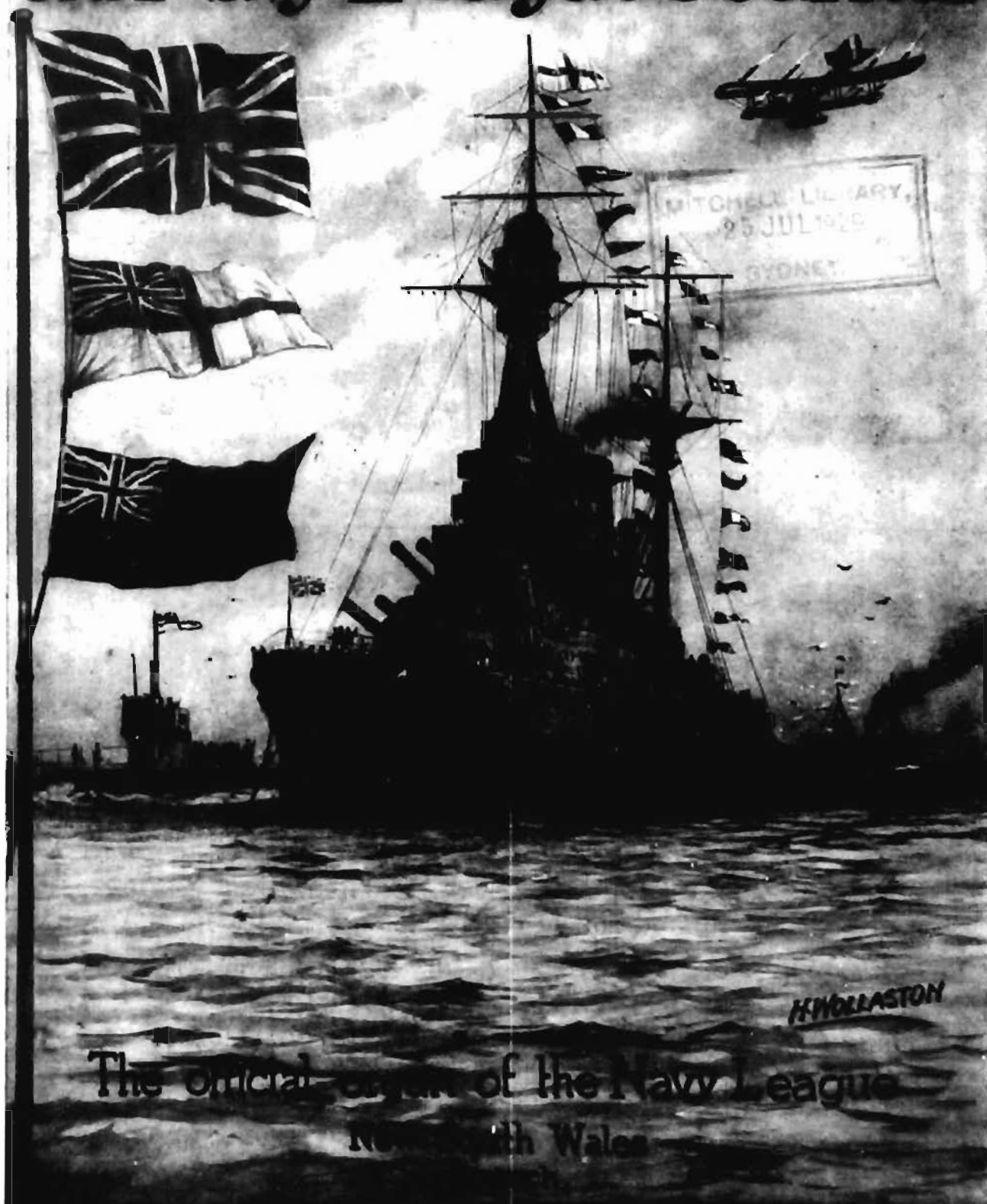


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The Navy League Journal

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SYDNEY, JULY, 1929.

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The Navy League Manifesto.

ELSEWHERE in this issue of our JOURNAL will be found a list of the Resolutions unanimously passed at the Annual Meeting of the Grand Council of the Navy League held in London on May 8th last. We earnestly commend them for serious perusal, not alone by our readers, but by any loyal member of the Empire into whose hands it may happily fall; not least of all by the members of the Federal Parliament upon whom so much depends for the welfare of that Arm of the Empire's First Line of Defense which we are so proud to call the R.A.N.

Let us quote only one paragraph of the Manifesto for a moment's concentration in order that we may grasp its significance before the Bruce-Page axe does grievous harm to our own Navy:—

"We endorse the great ideal of a general limitation of armaments. But we feel that such disarmament is only practicable on the basis of its being general and simultaneously progressive, while retaining residual defence

forces proportional to each country's responsibilities. We disagree with those who advocate one-sided disarmament. This country (Great Britain) has already led the way in disarmament by reducing its Navy, Army, and Air Force, and we feel that further reduction on our part without parallel reductions on the part of the other Powers will not only jeopardize the security of this country and the Empire, but will imperil world peace by rendering it impossible for Great Britain to meet her great obligations."

This Manifesto is uneasy in its accurate forecast of recent developments as reflected by the speeches of England's new Prime Minister (Mr. MacDonald) and the American Ambassador (General Dawes). But when we come nearer home and reflect upon the false naval economy of the Bruce-Page Government, we are, with a shudder, reminded of the quotation that fools will lead where angels fear to tread.



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R.A.N. Retrenchment.

Why Not Go The Whole Hog?

Hand Navy Over to Admiralty.

And Pay Adequate Subsidy.

By "JACK FROST."

TO anybody who has closely followed the history of the Royal Australian Navy from its inception, more particularly in respect of general naval policy, the recently-launched economy campaign involving what practically amounts to scrapping much of the fleet with a resultant wholesale retrenchment in the personnel, will not have come as a very big surprise. In making this assertion the writer does not ask nor does he expect the Navy League to be in accord with him, but merely asks to be allowed to explain his views in the light of retrospection.

Let us first review the Australian naval position as it stood immediately prior to the establishment of the R.A.N.: The Squadron was entirely Imperial, with the cruisers Challenger, Encounter and Pyramus in use as training vessels for Australian ratings all of whom had been entered at an adult age—there were no boys included. These ratings had been recruited with a view to their forming a nucleus of a purely Australian Navy, to form which, it had for some time past been the local ambition. The scheme proved a miserable failure as was predicted by such qualified judges as Vice-Admiral Sir Wilmot Hawksworth Fawkes, the Naval Commander-in-Chief. Nor did it need an expert to form the opinion that such a scheme must prove a failure when newly-entered recruits were in receipt of Australian rates of pay which were nearly double those of the seasoned Imperial ratings who had to instruct them. Yet, the failure of that system, so far from damping the Commonwealth's ambition to possess a navy of its own, only strengthened it—it was not the least of the factors that ultimately decided the question of establishing an Australian navy. For

it was very properly argued that with Australian ships, manned by Australians who would all be on an equality proportionately to rank and rating, there at least would not be that friction or jealousy which had been the main cause of the failure of the "piebald system" referred to. (By the term "Australians" is meant not only locally-recruited ratings, but the large number of Imperial ratings which were lent by the Admiralty for instructional service in the R.A.N. subject to Australian conditions of pay, etc.).

That explanation, I think, shows the Australian position in those early days in respect of the personnel. At that period, dating back to about 1890, the Australian naval subsidy to the Imperial Government was £200,000 or £250,000 a year, a very big increase on the former subsidy and which had been agreed to conditionally on the Australian naval station being strengthened by the building and sending out here of the cruisers Katoomba, Wallaroo, Tauranga, Ringarooma, and Mildura, and the torpedo boats Boomerang and Kurrakatta, all of which arrived in Australia in 1891. With the later ambition for a purely Australian navy, in pathetically inexperienced fashion it was argued that if that ambition were realised, there no longer would be the necessity for paying a subsidy to the Imperial Government—that £200,000 or £250,000 would go a great way towards supporting an Australian navy. The fact was, that Australia did not then realise how well off she was, being provided with adequate naval defence for such a comparatively paltry subsidy. That, then, provided another strong argument in favour of the big ambition being realised. There were many of the far-sighted critics however who warned



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the Commonwealth Government that it would find that a local navy would prove a very expensive toy to buy and to play with. They rightly pointed out that were the strength of the squadron that which was contemplated, it would be next to useless without the ever-watchful eye of the powerful British Navy. They expressed the opinion that the best way in which Australia could improve her naval position was not to aspire, through her vanity (as they expressed it), to a navy of her own, but to further increase her subsidy to the Royal Navy as, by so doing, the Imperial naval stations in Australasian waters would still be maintained and perhaps strengthened. But the Commonwealth Government was deaf to those warnings; nothing would choke it off from a realisation of the big ambition—the R.A.N.

