occasion, he landed one party at a point abreast of the copra station owned by the trader who had despatched the disturbing letter to the Commission. That was about 8 p.m. He, himself, landed in order to interview the trader who immediately confirmed his suspicions. Mr. Bond satisfied him, beyond doubt, that the six natives who had been handed over to him for execution were those whom Tabai had kidnapped from his (the trader's) native compound. He



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Whose Prices Defy Competition.

thereupon acted upon his previously determined plan of attacking the chief village from both sides of the Island, thus reducing to a minimum, the chances of Talani's escape. Leaving Number One in charge of that force, he returned on board and proceeded to the opposite side of the Island where, at Curlew Cove, he landed the second party. No difficulty was experienced in obtaining native guides for both parties. Fortunately, too, Martin, the native interpreter, was still in that locality; and he was professionally engaged to accompany the party.

The arrangement was, that the affair was to be a combined general attack on the village. There was, therefore, no necessity to organise a special advance party, as was done before: instead of which, each party was provided with a dozen scouts, including two native guides. Their business was, after the main parties had reached a point about one hundred yards distant from the outer stockade, to stealthily creep from one party to the other, thus putting both into communication with each other. When it should be ascertained that both parties were in position (an evolution not so simple as would appear, the distances to travel, and and the obstacles to overcome, not, of course, being equal) a volley would be fired by the Old Man's party, as the signal for a simultaneous rush on the village. Twelve specially selected men of those who had acted as the advance party on the previous occasion, were detailed to break through the stockades first, and to concentrate their efforts on securing Talani, above all.

As both parties would, ultimately, combine in surrounding the village to cut off retreat, precautions were arranged for preventing the possibility of the invaders shooting each other from opposite positions. This was rendered easier of accomplishment by reason that the initial movements were necessarily slower than formerly, so that by the time the general assault commenced, it was early dawn and, comparatively light.

The spectacle of this combined attack was, of course, even more appallingly impressive than the previous more stealthily carried out one. The Old Man had now no scruples in regard to shedding blood when such was absolutely necessary for the success of the expedition. Such of the sentinels

who showed the slightest resistance were shot down; those who submitted were firmly bound, hand and foot.

While Talani's men were, for the most part, armed with primitive native weapons, many of them carried Winchester and Sniders. Evidently, they had prepared for a possible attack, but after a few minutes of unorganised, more or less feeble, resistance, they gave it up, and confined their efforts to attempts at escape. But they were lanked at all points, the plans having succeeded with scarcely a hitch. Talani was among the first to be secured and, strangely enough, every single one of those who had previously been prisoners, were also secured, with numerous others.

The din of the tom-toms, the loud, weird wailing of the blowing-shells, the wild yells of the savages, and the piercing shrieks of the women and children, was pandemonium—hell let loose. The terrorised natives rushed frantically hither and thither in a more or less futile effort to break the cordon of attack. Frequent shots told of individual encounters, and at all points could be seen struggling whites against blacks, the latter ultimately to be overpowered and secured. As a last resource, those of the natives who had not broken through and escaped (and there were quite a number who succeeded in doing so, despite the odds against them) took the scant refuge of the huts, from which they commenced a desultory shooting of arrows, a defence by no means to be despised owing to the deadly poisonous tips. Indeed, it was not without great risk, after the order "Cease fire" had been sounded, that men were sent out to fire the huts and thus smoke or burn the cowering savages out into the open.

MARTINET VERHAUS WHITE FEATHER.

It was at this stage of the operations that an incident arose which brought out the martinet side of the Old Man's temperament in all the glory of its adamantine fury:

"Detail some of your men to fire those huts and smoke those devils out!" he roared, addressing a petty officer.

The petty officer instantly obeyed: "Have you got matches—and you—and you—and you! Off you go then, and distribute yourselves; two to

HUMOUR OF THE NAVY LEAGUE



THE FIRST RECRUIT HAS HIS FIRST LESSON IN ROWING

each hut: fire 'em, quick, and careful. Here, you! Have you got matches? Well, here's a box; off you go with the others. At the double!" he ordered, the man seeming to hesitate.

"They're your blomin' matches: why don't you use 'em yourself," growled the man, surlily.

The Old Man saw, and heard. Boiling with rage at this exhibition of insubordination on the "Field of Action," he slowed round upon the refractory speaker savagely: "What's that? What the hell is that you are talking about, eh? Damn you!"

Turning to his messenger, who carried a Webley pistol, he directed him to hand it to the man, whom he still grasped by his collar: "Here, you," he roared, "take this pistol and your cutlass: break into yonder large hut and clear it. At the double! Damn you! If you are not inside that damned hut, and out of sight, in one second, I'll make you a target for a firing party right on the spot where you stand hesitating. Understand!"