The services of Admiral Henderson were called. He was asked to investigate and to report results. He came out here and set about the task with an open mind. At the outset, in effect, he said: "You want a navy of your own. Very well; that is your business, not mine; so I will set to work and advise you how you should go about it in order to achieve your ambition." It was, at the time, fairly obvious to many that the Admiral had been instructed at Home not to criticise Australia's naval policy, but to confine himself to technically reporting as to what would be necessary in the following up of it. The resultant report was an eye-opener! The writer maintains that never to this day has the advice contained in that report been fully acted upon. One thing Admiral Henderson advised as imperative, and it was immediately acted upon; it was the only thing that panned out successfully: that was the establishment of the training ship *Tingira*, because the Admiral had said that it was hopeless to try to form a naval personnel from *adult* Australian recruits; that that could be done only through the recruiting of boys of an impressionable age before they had arrived at the age when they would be influenced by Trades Hall. He did not, of course, use that phrase; but that is precisely what he meant. And that it was sound advice was later evidenced by the fact that of those of the Australia's ratings who already had been recruited for five years service, not a single one re-engaged when

the five years' term had expired; many had deserted before their time had expired.

Came the war, with the R.A.N. in full swing. It is rightly claimed that but for the presence of the Australian battle-cruiser *Australia* in our waters, the German raiders *Seharnhorst* and *Goeben* would have played ducks and drakes with our cities. I grant that much; but I also contend that, had there been no R.A.N. to do that work, there would have been in these waters an Imperial Naval Squadron that would have done it equally as well. I am not trying to belittle the services of the services of the R.A.N. during those early days of the war; on the contrary, venture to assert that it was that fine work, and that only, that has justified the establishment of a Royal Australian Navy. In every other respect it has, in my opinion, proved a failure. And I maintain that the sooner our Government realises that fact—as soon as we face facts and stop this playing the expensive naval game and place our major naval defences in the hands of the grand Royal Navy, the better.

What is our naval position to day? Only two of four cruisers are in commission; it is suggested that one or both of the new submarines, and the depot ship *Platypus*, shall be placed in reserve with the twelve other ships now lying idle and rusting in Sydney Harbour. It is also possible that the survey ship *Moresby*, and perhaps one or two of the three destroyers that are now in commission, may be added to that number. This action will involve heavy reductions in the naval personnel, the seagoing portion of which, together with those who are in the training depôts, numbers 5,000.

What does all this scrapping and retrenchment mean, if it is not that, by our having realised our ambition to have a "NAVY OF OUR OWN," we have swallowed more than we can digest. It is my considered opinion that the Government has long ago grown tired and weary of its expensive toy, and would gladly discard it by handing it over to the Admiralty with the payment of an adequate yearly naval subsidy that would relieve us of responsibilities which we are unable under our own amateur administration to shoulder.



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I will conclude by modestly suggesting that if the Australian branches of the Navy League were to advocate the policy I have herein set forth, they would not be departing from their inviolate objective—the maintenance of an adequate naval defence—but, on the contrary, would be nearer to achieving it. For it is my firm belief that the Government, with the slightest public encouragement, would be the first to jump at the chance.

Sailors' Home.

Memorial Tablet Unveiled.

On the 26th June the State Governor, Admiral Sir Dudley de Chair, unveiled a tablet in the entrance hall to the Home in memory of Miss Mary Carr, whose bequest enabled a new wing to be added to the building. The Governor was welcomed by the acting-Chairman, Mr. C. J. Henty, in the absence of the Chairman, Mr. Geoffrey Fairfax, and members of the Committee including Commander F. W. Hixson, O.B.E., Captain S. G. Green, F.R.G.S., Mr. O. M. Merri-cale, Mr. S. W. Spain, and the Superintendent, Capt. R. G. Hart. Others who received invitations and were present included: Bishop D'Arcy Irvine, Mr. Mackay Sim, Mr. G. A. Parkes, Captain S. P. Cayley, R.A.N., Commander R. Garnia, R.A.N., Captain J. R. Stringer (Sydney Harbour Trust), Captain J. H. Watson, F.R.A.N.S., Captain C. M. Menmuir (Shipwreck Relief Society), Captain W. W. Beale, O.B.E. (Navy League), and representatives of many Shipping Companies and Consulates.

R.A.N. Appointments.

Commander: Outhbert J. Pope to "Penguin" additional for Foreign Service Leave, to date 22nd June.

Lieutenant Commander (R+): Jack B. Newman to "Cerberus" additional for passage to England per R.M.R. "Malaga," to date 2nd July: (R+) Ian C. R. Macdonald to "Australia" additional as Flag Lieutenant Commander to Rear-Admiral R. R. (R. Evans, C.B., D.S.O., Commander H.M.A. Squadron, and as Squadron (R) and W/T Officer, to date 29th June.

Lieutenant (T+): Emile F. V. Dechaineux to "Anzac"

What of the Future?

Rear-Admiral E. R. G. Evans, C.B., D.S.O., Commanding the Royal Australian Navy, recently delivered a striking speech at an official luncheon.

The Admiral said: "We are living in an age of rapid advance in scientific accomplishments, but because of the insistence of economy the Navy is not always able to keep pace. The fleet lags behind to a certain degree, and we have to accept it. Some of us waste our time in vain imaginings about capital ships that will fly or submerge, air forces that will revolutionize everything, gas that will render great capitals like Sydney cities of the dead, and tanks that will completely exterminate the infantryman, the machine-gunner, and the general staff. But you know in your hearts that these are only dreams.

"It is not my place to give you advice on matters of defence, unless asked for it: but it is my duty to see that your naval personnel afloat is kept in a high state of efficiency," said the Admiral.

"We in the naval service," added the Admiral, "look upon our unit as the best form of Australian national insurance: but as Admiral Blake said: 'It is not for us to mind State matters, but to keep our enemies from fooling us.' Nevertheless, the naval side of British history shows that rash economy has always led to disaster, and I personally believe that a too long stop in recruiting in rash economy, for if the continuity is broken for too long a period we shall have all babes and grey-beards in our service, and no link between. That is our nation's plight: thanks to the Great War, we have few fit men of 35 to take up the reins of leadership in capital, labour and industry—and we may have to face a very serious issue if naval recruiting is stopped for any very long period."

and for Flotilla duties, to date 28th June: (T) Norwood P. Morgan to "Cerberus" and for (T) school, to date 1st July: (R+) Herbert J. Buchanan to "Australia" additional, to date 10th July.

Chaplain: Ivor L. Skelton to "Australia," to date 1st July.

Sergeon Commander: William E. Roberts to "Penguin" and for Naval Establishments and for Naval Wing, Prince of Wales Hospital, Randwick, to date 3rd July.



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The Navy League Manifesto.

RESOLUTIONS unanimously passed at the annual meeting of the Grand Council and members of the Navy League (London) on May 4th last.

(1) "That this general meeting of the Navy League approves of the manifesto which was adopted by the Navy League and Air Force Committees, and which is published in the annual report for 1928."

The manifesto is as follows:—

"We endorse the great ideal of a general limitation of armaments. But we feel that such disarmament is only practicable on the basis of its being general and simultaneously progressive, while retaining residual defence forces proportional to each country's responsibilities. We disagree with those who advocate one-sided disarmament. This country has already led the way in disarmament by reducing its Navy, Army and Air Force, and we feel that further reduction on our part without parallel reductions on the part of the other Powers will not only jeopardise the security of this country (Great Britain) and the Empire, but will imperil world peace by rendering it impossible for Great Britain to meet her obligations."

(2) "The Navy League confides that the Government, of whatever Party it may be composed after the general election, will make proper provision for the defence of this country and of the Empire, and especially that an adequate Navy and Fleet Air Arm will be maintained for the defence of our trade routes and communications upon the high seas."

(3) "That, in view of our progressive trade with the British Dominions, India, and all other parts of the Empire, it becomes increasingly important to defend and keep open the sea routes of the world."

Signed: Cyril R. Cobb, Chairman.
 H. M. Denny, Commander, R.N.,
 General Secretary.

The Navy League,
 London, R.W.I.

When we study these resolutions and become alive to the profoundness of their significance; and with that awakening we reflect upon the almost feverish cautiousness with which the nations of the world have approached this burning question of the reduction of armaments, does it not make the student of international naval politics shudder at the temerity displayed by the Australian Government in having, with one stroke of the pen, abolished the only means it had of building up of a navy as it did with the abolishment of the Training Ship Tingira, on the ground of naval economy?