"Ay ay, Sir!" And the fellow sprang to obey. And didn't he obey! For fully two minutes after he had disappeared into the hut, that hut became a veritable shambles—the cynosure for all eyes. The A.B.'s shouts and curses mingled with the yells of the savages who thronged the interior like rats packed in a hole. One after another, out came the savages, most of them bleeding about the head and face, or rubbing their limping legs. Not a single sound of a shot was heard: an indication that the A.B. was working his cutlass overtime. At intervals, momentary glances were obtained of him as he appeared at the hut entrance, urging his face out into the open with hat and boot. Then things began to slow down: he, himself, limped out of the hut, bruised with tomahawk blows, and with one nasty spear wound.

The surgeon was quickly on the scene with antilote for the poison, which was applied after extensive scarifying of the wound, and severe twining of tourniquets. The treatment was now too soon. Another couple of minutes, so said the surgeon, and he would have been dead, or beyond hope of recovery.

"Bravo, my boy!" cried the Old Man, consolingly patting the A.B. on head, after he had

recovered consciousness. "You did damn well. Now, why didn't you do that in the first place, instead of arguing? You'd have missed a good five minutes' sport had I not intervened on your behalf."

A SEVEN-FOLD EXECUTION.

Meanwhile, the operations had come to a sort of deadlock. The invaders had closed in and formed a practically unbroken chain around the village, with the natives squatted on their haunches in the centre contemplating their chances of escape, on the one hand, and their now furiously burning huts on the other hand. Two huts only were spared, for the accommodation of the wounded, and the women and children.

"What is the next thing to be done, Sir?" asked Number One of the Old Man.

For reply, he turned to the interpreter: "Mr. Martin, we have that same boy a prisoner whom we had on board—the fellow who speaks English fairly well, you know. We'll catechise him and Tulani, and see if, by any chance, the men I want are equal in with this crowd—the slayers of Stuckey and his boys, you know."

Presently, the Old Man, with the interpreter, Tulani, and the boy, whose name, it transpired, was Tony, was in animated parley. Ultimately, seven boys were pointed out as either being the actual murderers, or directly implicated in the crime. Martin also extracted from Tony, the admission that Tulani had kidnapped the six boys from the trading station and fisted them on to the "Maine-Fight" as the guilty parties.

So much having been established beyond all reasonable doubt, all the rest of the prisoners, to their utter amazement and unbounded delight, were told that they might go their ways unmolested, so long as they remained within the village: but that, should any of them making the slightest attempt to break away until permitted to do so, they would be shot down on the spot.

Without further ceremony, or even speech-making, the Old Man stood the seven murderers in a line before a firing party, and, in the presence of the horrified natives, executed them. Tulani was again bound hand and feet, and told that he would be taken on board for conveyance to



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Nooses for a life sentence in the French Penal Settlement there.

All hands were then set about completing the destruction of the plantations, and yam fields, and whatever else was under cultivation. Thus left to themselves, the now freed natives soon took the hint, and, with yells of mingled surprise and fear, darted out of sight into the dense bush.

The task of demolition completed, the two parties were ordered to "fall in" preparatory to commencing the return march back to the beach, when, suddenly, there was a cry of: "The doctor! where's the doctor's party!"

It was soon discovered that the surgeon, the sick-bench steward and an attendant, with four men who had been detailed to assist them, were huddled at work in the hut which had been reserved for them. They had on their hands about a dozen wounded, including one woman who, though shot in no less than nine places, persisted in remaining on her feet, sobbing all the time, while she was being dressed! The surgeon, with the humane zeal characteristic of his profession, insisted on being allowed to remain behind, especially as he wished to perform what he declared to be a most necessary amputation.

The Old Man, perforce, had to submit to his pleadings (for not even a martinet, be it known, may interfere with the professional duties of the medical officer.)

After a conference with Number One and the other officers, in which a few petty officers were allowed to join as silent members, it was decided that it would be safe to leave the doctor and his party to complete their humane work, with a strong guard of twenty picked men. The balance of water and provisions, which remained in plenty, was turned over to them. The doctor declared that he would now be quite safe, and promised that he would return to the ship as soon as he had made his patients comfortable, and rigged up two or three litters which he would require for conveying to the beach such few of his patients to leave whom in the village to their own primitive resources, would be an inhuman act of neglect unworthy of his profession.

Little did the surgeon, or anyone else, then

R. A. N. Appointments.

Rear-Admiral: Edward R. G. R. Evans, C.B., D.S.O., to "Australia" additional as Rear-Admiral Commanding H.M.A. Squadron, to date 17th May; George F. Hyde, C.V.O., C.B.E., to "Penguin" additional to date 10th May, and to "Cerberus" additional for passage to England per R.S. "Orion," to date 22nd June.

Captain: William S. Chisholm, D.S.C., to "Australia" in Command and as Chief Staff Officer to Rear-Admiral Commanding H.M.A. Squadron, to date 17th May.

Lieutenant: John L. D. Wetherfield to "Cerberus" additional for passage to England per R.S. "Orion" for reversion to Royal Navy, to date 11th May; Alan C. Mather to "Marguerite" additional temporarily, to date 5th May; James Sanders to "Cerberus," to date 12th May.