Australia, either through vanity, or a sincere ambition to possess a navy of its own, instead of contributing an adequate payment towards the maintenance of the Royal Navy (by which alone she can command security) gave way to her ambition—the owning of a navy. She was advised that the first essential to an Australian Navy was the establishment of a training ship that would ensure the continuous provision of a naval personnel. Yet, what happened! At the very first pinch which came in the form of a need for the exercise of economy, the Federal Government sold its naval foundations in order to save its roof.

If those in authority overseas—notably the British and the American leaders—who for some time past have been strenuously trying to establish amicable naval relations such as to-day are thought to be hopeful, had been composed of such short-sighted politicians as those of the Commonwealth, where would the British Empire be to-day!

We leave it to any thoughtful Australian to supply the answer.

**See that your friends join the
 Navy League**

"Choose the best in life; habit will make it agreeable."
 —Plutarch.

COMMANDING THE R.A.N.



REAR-ADMIRAL E. R. G. R. EVANS, C.B., D.S.O.

COURTESY FRANKLY HALL

The Admiral is one of the most distinguished men in the Royal Navy, and the Commonwealth is privileged to have him as the leader of its Navy. His magnetic personality assures him of great popularity with Australians.

Naval Reductions.

The following letter, bearing the signatures of Judge Backhouse, Chairman; Sir Kelso King, Hon. Treasurer; and Mr. F. W. Hixson, Hon. Secretary, has been sent to the Rt. Hon. The Prime Minister of Australia, by the Navy League, N.S.W. Branch:—

"Sir,

The Navy League is deeply concerned at Press reports of heavy reduction in Defence Vote entailing drastic reduction in already attenuated Naval Vote. If these reports are substantially correct the Navy League deems to make respectful but emphatic protest against further inroads on continuity of healthy naval development already signally exemplified in suspension of Boy Training against which the League has repeatedly protested.

The League desires to record its opinion that recent political changes in Great Britain give no promise of any increase in provision for Empire defence and that Australia cannot afford to rest her national safety on the unrealised aspirations of idealistic statesmen.

It is widely accepted that the Dominions should take a larger share in Empire Defence, but the League has always held the view, which it has put into practice in the Sea Cadet Movement, that the most important contribution Australia can make is the building up of a sea-sense in the people of this island continent. A naval squadron of adequate proportions in its various arms, manned by properly manned personnel, the League considers an indispensable adjunct to the fostering of this sea-sense, forming at the same time a material contribution to Empire Defence.

The League protests that no Service can remain keen and efficient and the youth of the country eager for enlistment if that Service is subject to crippling alterations in its organisation and composition.

For this reason the League has repeatedly protested against the suspension of Boy Training,

the most vital and truly reproductive naval activity of the Commonwealth, returning to the Commonwealth an inestimable benefit in the form of good citizenship, which remains when the most costly ships have been scrapped.

It is for this reason that the League deprecates the fact that only two out of four cruisers are in commission and only three out of twelve destroyers, with the possibility of further reduction. The League considers that the ships at present in commission form a naval force inadequate for carrying out its full functions and exercises, without which professional enthusiasm and proficiency cannot exist nor attraction given to the youth of the country.

The League is not unmindful of the financial difficulties facing the Government, but urges that if the objectives stated above are kept in view and a bold policy followed the Government will find the people of Australia not unwilling to make the necessary sacrifices.

In the face of the present financial difficulties the League believes that it is essential to combine constructive suggestion with criticism. In a general way this is done earlier in this letter, but a careful study of the present situation moves the League to make some detailed suggestions which it is believed will forward the principles advanced above.

SUBMARINES.—The League urges the most careful reconsideration of the maintenance in Australia under present conditions of these highly specialised and immensely costly vessels to maintain. The League believes that these vessels are becoming a heavy drag on the healthy development of a compact naval unit, which the League believes is adequately formed for the purposes above stated when comprising cruisers, destroyers and aircraft. The League therefore advocates the bold course, with the consent of the British Government, of the handing over of the submarines to the Royal Navy, if necessary without monetary consideration, if possible on condition that the present Australian Submarine



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Naval personnel, who volunteer, are given employment in the Royal Naval Submarine Service for a period of years.

The League will support the maintenance of organisation to deal with a British Submarine Flotilla stationed in these waters in national emergency and the establishment of an Australian Submarine Service, when an adequate submarine unit can be maintained without detriment to the fundamental requirements of naval training and an adequate naval squadron.

ROYAL AUSTRALIAN NAVAL COLLEGE, Jervis Bay.—The League has been aware for some time of a feeling in the community that in the absence of any present prospect of expansion in the numbers of cadets to be trained at the naval college, consideration should be given to any feasible alternative. The League therefore is emboldened to advance for consideration proposals for the re-establishment of Boy Training as a result of readjustment of the system of cadet entry for the time being, while the entry of naval cadets is so small. As no new works will be involved this action will not be irrevocable. The adoption of the alternative system of entry at present in vogue in England on a small scale, side by side with Dartmouth (Jervis Bay) entry, does not appear too violent an experiment, with so much at stake.

A vessel such as the "Platypus" freed by the return of the submarines, would appear suitable for the training of the yearly entry of up to 20 cadets. Jervis Bay College, designed for 180 cadets, could then be made available for the training of boys for the time being.

If proposals such as these can be recommended by the naval authorities the League believes they will have the enthusiastic support of public opinion, which however would not tolerate any sacrifice in respect to officer training, except in as much as it contributed to the earliest possible resumption of Boy Training.

THE SALE OF HULKS, AUXILIARIES AND OBSOLETE WAR SHIPS.—To provide funds and to better ensure continuity in times of financial difficulty the League advocates the creation of

a Trust Fund, to assist the maintenance of Boy Training, with the proceeds of the sale of hulks, obsolete auxiliaries and obsolete war ships, instead of these monies reverting to consolidated revenue. As a first step that the sum of £25,000 reported in the Press as received from sale of H.M.A.S. "Melbourne" in Great Britain, if it has reverted to consolidated revenue, should be credited to this Fund.

In conclusion, the League respectfully urges the grave responsibility of the Government for the steady and consistent development of a sea-sense in Australia by means of adequate naval training and naval forces in commission which the League is convinced is as essential to national security, as is financial stability."

Sydney,
21st June, 1929.

Surprise Farewell Party

PERRY Officer Lindsay Scott, of the Mosman Navy League Cadets, who sailed in the last voyage of the S.S. Moeraki as assistant purser, was pleasantly farewelled with a surprise party on June 22nd at his home in Raglan Street, when Mr. H. R. Currington, O.C., Mr. A. Dargan, junior officer and 30 Navy League Cadets rolled up, and competitions, songs and dancing were indulged in.

After supper, in a happy little speech, Mr. Currington congratulated Lindsay Scott on his appointment, and presented him with an autograph album from the Mosman Company of Sea Cadets, and wished him bon voyage in this, his first sea trip.

The speaker suggested that the duties entailed in his sea going appointment would be greatly lightened by his Navy League experience which extended over three years.

"We cannot improve the world faster than we improve ourselves."



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

Monthly Notes and News.

Sea Cadet Officers.

Second Annual Dinner.

SIR KELSO KING presided at the Second Annual Dinner given by the Navy League Executive to about forty of the League's honorary Sea Cadet Officers, and held at Adams' Cafe, on June 17th. Members of the Executive Committee present were—Commander F. W. Hixon, O.B.E., Mr. C. M. C. Shannon, Mr. Harry Shelley, Mr. T. H. Silk and Mr. Harold Cochrane. The Secretary of the League in N.S.W. (Capt. Beale) was also present. The guests included Messrs. S. Cooper (O.C. Birchgrove and Senior Regional Officer), W. L. Hammer (O.C. No. 2 Region), H. R. Currington (O.C. Mosman Coy.), R. M. Sommersville (O.C. No. 3 Region), L. E. Forsythe (O.C. Nos. 5 and 8 Regions), E. A. Solomon (O.C. No. 6 Region), B. W. Snow (O.C. Woolwich Coy.), M. F. Litto (O.C. Leichhardt Coy.), A. Pickles (O.C. Drummoyne Coy.), W. A. Waterer (O.C. Balgowlah Coy.), J. F. Moore (O.C. North Sydney Coy.), D. Waterfield, J. Laupers, H. Kendall (Birchgrove), J. McGarry, L. Dargon (Mosman), A. Scott, J. Collins, P. Strike, H. Burdon, (North Sydney and Artarmon), L. Butcher (Balgowlah), A. Ricketts, J. Edwards (Manly), W. J. Falkner (St. Peters), C. Tottman (Woolwich), J. Hiron, L. Hinchcliffe, J. Benton (Drummoyne), T. Robb Leichhardt, and S. Shepherd (Lane Cove).

After drinking to the various toasts and listening to several interesting speeches the guests had the further pleasure of seeing two of their number, Messrs. S. Cooper and W. L. Hammer, decorated by the Chairman on behalf of the Executive of the League, London, with the Navy League Special Service Decoration—the highest honour the League can bestow. The Secretary briefly recounted the splendid honorary services rendered to the Cadet Movement by these officers. Mr. Hammer, he said, had volunteered his services to the movement immediately he was informed that the Executive Committee intended to raise Sea Cadets in New South Wales, and on the Committee's invitation he accepted the honorary post of O.C. of the first unit to be formed in Australia in the year 1920.

Mr. Cooper, the Secretary told his audience, had been singled out for distinction owing to his fine services over a period of seven years and for his unflinching reliability.

After the presentation of the well-merited awards, a number of officers took part in a laughter-making balloon-blowing competition instituted by Mr. Harry Shelley. The balloons were the toughest procurable in Australia and inflated by way of the human mouth stretched out like baby dirigibles five feet long before reaching bursting point, much to the relief of the competitors and to the great merriment of the on-lookers. The first prize, presented by Mr. Shelley,



COMPETITORS FOR THE McMASTER GOLD MEDAL FOR SEMAPHORE SIGNALLING.

went to the representative of the victorious Drummoyne Company. Sea-chaunts sung in rollicking sailor fashion and deep sea yarns brought to a close a very pleasant evening.

We congratulate Mr. Jack Payne, M.I.N.A., a member of the Navy League Executive, on his appointment as Chairman of the Australian Commonwealth Shipping Board. Mr. Payne has been at Cockatoo Dockyard since 1912, first as Engineering Manager, then as Manager and, until lately, as a member of the Shipping Board. During his term of service Mr. Payne has been closely identified with the building of many ships, including the destroyers "Torrens," "Hoon" and "Swan," the cruisers "Brisbane" and "Adelaide," and the seaplane carrier "Albatross." The merchant ships "Fordsdale" and "Ferndale" and numerous tugs, dredges and lighthouse ships, were also completed under Mr. Payne's direction.

Mr. John Hawley, a keen member of the League who is on his way to Britain on a visit, writes from Malta that the sea voyage is benefitting him and that he is looking forward to seeing the glories of the Old Land. Mr. Hawley sent several snapshots of places en route, but, unfortunately, they are not sharp enough to reproduce.

Woolwich.

(Contributed by Mr. B. W. Snow, O.C.)

Owing to pressure of work we were unfortunately too late with our notes for May for inclusion in last month's Journal. We therefore take this opportunity to congratulate Birchgrove Company on winning "The Miss Charles Fairfax Flag," and also the runners-up in scoring such high points. Next year we hope to enter a team ourselves.

On May 1st we received a visit from the O.C., North Sydney Company, for the purpose of inviting us to join him in a trip to Newcastle in August. We naturally accepted and are sending twelve cadets. We would like to thank Mr. Moore for his kind thought.

Most of our time lately has been spent in instructional work, and at the end of July we hope to be in a position to appoint Acting Petty Officers and permanent Leading Seamen. On July 27 we are holding a gala parade when promotions will be announced and, in addition, a prize donated by Mr. Ramsay, of Woolwich, will be presented to the cadet showing the greatest proficiency in bends, hitches and splices. Cadets are busily preparing boards for display on that day. All officers are invited to attend, but owing to lack of space we are unable to invite all cadets as well.

Our depot is sadly in need of a coat of paint,

but we hope to remedy that in the course of the next week or so. At any rate we have hoisted our signal mast and fixed it temporarily, so we feel that we are progressing, if somewhat slowly. We would feel happier if we knew that uniforms would be available in the near future.

Attendances have been extremely good, and Woolwich Company, though small as yet, is proud of its keenness and general smartness in attending all parades in spite of the cold weather. Our percentage of attendance in relation to the number of cadets enrolled is 90 per cent, apart from two cases of illness.

Manly.

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

THE past month has been one of considerable social activity, and our Sub-branch Committee and those interested in the welfare of Manly Company are to be congratulated for the successful work accomplished. The dance held on 15th June was a very pleasant function, Birchgrove Company was very well represented, and North Sydney officers who attended were Messrs. Hammer, Moore and Scott.

The concert held on 20th June was a great success. Miss Clem L. Robertson, the Principal of the Manly School of Dramatic Art, is to be congratulated on the high standard attained by her students. Miss Winifred Steber and Miss H. Michael arranged the musical numbers.

The Officers' Dinner, tendered by the Executive Committee, was a function that set the machine of good-fellowship running at full speed ahead, and imprinted indelibly in our memories the record of a very happy occasion.

Cadets visited the New Zealand ships H.M.S. "Dunedin" and H.M.S. "Diomedes." The outing was both interesting and instructive.

The sailing has been very exciting this last month owing to heavy seas and to wind, and the cadets' efficiency in this branch of the training is due to Mr. A. Ricketta, the capable O.C.

Last month Manly Coy.'s footballers met the Birchgrove representatives in a match at Birchgrove Oval. Each team played well and hard, but Manly was too light for the opposition and was

defeated. Cadet Petty Officer J. O'Sullivan received a compound fracture to his left arm early in the match, but I am pleased to report that he is now rapidly recovering. Instant and efficient medical attention was the means of preventing a possible amputation. I would like to specially commend Cadet J. O'Sullivan for the courage and grit he has displayed throughout, and Mr. and Mrs. O'Sullivan join with me in thanking Mr. Cooper and the Birchgrove Company for their sportsmanship. They entertained Manly to tea, and during the week that O'Sullivan had to remain at Balmain Hospital they never failed to visit and take him anything he required. When such a good spirit permeates the Navy League it is bound to show progress.

The Second Annual Ball will be held on Thursday, 1st August, at the Soldiers' Memorial Hall, Manly. Under the capable administration of Mrs. Rutter, Hon. Organiser, assisted by our Sub-branch Committee and supporters, this Ball should be the most enjoyable and brilliant function yet held. We will have the honour of the attendance of Rear-Admiral E. R. G. R. Evans, C.B., D.S.O., and Mrs. Evans.

Warning.

It has been brought to our notice that unscrupulous persons are canvassing parents and boys for money; for the purpose, it is stated, of purchasing uniforms for boys who wish to join the Sea Cadet Movement (in most instances the words "Sea Scouts" have been used).

Parents whose boys wish to join the Navy League Sea Cadets should get into touch with men whom they know to be serving in the Movement as officers. If they have any doubts whatever they should ring Navy League Headquarters B7808 or write the Secretary, Royal Exchange Building, Bridge St., Sydney.

Under no circumstances should parents' boys give money to strangers who state that they are members of the League or working for the League.

Induce a Friend to Join the League

Leichhardt

(Contributed by Mr. H. F. Little)

OUR Company is still forging ahead, and the depot is now looking more ship-shape, but it is very small in wet weather, and we hope to have a more up-to-date one by this time next year.

Our regular Church Parade on Sunday, 9th June, was, as usual, largely attended. We have been fortunate in getting the Management of the Marlborough Theatre, Leichhardt, to give us a Benefit Performance before the end of this month, and we hope that our funds will receive a good lift through their kindness.

On Thursday, 13th June, several of our members attended a Social Evening at the "Sydney" Depot, Drummond, where we all spent an enjoyable time.

On Sunday, 23rd June, two Officers and several Cadets paid a visit to Little Bay Hospital, to see Cadet George Ross, who has been a inmate for several months. Cadet Ray Wilton, in Balmain Hospital, is fighting through a heavy sea also, and we hope that before long both lads will be on the road to recovery.

Sunday, 30th June, we visited Balmain Hospital to see another member of the League, who met with a painful accident playing in a football match against Birchgrove Company. We are sorry to hear that Birchgrove Company also has ardent

workers on the sick list, namely Mrs. Mayne and Mrs. Lanpard, and we hope for the speedy recovery of all these members. Speaking of sickness, I might state that whether our President, Mr. Goode, feels sick or otherwise, he never misses a Committee Meeting or Parade Night at the Depot, where his assistance is always very valuable to the Company.

The Dinner kindly given by the Executive of the League to the Officers was thoroughly enjoyed by all.

Our sporting gear is steadily being added to. Sports Officer Mr. J. Newman is the live wire, and several boys are keeping fit for the Boxing Tournaments. The boat's crews are also going through a course of training, under Mr. Sider, another of our new officers, and it will not be for want of trying if the Leichhardt Company does not win a trophy before long.

North Sydney and Artarmon.

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

ON behalf of the Officers of No. 2 Region, I desire to convey to the Executive Committee, appreciation and thanks for the Dinner given to Navy League officers on June 17th. The balloon bursting competition added greatly to the merriment of the evening.

Approximately 3 officers and 50 cadets will take part in the Newcastle camp in August, which is being arranged by the O.C. North Sydney, Mr. Moore. The party will travel by the Newcastle and Hunter River steamers.