Sub-Lieutenant: Max J. Clarke to "Anzac" additional, to date 20th April.

Lieutenant-Commander (R): Edwin S. Nurse to "Canberra," to date 17th May.

Lieutenant (R): Richard M. Rowlands to "Cerberus," to date 20th May; Frederick C. Hodgson to "Platypus" and for duty (Class I) with Submarines, to date 12th May.

Paymaster Lieutenant-Commander: Roy W. Lethbridge to "Australia" additional as Secretary to Rear-Admiral Edward R. G. R. Evans, C.B., D.S.O., Commanding H.M.A. Squadron, to date 17th May.

Paymaster Cadet: Wilfrid K. Jackson to "Australia" additional, to date 1st May.

Commissioned Boatman: John E. Donnelly to "Penguin," to date 16th May.

Commissioned Engineer: Alfred Livingstone to "Penguin" and for Reserve Ship's Stores, to date 15th May.

Boatman: William J. Hurst to "Cerberus," to date 13th May.

Warrant Engineer: John A. Hutton to "Platypus" additional for "Orion," to date 12th May.

Commissioned Instructor: David F. Smith to "Cerberus" additional as a Assistant to Sub-District Naval Officer, Geelong, to date 1st June.

Warrant Instructor: Robert D. M. Crookes to "Cerberus" additional for duty on staff of District Naval Officer, Victoria, and for employment as directed by Director of Naval Reserves and Naval Reserves Mobilization, to date 1st June.

Please Interest a Friend in the Cadet Movement.

dream of the almost calamitous adventure that was so shortly to follow, as a result of his humane, and professional, consideration for his heathen patients.

TO BE CONTINUED.



For the **BOY, AUSTRALIA** and the **EMPIRE.**

Monthly Notes and News.

SEVERAL thousands of the public were interested spectators of the Miss Charles Fairfax Flag Competition held on King's Birthday. About 300 selected cadets, representing companies from Manly, Birchgrove, Mosman, North Sydney, Lane Cove, Drummoyne, Balgowlah, Woolwich and Leichhardt met at the Conservatorium of Music and presented a fine spectacle as they marched to the Inner Domain, where they took part in the squad drill, semaphore signalling, bends, knots and hitches. The judging was in the capable hands of Chief Petty Officer Butler, of the R.A.N. Depot, Edgecliff (by permission of the District Naval Officer) and two colleagues.

The crowd could see no distinction between the splendid companies of Birchgrove, Drummoyne and Mosman, and loudly applauded the lads as they formed up on the parade ground prior to carrying out the various evolutions connected with the winning of the coveted flag. The experienced eyes of the Judges were quick to detect the individual and collective merit of competitors, and finally awarded to Birchgrove first place with 471 points. Drummoyne was placed second with 455 and Mosman with 452 points was third.

The Judges expressed the opinion that the work of the leading companies reached a very high standard and reflected great credit on the honorary officers of the League and on the lads themselves. "It would be difficult," Mr. Butler said, "to find keener or more efficient lads in any voluntary

organisation anywhere. They were a splendid advertisement for the good work the Navy League is doing and a credit to the great city of Sydney."

Before and after the competitions Birchgrove Company's Band pleased the spectators with a number of musical items.

Sea Cadet Officers present included Mr. Sommerville, of Lane Cove Company, who carried out the duties of Officer of the Day to the satisfaction of everybody; Messrs. Cooper and Waterfield of Birchgrove; L. E. Forsythe, J. Hiron and A. Pickles, Drummoyne Company; A. E. Solomon and A. Ricketts, Manly; R. W. Snow, Woolwich; M. Litto, Leichhardt; W. Waterer and L. Butcher, Balgowlah; W. L. Hammer, North Sydney; and J. McGarry, Mosman. Amongst the large crowd of spectators were many supporters of the respective companies of cadets, who were readily distinguishable with the company colours pinned on their clothes.

Navy League Sea Cadets from Birchgrove Company joined the Naval Veterans at the Cenotaph on Sunday in commemoration of the Battle of Jutland. The Veterans laid a wreath at the foot of the Cenotaph in memory of the gallant men and boys who fell in the battle.

The Cadet Movement is becoming more popular every day, particularly in the water-able suburbs, where it is possible to maintain suitable boats for the training of the boys afloat.



A Navy
League
Cutter



The
Manly
Crew

Miss Charles-Fairfax Flag.

By Mr. P. M. Sommers.

THE general assembly was outside the Conservatorium at 1.30 p.m., and all marched to the parade ground, where each company took up its position on its numeral flag, very kindly provided and placed in position by Mr. Forsythe, of Drummoyne Company, which greatly assisted in the formation of a hollow square, within which the competition was held.

Two judges, Messrs. Butler and Adams, from Rushcutters Bay, carried out their duties in a very able manner.

The judging of the best dressed cadet was very difficult, and resulted in Cadet Harvey of Birchgrove being first, and Cadet Darcy of Lane Cove second.