P.O. Cadet F. Walker has received an appointment to the Newcastle and Hunter River S.S. Co.'s steamer "Kindur." He relieves P.O. Cadet L. Hilton, who has been transferred to the "Gwydir" and promoted to ordinary seaman.

The Regional Welfare Committee meets next Thursday night, 19th inst., to discuss finances, etc.

Mr. Lea Wilson honoured us with a visit on Tuesday, 2nd inst. He addressed the cadets and explained how the Lea Wilson Cup, which he presented, might be won, together with a gold medal. P.O. Cadet D. Macarthur is the successful cadet for 1928-9. The presentation is to be made on Tuesday, the 16th July.



LEICHHARDT'S YOUTHFUL MASCOT.

Mosman Bay.

(Contributed by Mr. J. McGarry)

ONLY once a year do all Sea Cadets' Officers meet the Executive Members of the League and that meeting took place at a Dinner given by the Executive to Sea Cadets' Officers at Adams' Cafe, on June 17th.

It was a very happy gathering indeed, and good feeling and good fellowship predominated.

Mr. C. M. C. Shannon remarked on the increased number of officers present, thus indicating the formation of new companies.

After several addresses, vocal items and chautios concluded a pleasant evening.

A fine display of football was witnessed at the match Birchgrove v. Mosman Bay, played at Birchgrove Oval, which resulted in a win for the former. We hope very shortly to play them a return game at Mosman. To Mr. and Mrs. Couper I wish to convey the thanks of all present for the afternoon tea they tendered us.

Both cutter and whaler are up for overhaul and are receiving careful attention. General repairs and painting will soon reveal two smart and trim craft.

Our President (Capt. Stringer) has secured for us a much needed compass, and instruction in this branch should be greatly magnified. Many thanks Mr. President.

We are grateful to Mr. Moore, O.C., North Sydney, for his cordial invitation to Mosman Bay cadets to join with his Company in a camp he is conducting at Newcastle. I advise those cadets who can do so, to go, as the programme which has been drawn up is very attractive.

In an endeavour to augment the Company's funds a Grand Concert is being held at the Mosman Bay Town Hall. The programme is a remarkably good one, and should draw a good house. Mr. King, Hon. Sec., with the co-operation of male members of the Committee, is conducting all necessary arrangements.

July the 6th shall always be memorable to Mosman Bay cadets as they had the honour of representing the Navy League at the burial service of the late Keith Anderson.

Congratulations Birchgrove on winning the Signalling Competition, and Lane Cove for running second.

Birchgrove.

(Contributed by Mr. J. Cooper, R.O.C.I.)

BIRCHGROVE'S luck must surely be in, winning first the Miss Charles-Fairfax Flag and then on the 6th inst. the Oswald McMaster Gold Medal for signalling.

Cadet Waterfield put up a splendid performance in obtaining third place. He has just turned 13 and will have a good try for it next year.

Chief Yeoman of Signals, Mr. Adams sent the last message at 28 words a minute, and was surprised that any of the cadets could read it.



P. J. COOPER MEMBER OF MCMASTER GOLD MEDAL

All hands will be pleased to learn that Mrs. Mayne has started out on the road to recovery, and we hope that in a month or two this good lady will be again visiting the depot.

Although Mr. Lampard has been suffering from neuritis, Mrs. Lampard had two operations and Noel Lampard had the top joint of his finger taken off, the three were present at the last Welfare Committee meeting. That is the spirit which keeps Birchgrove forging ahead.

Birchgrove officers greatly appreciated the action of the members of the Executive Committee in entertaining to a dinner recently.

The result of the Boxing Tournament will be available next month.

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MISS CHARLES FAIRFAX FLAG ON RIGHT OF PICTURE. HELD BY BIRCHGROVE.

Balgowlah.

(By Cadet Hendy)

THE competition between the four sections: No. 1 Port, No. 2 Port, No. 1 Starboard, No. 2 Starboard resulted in No. 1 Starboard, under Aotg. P.O. Martin, being placed first, and No. 2 Port, under Aotg. P.O. Friend, second.

P.O. Waterr is the signalling instructor and P.O. Butcher instructs in marching.

Signallers Waterr, Butcher and Miss trained hard for the MacMaster Medal.

The band, under our noted bandmaster, Mr Hawkins, is practising hard, and making very good progress.

A dance, in aid of the Company funds, was held in the Masonic Hall, Ethel St., Balgowlah, and proved both a financial and social success. Many thanks are due to Messrs Traveller, Stewart, Millward, Behrman, Waterr, Friend and Hendy, for their great assistance.

Another dance is to be held at the same Hall on Saturday, 8th inst. and we trust it will be as successful.

All photographs of cadets appearing in this issue were kindly supplied by Mr. Len Wilson.

The Prime Minister's Economy Hunt.

INQUIRIES show that the man-in-the-street has sunk into an apathetic state regarding anything and everything appertaining to Governments and politicians. When he is sufficiently interested to take notice he is of the opinion that the Government is ill-advised to reduce defence expenditure; that the Council of Defence is not in agreement with the Cabinet, but is forced against its better judgment to acquiesce to the frantic demands for economy by the Prime Minister and Federal Treasurer owing to their appallingly bad management of the affairs of the country (although they do not admit it); that as an excellent start in the economy hunt the axe should fall on some of the Royal Commissions and most of the politicians; that the highly paid chiefs of the Development and Migration Departments now should render to the people of Australia an account of their stewardship—showing what development has been made under its direction and whether migration and settlement returns reveal an improvement over those in former years commensurate with the princely salaries handed to its present controllers by a grateful and easy going people; that the commissioning of the aircraft carrier "Albatross" to carry the Governor-General to New Guinea is an unwarranted and unnecessary expense in view of the reductions taking place in the Service, and the fact that many men are being wantonly deprived of their livelihood who are least able to bear it; that it is doubtful whether the State has the right to wilfully take from any of its citizens the bare means of livelihood, although it is conceded that it is entitled to reduce the salaries of politicians and Migration Commissioners, who receive emoluments out of all proportion to the service they render or are supposed to render to the community; that Australia's high tariff walls are the greatest menace to her security barring as they do the will of the great foreign nations to freely trade with her.

Australia must have an adequate Navy.

Please Interest a Friend in the Navy League.

Committee Meeting.

At the meeting of the Executive of this Branch held on the 8th inst. it was decided to write to all the Australian Branches of the League inviting their co-operation in opposing the Federal Ministry's reduction in the Naval defence vote.

The letter to the Prime Minister (printed on another page) was adopted, together with the letter to the *Sydney Morning Herald* in connection with the cruise of the "Albatross."

Before the business of the meeting commenced the Chairman, on behalf of members, expressed the hope that Mr. G. E. Fairfax, who met with a painful accident some time ago, would soon be well enough to attend the monthly meetings. Mr. Fairfax is greatly missed.

Those present at the meeting included Judge A. P. Backhouse, M.A. (in chair), Sir Kelson King, Messrs. C. W. C. Shannon, Harry Shelley, F. W. Hixson, O.B.E., J. Payne, H. Cochrane, Captain J. R. Stringer and Capt. Beale (Secretary).

R.A.N. Appointments.

Lieutenant Commander: (O) George R. Deverell to "Albatross," to date 8th July; Alan C. Mather and George S. Stewart to "Cerberus" additional for passage to England per s.s. "Ansonia" to date 22nd July; James M. Luke to "Cerberus" additional for passage to England per s.s. "Runic," to date 18th July; (O) Ian D. Elliott to "Albatross," to date 8th July; Harold S. Harrett to "Canberra," additional, to date 10th July; Wilfred H. Harrington to "Success" and for (N) duties, to date 10th July.

Sub-Lieutenant: Alan H. Lewis to "Success," to date 10th July.

Sergeant Lieutenant Commander (1): Christopher B. H. Beale to "Canberra," to date 29th July.

Sergeant Lieutenant: Henry K. B. Bailey to "Penguin" additional, to date 20th June.

Commissioned (1st): (O) Lawrence F. Baxter to "Cerberus" additional for passage to England per s.s. "Runic" for reversion to the Royal Navy, to date 8th July.

(Junior): (O) William G. Cotgrove to "Success," to date 2nd July.

Warrant Telegraphist: William H. Jones to "Cerberus," to date 8th July.

Senior Master: William S. Robertson to "Penguin," to date 22nd July; Richard R. B. Finney and William R. Murphy to "Cerberus," to date 22nd July.

Schoolmaster: Bernard R. Flood to "Canberra," to date 22nd July; John A. Gleave to "Australia," to date 22nd July.

Warrant Writer: Harold W. Smith to "Penguin," to date 22nd July; Reginald C. Watson to "Cerberus," to date 22nd July.

European Naval Notes.

Kindly contributed by Frank C. Bower.