The report of the Judges showing points scored and other details will be found on another page.

Birchgrove is to be congratulated on winning the competition for the second time in succession.

The general tone of the work of the whole of the League shows great improvement and is of a very high standard, and reflects great credit on the officers of the companies.

I thank all officers for the generous assistance which was accorded to me and enabled me to carry out my duties as Officer of the Day. As far as I can judge, every one was satisfied with the result of the afternoon's work.

Manly.

Contributed by Mr. B. A. Solomon, R.C.A.

THE outstanding event for the month was the Fairfax Flag Competition. Birchgrove are to be congratulated for their success and efficiency. Manly was in the also runs owing to the lack of training. Cadets Brookman, Hermes, Dondlen and Abbott were selected by the judges for their neat and regulation dress uniform.

Many of our cadets have been busy studying for their High School Half-yearly Examinations, and we wish them all success.

A successful tennis tournament was held recently in aid of the Company's funds, and the Hon. Organizers, Mrs. R. O. Brown and T. Ferrell, are to be complimented on the rapable manner in which it was conducted. Mesdames Dudley, Green, and Bowers also assisted with other members of the Committee. The Company and Committee are very gratified by the help given to us by the business community of Manly. Donations and trophies were received from Miss McKenzie; Wm. Cooper & Sons; Mr. Aiken, Chemist; Campbells Ltd.; M. Rosen; Pappas; Goddys; Noel; Wigney; The Strand; M. Boghini, Hairdresser; Dobbs Bros.; Fresh Food & Ice Co.; McIlraiths Ltd and Adrian's Boot Store.

The usual Dance will be held on Saturday, 15th June, at Friendly Societies' Hall.

A Dramatic and Musical Entertainment under

the direction of Miss Clem L. Robertson is scheduled for Thursday, June 20th, at the Presbyterian Hall.

The Committee and Officers will be pleased to meet all interested in the Navy League at our social functions.

We are pleased to hear that Cadet S. Healey is quickly recovering from his attack of scarlet fever.

Lane Cove.

Boat work has not been much in evidence during the week ends owing to the unsettled state of the weather.

Ordinary routine drills have been well attended, with particular attention to the requirements of the Miss Charles Fairfax Flag Competition and McMaster Gold Medal.

Church parade was held on the first Sunday in the month.

We are pleased to congratulate our unit's representative, P.O. Darcey, who was adjudged the second best dressed cadet at the League's big parade in the Inner Domain on King's Birthday.

Leichhardt.

(Contributed by Mr. A. Good)

Our Church Parade on Mother's Day, 12th May, was as usual largely attended, and all enjoyed the special service given by our Chaplain.

On Wednesday, 15th May, we were favoured with a visit from Captain Beale, who was greatly impressed with the progress made in different departments. After inspecting the depot and watching the cadets at work he gave an interesting talk on League activities and on his experiences at sea in various parts of the world. At the close our President responded on behalf of the officers and cadets, and three cheers were given in true Australian style.

We have to report two casualties during the month. Our O.C., Mr. Litto, met with a painful accident on board ship, which has necessitated him carrying his left hand in a sling for the past three weeks, and Cadet Roy Wilton unfortunately fractured his leg whilst playing football in Leichhardt Park. We hope for the speedy recovery of both officer and cadet.

A change in the Company has brought about the promotion of Mr. D. Robb, who is now Chief Officer, and we feel sure that he will make good in this position. Our strength at the end of May is 63 boys, 60 of whom are in uniform, together with three officers, and two leading seamen, and if we continue at the present rate, we will soon have to look for larger quarters.

Musman Bay.

(Contributed by Mr. J. McGarry)

Our heartfelt congratulations to Birchgrove Company on their success in winning the Fairfax Flag again this year, and to Drummoyn, who beat us by three points for second place. We trained, and we know that we were better than in former years, and to be placed third proves that the increased activity of the Movement has brought about greater efficiency. Each year we find mistakes which are remedied the following year, and this year's improvements of our Coy. are due to Lieut. Schwilk, attached to the 17th Batt. On behalf of the Musman Bay Coy. we thank the above gentlemen for his voluntary services.

On May 17th we were requested to parade 30 boys to the Junior Red Cross Pageant held at the Town Hall, and we are only too pleased to assist at any of the above organisation's functions. His Excellency, the Governor, requested the O.C. to be presented to him, and he asked a number of questions and subsequently congratulated him on the smartness of the cadets, and thanked him for their assistance.

A Cabaret Dance was held in the Anzac Memorial Hall on the 8th inst., and was a great success socially, due to the efforts of the Committee under Mrs. C. Dillon, our Hon. Organiser. It is too early to say how we benefitted financially.

We regret to announce that Mr. F. Butcher has resigned from the Coy. owing to pressure of other engagements. Mr. Butcher has undoubtedly proved himself capable and efficient, and we take our collective hat off to him to his ability as Boating Officer. Mr. Butcher, there is always a vacancy in Musman Bay Coy.

The Secretary of the League, Captain Beale, paid an official visit to this Company recently and gave an interesting address to the cadets.

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

AFTERNOON AT HOME.—An Afternoon at Home for parents, relatives and friends of the officers and cadets of the local Companies within the Region was held at the High Street Depot, North Sydney, on Saturday afternoon, the 25th May. Quite an enjoyable and instructive afternoon was spent and thoroughly appreciated by all present. The Secretary of the League, Capt. W.W. Beale, was present on this occasion and gave a constructive and spirited address in an appeal for the enlisting of members for the forming of a Regional Welfare Committee. Capt. Beale's address was received with approbation. The R.O., Mr. W. Hammer, and the O.C., Mr. J. F. Moore, also addressed the assembled guests and appealed for their whole-hearted support.

Afternoon tea was served and handed to the visitors by the Petty Officers, boys and cadets. Training evolutions were also carried out by the officers and cadets during the afternoon's programme, creating a favourable impression with the visitors.

REGIONAL WELFARE COMMITTEE.—A Regional Welfare Committee is at the present moment well on the road to becoming an established fact. Parents and relatives of cadets throughout the district are interesting themselves in the Navy League Sea Cadet Movement. A meeting was convened for Thursday evening, the 30th May. The R.O. was asked to take the chair, he explaining the aims and objects of the Navy League Sea Cadet Movement in New South Wales, also outlining various forms of activity whereby the financial position of the local Companies' Welfare Funds could be considerably strengthened. The meeting was in every way a success, those present forming themselves into a Committee. Arrangements are at present under way in regard to obtaining the use of a hall for the holding of monthly meetings.

Birchgrove.

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

NEEDLES TO SAY Birchgrove is excited at winning for the second time in succession the coveted Fairfax Flag. The week prior to the event was given over to hard training in the various subjects and all are pleased with the cadets' success.



BIRCHGROVE BAND WITH THE MISS CHARLES FAIRFAX FLAG.

The Competition was more keenly contested than last year, and we are sure the efficiency and smartness of the various Navy League Sea Cadet Companies proved an eye-opener to the thousands who witnessed the events.

Our second concert was held at the depot on May 16th, when three and a half hours of splendid amusement was provided by the Birchgrove Concert Party, which includes Misses Nadie Frankland, M. and L. Harvey, and N. Cooper; Mr. A. Bedwell, Comedian; Mr. Syd. Simpson, Artist; the Lane Cove Dancing Troupe; Mr. and Mrs. A. Lampert; Mr. J. Lampert and son Jack; Mr. Tunstall, the Broker's man; and last but not least, Mr. D. Waterfield and his awkward squad. Miss Stone officiated at the piano. Amongst those present were Mr. T. H. Silk (our President), Mr. Harold Cochrane, Miss Bennett of the Victorian Navy League, Captain Beale, and representatives of the Lane Cove, Manly and other N. L. Companies. Mr. Lampert deserves special mention and thanks for making and setting up the stage scenery; Mr. Jack Ker; for carpentering work; Mr. George Wells for supplying and fitting foot-lights and headlights. Mr. Tunstall as the Broker's man and Mr. D. Waterfield and his awkward squad caused roars of laughter. The farce, "The Broker's Man," will again be played (by special request) at our next concert to be held on the 29th June. Admission, Adults 1/-, Cadets in uniform 6d. As a better show was never put on at the Tivoli we feel confident of a big attendance.

All will be sorry to learn that our Godmother is very ill in Hospital. This good lady has been the sheet anchor of Birchgrove Company since its inception, and her presence on the Quarter Deck is greatly missed. However, we trust that a speedy recovery will soon allow her to again carry on the duty she so dearly loves.

Balgowlah.

(Contributed by Mr. L. Butler)

CONGRATULATIONS, Birchgrove, on your fine win in the Competition of June 3rd.

The plans for our proposed depot have been passed by the Council and are now in the hands of the Harbour Trust.

We have obtained six additional brass instruments for our band, making a total of 13 instruments and three drums. Mr. Hawkins has taken charge of the Band and expects the boys to be able to give a good performance by Xmas.

At a friendly match, under League rules, played on Saturday, 8th June, at Birchgrove, we defeated North Sydney 10-3. Better luck next time, Norths.

From 40 to 50 cadets have attended each parade during the last two months, and considering that we are at present without a depot of our own, we hope to greatly increase those numbers when the Balgowlah Navy League Cadet Depot materialises at North Harbour.

The second Annual Dinner to cadet officers will take place at Adams' Cafe on the 17th June.

At the meeting of officers held on the 10th inst. it was decided to defer the boat race for the Cochrane Shield until the Spring.

The competition for the McMaster Gold Medal for signalling will be held on July 6, when Mr. L. E. Forsythe will be the Officer of the Day.



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Report of Judges on Miss Charles Fairfax Flag Competition, 1929.