Author of "The Golden Age of Sail," "The King's Navy," etc., etc.

The full dress uniform of the Royal Navy is undoubtedly attractive, particularly to the feminine eye, but it is neither comfortable nor inexpensive and the Admiralty has shown every consideration in not forcing a naval officer to purchase it, but gradually rank after rank has come into the circle in which a full dress uniform is necessary, the latest being the commandants, who must provide themselves with this uniform by July, 1930. Certain exceptions are made, notably the officers whose seniority gives them little chance of promotion and who will probably retire by the date the order becomes operative, or soon afterwards. These officers need not provide themselves with the uniform unless they care to do so for the purpose of attending State balls and the like, and it is so expensive that it is not likely that many of them will run to it.

The fact that the axe is again likely to be wielded with considerable force is shown by the special regulations which the Admiralty have published, offering the maximum pension to a number of lieutenant commanders if they choose to retire at once. It will be a big consideration to the officers affected, but the examination of the list and the men eligible shows that it will do comparatively little to relieve the present state of congestion among the two and a half stripes, of whom there are well over a thousand. Something still more drastic will have to be done, and there are rumours in naval circles that not only will officers of this rank be affected, but also lieutenants, of whom there has hitherto been no surplus.

In the names of the new ships to be built under the new programme, the Admiralty has had a number of very happy thoughts and the list has gone by practically uncriticised. The 10,000-ton cruisers are to be the NORTHUMBRIA and SURREY, the former a name with very fine naval tradition, while the latter has not yet been borne by one of H.M. ships, although it certainly should have been from the importance of the county. The submarine depot ship is to be the MATARONA, commemorating the ship which she replaces, while

the flotilla leader is to be named KNITH. That gallant old Admiral certainly deserves the honour that is given him even though it comes rather late in the day. Fine naval traditions attach themselves to every one of the B class destroyers—HAMILSK, BRAGLE, BLANCH, BOADICKA, BOKRA, BRAZEN, BRILLIANT and BULLDOG. The submarines are to be RAINBOW—which will be a popular name in Canada—REGENT, ROVER, RESOLUT, ROYALTY and ROBERT. The river gunboat will be the FALCON, and the ships HARTING, PENZANCE, FOLKSTONE and SCARBOROUGH, all of them British seaport towns intimately connected with the Navy.

It is interesting to note that a new initial letter has been found both for the destroyers and submarines, for this suggests that a radical difference will be made in their design. Except that the ACHERON will differ from the remainder of the class and will be given high pressure steam, very little has been published concerning the design of the A class, but it is generally understood that they will be a compromise between the plans of the Thornycroft AMAZON and the Yarrow ARCADE. It is hoped that this can be effected without spoiling the design of these two remarkable vessels, both of which have great virtue. Similarly only the barest details are known concerning the T class of submarine, but in photographs which the Admiralty has permitted to be published it is noticed that the bow is a compromise between the cutaway stem favoured by the Germans during the war and the round nose which has appeared in most recent British designs.

The appointment of Admiral Sir Hubert Brand to be Commander-in-Chief at Plymouth once again raises the question of the next First Sea Lord, for it puts him out of the running unless Sir Charles Madden is persuaded to hang on to the post very much longer than is considered to be at all likely. That leaves as favourites for the post Admiral Field and Admiral Brock, both of whom are very distinguished men who have every qualification for the high position.

The Select Committee has suggested that considerable economy may be effected if naval officers appointed to the Admiralty or other shore duty should have a longer tenure of office than the two

years which is usual. Under the present regulations, a longer term runs the risk of seriously handicapping the officer in his subsequent career, through lack of sentiment, regulations concerning which were carefully planned in the bad old days to prevent an officer with political pull settling down to a comfortable job ashore for an indefinite period, keeping other officers out and losing touch with the Service. Nowadays it is generally appreciated that the staff jobs are of so complicated and deep a nature that the two-year appointment means that the officer has to go to sea again practically as soon as he has really got the hang of his shore duties. It certainly would be an economy to grant the longer term, but the Admiralty regards it more as a means of improved efficiency.

H.M. submarine M.3, one of the three ships which were given an old 12-inch gun in the latter days of the war, is entering yet another phase of her varied career. Although minelaying by submarines has always taken a rather secondary place in British Navy plans, the Germans showed what can be done in this way and the French and Italian Navies, to say nothing of the American and Japanese, are all keenly interested in the subject. The M.3 is being specially fitted with minelaying gear, and it will be interesting to see what results are obtained. It is very curious to note that these ships, none too successful in their original role, which is now banned by the Washington Disarmament Treaty, have proved extraordinarily useful for experimental purposes, including minelaying and aeroplane carrying in submarines.

Ball at Manly.

Rear-Admiral and Mrs. Evans will be present at the Manly Navy League Ball to be held on August, 1.

Proceeds will be devoted to building a depot for the local company of Sea Cadets.

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The Malietoa-Mataafa Rebellion.

BY R. K. P.

THINGS happen so rapidly, and startling events crowd so thickly upon one another, that matters which were in other days the common talk of the country are now forgotten. For example, there are few so well acquainted of the facts connected with the Malietoa-Mataafa Rebellion, which remains by far the most famous of any episode in Samoa's chequered history, as to excuse a brief recount after a lapse of so short a space of thirty years ago.

On 22nd August, 1898, Malietoa Laupepa, King of Samoa died. By the final act of the conference of Samoa, which had been signed by Great Britain, Germany and the United States, the Samuans had been given the right to elect a successor "according to the laws and customs of Samoa." In the event of their not being able to agree, the Chief Justice appointed by the three Powers had been directed to decide.

After heated discussion and the assemblage of armed parties, the candidates had been reduced to two, Malietoa Tanu and Mataafa. Each had a large number of followers who were collected at Mulinu, the seat of government, and in the municipality of Apia. At the latter end of November, the natives not having been able to arrive at a decision, the question had to be referred to the Chief Justice. The latter had held a trial of some duration, and on 31st December, 1898, announced that Malietoa Tanu had been duly elected. As soon as the decision was known there was great excitement among the followers of Mataafa. They put on their turbans, painted their faces, and advanced on Apia. A party of seamen was landed from the cruiser *Ponopono*, under the command of Captain (later Admiral) Sturdee, to protect the Chief Justice's house in the country: but when the Chief Justice came into town on the following day, this party was withdrawn to the mission house where the European women and children were collected for safety.

Endeavours were made to prevent the natives

from fighting, but on the afternoon of 1st January, 1899, hostilities commenced. They ended in the Malietoa side being thoroughly defeated, with some loss. The King was rescued and sent on board the "*Porpoise*" for safety; and his followers swam or fled in canoes to that ship during the night.

On the following day a meeting of Consular and Naval representatives was held, the outcome of which was the formation of a provisional government consisting of Mataafa and thirteen principal chiefs, to maintain order until instructions could be received from the three Powers. These efforts were successful until the end of February the excitement among the natives revived, and the followers of Mataafa, to the number of four thousand, surrounded Apia. About this time the United States flagship *Philadelphia* flying the flag of Rear-Admiral Kautz, arrived. The Rear-Admiral issued a proclamation calling on the Matafaes to leave the neighbourhood of Apia and return peacefully to their villages. Instead of obeying, they left Mulinu (where they were under the guns of the ships), and went into the bush at the back of the town, where they turned Europeans out of their houses, thus obliging them to take refuge in the houses on the beach under the protection of the ships. Remonstrances were sent to Mataafa, calling on him to retire; but these had no effect. Malietoa and many women and children fled to the British consulate for protection.

Parties from the ships *Philadelphia*, *Porpoise* and *Royalist* were landed for the protection of the town; and the British and American consulates, with the native refugees, were transferred to Mulinu, whither the Malietoa prisoners who had managed to escape from their opponents also came. The situation became critical. The line to be defended extended for 4,600 yards; the available landing parties being only 260 men. The Mataafa party had upwards of 4,000 men, armed with about 2,600 rifles of various patterns, many of them modern; and they

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could have rushed the position at any time, save that they were deterred by fear of the ships' guns.

On March, 14 the Rear Admiral addressed a further letter to Mataafa, to which no answer was returned. On the contrary the Matafaans advanced closer. The following day Kautz sent two of his officers to Mataafa with an ultimatum, demanding an answer by noon, the letter was received but the officers were turned back. At 12.30 a determined rush was made on the British and American consulates. Lieutenant (now Admiral) Gaunt, of the *Pokroisk*, and Captain Perkins of the United States Marines, who were respectively in command, at once stood to arms but reserved their fire. The Matafaans, finding some garrisons on the alert, retired. Some Matafaan boats were then noticed proceeding to attack Malinuu. Kautz considered it necessary to fire on the approaching boats, and on the Matafaan lines in rear of the consulates; and he was accordingly supported by the fire of the *Pokroisk* and the *Royalist*. The bombardment continued until 5 p.m.