DETAILS OF POINTS AWARDED.

COMPANY.	SQUAD DRILL				Hands and Hitches	SIGNALS				Grand Total	Time Min.
	Stations Appointed	Word of Command	March Drill	Total		Open	Close	Accuracy	Total		
Birchgrove	49	48	92	189	135	24	25	98	147	471	21
Drummoyne	48	48	87	183	132	22	22	96	140	455	41
Mosman	48	49	73	170	137	24	24	97	145	452	31
Lane Cove	46	45	90	175	131	23	23	96	142	448	4
North Sydney	45	48	86	179	104	23	23	95	142	425	3
Balgowlah	47	48	71	166	126	20	18	95	133	425	31
Mainly	40	45	72	157	125	18	22	96	136	418	31
Leichhardt	40	42	68	150	125	15	20	86	121	396	4

Best dressed Cadet—1. Cadet Harvey. B.
2. „ Darcey. F.

THE ability and high standard of efficiency of the Navy League Cadets made the judging of these events very difficult.

The well dressed and smart appearance of all cadets made the selection of the best dressed cadet very hard, and Cadet Harvey (B.) deserves credit and Cadet Darcey (F.) special mention in this section.

SQUAD DRILL.—The appearance of all Companies, except Birchgrove and Drummoyne, would have been considerably improved had they been sized before commencing drill.

Most Companies lacked snap whilst performing drill, and this was very noticeable when marching and forming fours and two deep.

SIGNALS.—The standard of semaphore signalling is very high and leaves little room for improvement, nearly all the cadets making the angle perfectly.

In this respect it is considered that the cadets would compare very favourably with the signal boys of the Fleet.

Great credit is due to P.O's for the able manner

in which they took charge of the opening and closing of ranks for signalling.

BREDS AND HITCHES.—All cadets did well in this section and knowledge of work was up to standard.

Hesitation was entirely absent and all were smart.

We congratulate all concerned on the splendid manner in which the Parade was conducted, especially the Officer of the Day, Mr. R. M. Somerville.

The Petty Officers also deserve credit for the very able manner in which they carried out their duties.

We further wish to congratulate the winners "Birchgrove" on their success, and also to extend our best wishes to the remainder.

Signed,
Judges { L. C. ADAMS
H. W. BUTLER

Please pass this Journal to a Friend.

European Naval Notes.

Kindly contributed by FRANK C. FOWNS
Author of "The Golden Age of Sail," "The King's Navy," etc., etc.

IN spite of the fact that the demand for light naval craft of the sloop class shows no sign of diminishing, the well known ships of the HERMES class type are rapidly going to the scrapheap, the HOLLYHOCK being the last ship to go and the BLUEBELL and FOXGLOVE, just relieved in China by the new SANDWICH and BRIDGEWATER, being expected to follow them in a very short time. There were many naval officers who urged the replacement of these ships immediately after the Armistice, for small craft have always been in great demand for portier and other duties and the FLOWER class were built as an emergency war measure in which speed of construction was given very much more consideration than durability. The wonder is that so many of them have lasted as well as they have.

Rear Admiral Martin Dunbar Nasmyth V.C. has been appointed to command the submarine force, and it would be difficult to find a happier choice for this responsible position. Everybody remembers him for the way he won his Victoria Cross in the Dardanelles, but he is one of those people who contrive to combine the V.C. mentality with a very fine organising ability and he has already shown his quality in this direction in command of flotillas and of the Royal Naval College at Dartmouth. Added to which, of course, he knows the submarine service inside and out, having been in it from the days of the earliest A class. And finally he is a man of immense personal popularity.

The cruiser BIRMINGHAM, which is one of the last survivors of the famous Town class to be kept on the Navy List and which is of course always remembered as being the ship which sank the first German submarine to be bagged, is now being prepared for sale and the class will soon disappear completely. Of course, with their armament of old-fashioned 6-inch guns and speed of rather less than 25 knots, these ships cannot survive with a modern fleet in which the keeness of cruiser

competition is so great, but at the same time she proved herself a most successful flagship on the African Station and still capable of steaming longer distances, and maintaining her speed in worse weather, than the newer but smaller cruisers of the C class which have to be employed on so many distant stations on account of the shortage in naval material.

The Navy is not forgetting its desire of controlling its own air force instead of having to embark officers, ratings and material of the R.A.F., and is always hammering away at its claims whenever opportunity offers. Latterly there has not been very much chance, for the suggestion is constantly made that any change in the present arrangements would lead to increased cost and that is the very last thing that has any chance nowadays. But the matter is not being forgotten and the fact that the French Navy has contrived to maintain a very considerable measure of control in its air affairs, in spite of the formation of an Air Ministry, has given great encouragement to the advocates of a naval air service. The whole success of the present scheme depends on the tact and frequent self-sacrifice of the senior Air Force officer embarked and the commander of the ship. The fact that such good work has been done is entirely due to the officers selected for these positions, but in war-time, when nerves were apt to be frayed and quarrels are more frequent, it is not always possible to select just the right man for a touchy job of this sort, while smooth co-operation is absolutely essential.