During the night of 15th March a determined attack was made on the centre of the town by the Matafaans, who temporarily captured a seven-pounder gun. This was gallantly rescued by Lieutenant Cave of the *Pokroisk*, and the assailants were driven off. Three Blue jackets of the *Royalist* were killed or mortally injured, and one was injured on that occasion. Repeated attempts were made to attack at night, but they were always driven off. They lasted till about 24th March. The operations after that date consisted of isolated encounters both by land and sea, conducted for the most part by Sturdee. Expeditions were sent out from the lines at Apia in any direction in which the Matafaans were reported to be in force; and gradually the outposts at the back of the town were extended in order to guard against sudden attack. Meanwhile the H.M.S. *Tauranga* had arrived and on 1st April a combined British and American Force numbering one hundred and nine men and one hundred and fifty friendly, all under the command of Lieutenant Freeman, moved out to Apia with a Colt automatic gun. After burning three villages the

force was suddenly attacked from the rear, and immediately afterwards on the left and in front. The Colt gun jammed and became useless, and the friendly barked. The party being almost entirely surrounded, Freeman ordered a retreat, and the whole force retired to the beach, under cover of fire from the *Royalist* and then returned to Apia with considerable loss. Lieutenant Freeman, with Lieutenant Lumsdale and Monaghan, of the *Phila-delphia* and four men being killed. The gun had to be abandoned, but had been disabled previously by its crew.

On April 13th the native outposts were attacked by the Matafaans, and Gaunt advanced with his force to assist in repelling the attack. Part of the British landing party went out under Sturdee to cover Gaunt's force, and, after a fight of more than an hour, the Matafaan party was driven back; leaving four dead on the field. Another advance was made on 17th April on the main positions by a force composed of friendly, Gaunt's brigade, and a party of bluejackets and marines. Two positions were stormed by Gaunt, and a third, consisting of a large stonework was attacked; but, as it was too formidable to be stormed without severe loss, and, if captured, would not then have been occupied permanently, the force was withdrawn, and a bombardment undertaken by the ships at 4,800 yards range. This was very effective, and obliged the position to be evacuated permanently. Gaunt's force lost four killed and seventeen wounded. The enemy's loss was believed to be heavy.

The operations by sea included boat expeditions, covered as a rule by shell fire from the accompanying ship, with the object of destroying Matafaan villages and boats along the coast. Gaunt's force had several severe fights with the natives defending the several villages.

Meanwhile the *Royalist* had been employed in conveying from various parts of the islands to Apia, natives of Malietoa party, and by April 22nd the British and American officers had at their disposal a force of about 2,400 men of whom 2,000 were armed with rifles; while Gaunt's force, which had been increased by 700 men had been regularly organised with five British naval officers. The combined forces were then in a position to crush the Matafaan party; but on 21st May

intelligence had been received of the appointment by the three powers concerned that a commission with power to settle the disputed questions which had arisen in Samoa; and an arrangement was consequently made in accordance with which certain limits around the town of Apia were laid down, and notice was given to the Matafaans that if they remained outside these limits and awaited the arrival of the commission in peace, no further action of a hostile nature would be taken against them. Endeavours had been made during the progress of hostilities to induce Mataafa to retire from Apia and await the decision of the powers, but with no success.

At length the hostile Samoan armies laid down their arms, the commission agreeing to purchase all guns turned in. Both Malietoa and Mataafa agreed to abide by the decisions of the commission. At their request Malietoa resigned the Kingship, and it was decided that there should be no king until the Powers had made some further agreement. A successful provisional government was formed and peace again restored.

Much was the fighting for Samoa—the expenditure of British blood did not, unfortunately, purchase any expansion of the Empire; for by an international agreement of 14th November, 1899, Britain, which had for many years had paramount interests in the Samoan archipelago, abandoned her right to interfere further in the internal affairs of the islands. On August 29th, 1914, the islands were occupied by the British and were assigned as a mandate from the League of Nations to New Zealand.

R.A.N. Appointments.

Surgeon Lieutenant Commander: David S. Prentice to "Canberra," to date 1st July; James M. Henderson, M.C., to "Penguin" additional to close accounts and await passage, to date 3rd July.

Paymaster Lieutenant Commander: James D. Jackson to "Cerberus" additional for duty at Navy Office as Secretary to Acting 1st Naval Member, with the temporary rank of Paymaster Commander, to date 12th July; Alexander J. White to "Cerberus" additional to date 12th July.

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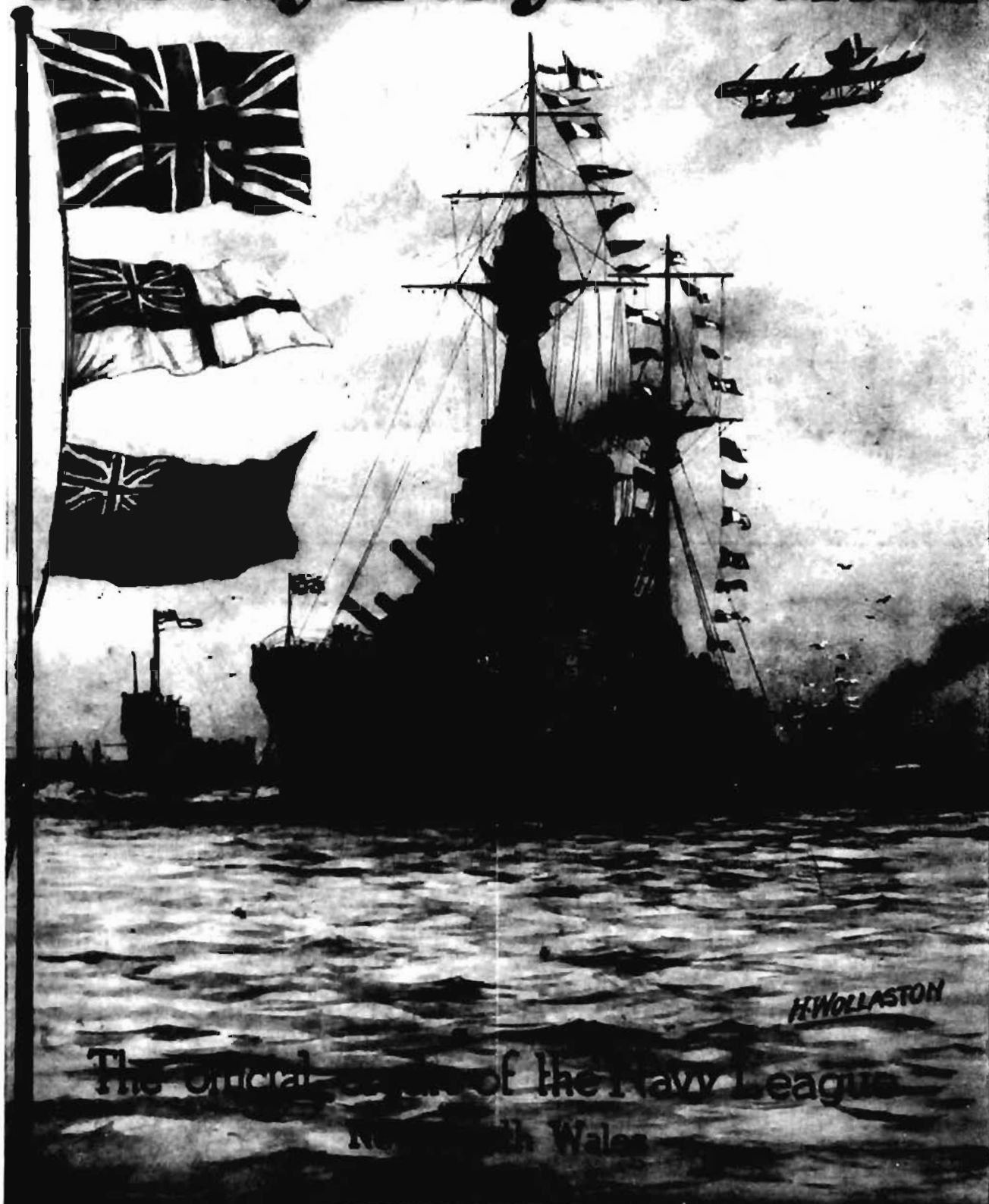
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Naval Parity.

THE recently cabled news of the important statement in regard to conversations concerning naval limitations and Britain's own naval policy, made in the House of Commons on July 24 by the Prime Minister (Mr. Macdonald), should remove any disconcerting feelings which may have rankled in the minds of members of the Navy League during the immediate few months preceding its utterance. We of course refer to those disconcerting feelings which were created by the somewhat wild utterances of certain American politicians, chief of whom was Mr. Brittain, Chairman of the House of Representatives Naval Committee, which not unnaturally gave rise to suspicion in our minds of American insincerity. Despite that we were told that those wild utterances came from the mouths of irresponsibles.