Lord Wester Wemyss, known throughout the Service as Ronie, has retired under the age limit for Admiral of the Fleet, and although he has not taken any very active part recently he will be missed, for he is not only a man of extraordinary ability but immense personal popularity. His promotion out of the Royal Yacht naturally caused the usual suggestions of favouritism, but it has to be remembered that like other officers he was

Fleets of the World. February 1929.

Relative Strengths.

(Compiled by The Navy League, London).

The Tables on this page show clearly the present position of the principal Navies in February, 1929.

Between 11th November, 1918, and 31st December, 1928, Great Britain scrapped 2,160,291 tons of Naval Vessels (excluding small vessels, e.g., trawlers).

Great Britain has made a "Gesture to the World" and greatly reduced her Navy: other nations have not followed her lead.

The British programme of replacement, issued in 1925, has been reduced by the dropping of three cruisers in 1917 and 1928, and also of one aircraft carrier from the 1929 estimates. Before the War we had 114 Cruisers: now we have 52. If we go on replacing at the rate of three cruisers a year, we shall have only 50 under 20 years old in 1940.

BUILT.

	British Empire	United States	Japan	France	Italy	Soviet Union	Germany
Battleships	10	18	8	9	4	4	8
Battle Cruisers ...	4	—	4	—	—	—	—
Cruisers ...	32	32	34	13	14	4	8
Cruiser Minelayers	1	—	3	—	—	—	—
Armoured Coast Defence Vessels and Monitors	3	1	—	—	—	—	—
Aircraft Carriers	7	3	3	1	1	—	—
Flotilla Leaders	18	—	—	7	11	—	—
Destroyers	140	306	101	34	81	32	26
Torpedo Boats	—	—	—	7	43	8	7
Submarines	32	122	84	32	41	13	—
Shoops	31	—	—	8	22	4	—
Coastal Motor Boats	2	—	3	3	104	25	—
Gunboats and Despatch Vessels	—	11	2	4	7	2	2
River Gunboats	18	11	8	10	2	8	—
Minisweepers	33	42	10	25	44	30	32

- Including 1 Cruiser under reconstruction as an Aircraft Carrier and 1 Seaplane Carrier which is not regarded as part of the War Fleet.
- Included 14 fitted as Minelayers and 25 assigned to Coast (Board) duties.
- Aviation Transport.
- Six of these are combined Minelayers and Minesweepers.
- Of pre-Revolutionary design. Work proceeding slowly, or, in some cases, work stopped.

BUILDING.

	British Empire	United States	Japan	France	Italy	Soviet Union	Germany
Battleships	—	—	—	—	—	—	—
Battle Cruisers	—	—	—	—	—	—	—
Cruisers	9	8	7	4	4	—	—
Cruiser Minelayers	—	—	—	—	—	—	—
Armoured Coast Defence Vessels and Monitors	—	—	—	—	—	—	—
Aircraft Carriers	1	—	—	1	—	—	—
Flotilla Leaders	2	—	—	12	12	—	—
Destroyers	18	—	10	8	4	—	—
Torpedo Boats	—	—	—	—	—	—	—
Submarines	18	2	8	10	10	—	—
Shoops	4	—	—	2	4	—	—
Coastal Motor Boats	—	—	—	—	—	—	—
Gunboats and Despatch Vessels	—	—	—	—	—	—	—
River Gunboats	1	—	—	—	—	—	—
Minisweepers	2	—	—	—	—	—	—

PROJECTED.

Financial Year (inclusive up to which programme extends)	1929	1931	1932	1933	1934	1935
Battleships	—	—	—	—	—	—
Battle Cruisers	—	—	—	—	—	—
Cruisers	3	12	1	1	1	—
Cruiser Minelayers	—	—	—	—	—	—
Armoured Coast Defence Vessels and Monitors	—	—	—	—	—	—
Aircraft Carriers	—	1	1	—	—	—
Flotilla Leaders	1	4	12	—	—	—
Destroyers	8	8	8	—	—	—
Torpedo Boats	—	—	—	—	—	—
Submarines	6	4	4	13	9	—
Shoops	—	—	—	—	—	—
Coastal Motor Boats	—	—	—	—	—	—
Gunboats and Despatch Vessels	—	—	—	—	—	—
River Gunboats	—	—	—	—	—	—
Minisweepers	—	—	—	—	—	—

- Classed in Germany as large Torpedo Boats.
- Details of Soviet Union Fleet must be accepted with considerable reserve. Russian ships at present are not included in the number of Soviet Union Fleet.
- Four of these are Minelayers. Money has been voted in the current estimates for the construction of 1 Cruiser, 8 Flotilla Leaders, 8 1st Class Submarines, 1 Submarine Minelayer and 2 Shoops, but the Bill to authorize the laying down of these vessels has not yet been passed.

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An Association of Shiplovers.

From the "Nautical Magazine"

ALTHOUGH there is probably no subject of study and enthusiasm which attracts as much attention all over the world, but particularly among the Anglo-Saxon peoples, as the sea and ships, it is probable that there is no subject in which there is less co-operation among students and hobbyists. Most people who make the sea a hobby or a study have the same two complaints: firstly, the difficulty of getting into touch with other enthusiasts, and secondly, the lamentable fact that nearly all the youngsters of to-day are turning to aeroplanes and motor cars.

Among the enthusiasts who have reason to make the former complaint was Frank C. Bowen, the maritime journalist and author, who frequently tells how all his pocket money as a schoolboy went in buying bitter and shag for coastguards as being the only way in which he could get anybody to talk ships with him. Later he had better luck and gradually met shiplovers all over the globe, so that when the suggestion was made to him by a professional shipping man that an association of shiplovers should be formed on the same lines as the correspondence clubs which exist for railway enthusiasts and other hobbyists, he immediately offered to do what he could for the scheme. It is surprising that nothing of the sort was established long ago.

As ship enthusiasts are not as a rule moneyed men, and as it is desired to make as many youngsters as possible interested in the subject which is really the foundation of the British Empire, the Association, which was named the Ship-lovers' Association when it was formed in November, 1927, is made as economical as possible. The subscription is limited to 5s. per annum to cover postage, etc., half-a-crown for the youngsters, or cadet members as the yacht clubs would call them.

The original idea of making it a correspondence club pure and simple soon grew, particularly as a result of the desire for information voiced by students. Mr. Bowen has collected what is

acknowledged to be the finest private collection of maritime notes in the world and these have been put entirely at the disposal of the members, either by correspondence or direct. The next thing was to arrange local gatherings at which the members could enjoy a yarn or discussion, and it is noteworthy that the first gathering outside London is at Glasgow. These gatherings have attracted both professional seamen and amateurs.

The next move came as a result of a suggestion by one of the members that an effort should be made to preserve a correct idea of the local fishing types which were so important, but which are now being replaced entirely by the strictly utilitarian and generally standardised motor-boat. The idea is, of course, a collection of models, but on the ground that such a collection might well prove outside the means of an association whose primary purpose is economy, a start is being made with hull and rigging plans and photographs.

The necessity of undertaking this work at once if it is to be undertaken at all is shown by the experience of one of the members. He was anxious if possible to get the lines of the famous old Deal lugger which have now entirely disappeared. After a good deal of difficulty he contrived to get into touch with the last of the Deal boat builders, a veteran of fourscore years, only to learn that all the plans, patterns and models, used for generations by a family maintaining the finest traditions of the craft, had been made into a bonfire only a short time before, on the ground that nobody took any interest in them nowadays.

From the original idea of collecting the plans of fishing craft, which is now well under way, it was only a natural development to include the various coasting and barge types which will soon be things of the past. Less difficulty is being experienced with this than in the case of the fishing boats, but again it is high time that something was done. It is hoped when these two schemes are complete that the result will be housed in one of the national

collections for the use of students in the future.

As the Association grew—and it is growing remarkably rapidly—it soon became evident that it would be impossible to run it on the lines originally laid down and still supply the numerous needs of the various members. It was therefore decided to divide the subject into sections, members being at liberty to join up with as many as they choose. These sections have been fixed as follows:—

- I. Pre 19th Century Ships
- II. Old Warships
- III. Modern Warships
- IV. Sailing Merchantmen
- V. Early Steamers
- VI. Modern Steamers and Motorships
- VII. Packets, Coasters and Puffers
- VIII. Local Sailing Types
- IX. Yachts and Motor Boats
- X. Life on Shipboard—past and present
- XI. Exploration and Navigation
- XII. General Interest in Anything that Floats
- XIII. Models
- XIV. Painting and Appearance of Ships
- XV. Marine Literature and Art
- XVI. Craft
- XVII. Harbours, Lights, etc
- XVIII. Shipping Business

One or more of the London members has undertaken to take charge of each of these sections and to do what he can to organise it for the benefit of those keenly interested: local groups being formed in similar fashion as necessity arises.

Within five months of the original conception of the idea over eighty members have been enrolled, the majority of them from Great Britain, but others from as far afield as Japan, Australia, New Zealand, Burma, Roumania, Italy, Danzig and the United States. This widespread enrolment is not only of great advantage to hobbyists who wish to exchange notes, photographs and information, but is also of particular advantage to sea-going members who take a keen interest in the history and theory of ships, every effort being made to put them into touch with fellow enthusiasts at any port at which they may call.

The hon. secretary *pro tem.* is Mr. Frank C. Bowen of 9 Victoria Street, London, S.W.1, who has volunteered to supply any further information that may be required by anybody interested.

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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 Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
2. To convince Australians 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 SECURITY.
3. To bring home to 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 NAVY, WELOWS US INTO A POWERFUL WHOLE.
4. 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.

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