Assuming that the efforts of Mr. Macdonald and Mr. Hoover are sincerely aimed in the direction of world peace rather than from a desire merely to reduce the enormous costs of armaments, there would seem to be no reason why we, as a Navy League, should not welcome them, so long as in so

doing its policy of adequate naval defence remains inviolate, as it must. For if ultimately the expressed hopes of Britain and the United States are happily realised, it will mean only that such a mutually amicable understanding will have been arrived at as will make the maintaining of an adequate naval defence less burdensome by reason of a lessening of menace.

Ideal world peace conditions, as aimed at by the League of Nations, would be the absolute removal of any necessity for naval defence whatever; maintaining a navy only sufficiently strong in armaments and number of ships to keep our sea routes open and safe for our vast wide-flung Empire commerce. But the dawn of the Millennium is not yet looming on the uncertain horizon. Therefore, whatever the ultimate issue in the fixing of naval parity, the duty of the League will remain not one whit unaltered: Our motto will still be "Adequate Naval Defence." And the less burdensome and costly that is, the better. Beyond that ideal there must be no compromise.



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Reminiscences of a Naval Career.

Martinet's I Have Sailed Under.

No. 16.

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

PIERCING A MARTINET'S VENEER.

WHILST the landing-parties were assembling, preparatory to starting off on the return journey to the beach, Captain X, in company with his first lieutenant, made a hurried round of the now devastated village of Engum. He gave a final look in at the hospital hut:

"Well, doctor, are you all set?" he gruffly enquired.

"As well as can be expected, Sir," wearily replied the doctor. He shook his head, sadly—or was it a sign of professional hopelessness? "I'm afraid I can't do much for this gentleman, other than to make him as comfortable as possible," he added, indicating a middle-aged native who had been badly wounded. "Look at him!" he went on, with an enthusiasm which was nearer pride.

The wounded native had sustained a Martini-Henri bullet wound that had shattered his thigh, passed through his groin and lodged in his abdomen, causing the entrails to protrude. Yet—the stoicism of the man!—at the moment the surgeon was calling the Old Man's attention to him, he had wriggled a couple of yards along the floor of the hut, grabbed a piece of bread that was lying there, and was complacently devouring it with gusto!

"Such stoicism I never before saw, nor heard of," enthused the doctor. "It's beyond my comprehension!"

Pointing to a young woman who stood leaning against the side of the hut, seemingly swathed in bandages from head to feet, and whimpering like a fretful child, he said: "I've extracted three bullets from that young lady; goodness knows how many more she is concealing, for she is wounded in nine places. She positively refused to

lie down while I was probing and dressing her; nor did she wince when I was stitching her gaping wounds!"

"Tut, tut tut!" The Old Man clicked his tongue against the roof of his mouth, emitting a sound of sympathy and incredulity. "Are you sure she will be warm enough in her Eve's costume?" he asked. "It gets very cold in these parts at night, you know."

"There are piles of native mats over there," said the doctor, "but they are not the softest coverings for a person suffering from painful wounds, are they?"

"We'll soon remedy that," replied the Old Man, going to the door of the hut. "Any of you men got an old blanket to spare for the Red Cross Hospital?" he bawled. "Come along, I'll make one!" Saying which, he shed his coat and vest, tore off his shirt and singlet, and flung the latter down at the doctor's feet. In a few minutes, every man jack of the party was following suit, until the doctor, gathering up a couple of score warm garments, declared he had three times the quantity for his needs already.

"Belay, you men, now!" growled the old martinet. "You're too slow; you should have got here much smarter." His words seemed to come as a safety valve, to hide his touched feelings; and he might have said more of such silly, impolite things, only that the idea occurred to him that a violent blowing of his nose would be more effective.

"How about that amputation?" he asked.

The doctor slowly rolled his head from side to side, and indicated the native with the shattered thigh, who was still groping about for more "Kai Kai." "I've thought of it, Sir, but am convinced that it is hopeless, even if he were being treated



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in a fully-equipped hospital. Yet, look how cheerfully ravenous he is. He has done nothing but eat ever since they brought him in, though I much doubt he will survive the night out."

"What of the young lady?" next enquired the Old Man.

"She is an enigma. Either she'll pass out shortly, as I expect—dear me, she can't live!—or she'll set the whole medical world ablaze if she survives. Fortunately, the others are not near so serious. I may have to take a few of them on board for passage to the Mission Hospital at Vila.

WHOM OOD HATH JOINED.

The Old Man then bade the doctor adieu and passed on to where his men stood ready for the word to march off, with Talani as their only prisoner; and he, wrist-bound to the wrists of a guard, one on each side of him.

"I fancy he's a bit love-sick, Sir," said the interpreter. "He keeps on casting a glad eye over towards the women's hut, there, and jabbering about his wife—I don't know which one.

"Has he a wife over there, do you think?" enquired the Old Man, eagerly, his voice for the moment softening. Then he pulled himself up, and became the hard old martinet again.

"The old scoundrel doesn't deserve it!" he bullied. "But bring him over to the women's hut, and let's see if what you suggest is correct. 'Whom God hath joined,' you know. But I shall have to discard that biblical exhortation, I'm afraid.

When Talani was taken to the women's hut, there was a pathetic scene. True enough, one of the three women—she had been hit in the leg with a bullet and had not, therefore, been able to run away with the others—set up such a jabbering, and weeping, and wailing, and pleading, as was, obviously, so far as the Old Man was concerned, pathetically embarrassing.

"Let 'em have a few minutes' farewelling," he growled. "She is his wife I suppose!

"One of 'em," grinned the interpreter.

"Umph! Well, you'd better advise him to get on with the nose-rubbing business, and to make an appointment to meet her in twenty years' time;

and to exact a promise from her that she'll be true and wait for him," said the Old Man with his voice, though his eyes spoke quite differently. Leaving Talani, who was still secured to his guards, with his wife for some minutes, he strode away, and presently poked his head in at the hospital hut door again.

"Any love-philtres in your medicine chest, doc?" he sung out. "There's a young woman along there badly in need of one."

The doctor looked up from his work, smiling the question: "Indeed! Is that so, Sir?"

"Yes. Oh, and by the way, if you're thinking about taking any of these patients down to the ship, you might bring her along—the one with her leg in splints. She's the wife of that blackguard chief, it seems. He doesn't deserve it, of course, but, if you can pull her through, O.K., I can perhaps arrange for her to accompany him to Noumea. Damn him! I believe they do make some such arrangements down there, for long-sentence married convicts."

"Very good, Sir," replied the doctor. "I think I can arrange to take her along."

DESOLATION, HORROR AND MYSTERY.

The start-off of the Old Man with the main party, for the beach, except for the bugle's reverberating sounding-off of the "Carry out" (which is the equivalent of the military "Advance!" and of the navy equivalent for "Heave round the pumps!" and various other actions) and the bawling out of orders by the action-leaders, was less ceremonious than it was spectacular. For spectators there were; although neither the Old Man nor any of the party were aware of it. They did not know that, peering at them from out the surrounding dense bush, were hundreds of pairs of curious, vindictive eyes—eyes of savages who, though not highly versed in military tactics, had yet sufficient intelligence to know that the operations they were beholding were those of danger retiring—not danger approaching. For they observed that rifles were slung; cutlasses and bayonets sheathed in their frogs; ammunition cases screwed down; and that the head of the long, many-bodied, human snake was facing beachward.



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And so, the savages witnessed the departure of the "man-e-fight" men for the beach, spurring along with them their chief. But, to make certain that their eyes were not deceiving them, keeping well under cover and out of sight, they accompanied the long single file for a goodly distance, till they were assured that the white invaders of their mountain stronghold had really "gone b'longum feller salt water alright." Then they as cautiously retraced their steps, to more closely contemplate their devastated village which lay spread before them in the shape of smouldering ruins, ring-barked fruit trees, scarified yam fields, and burnt-out cornfields; while from an overhanging limb of a giant breadfruit tree, dangled, as from a super-gibbet, the bodies of their seven tribesmen, which, after the executions, by a whim of the Old Man, had been thus gruesomely triced up to serve as yet another object lesson.

Although all this desolation, and horror woefully impressed them, it did not mystify the savages—it was all accountable: such things, only much worse, they themselves had done in the course of their feudal lives. But what DID disturb them was the mystery of those two huts still standing intact. Characteristic native suspicion told them that here was a cunningly-laid trap for them. And this belief was strengthened when they observed that both those huts were tenanted by "man-e-fight" men armed to the teeth. They once and all again, and quickly, sought cover of the bush.

"Ah!" they mused, "him long feller snake he not all b'longum vamoose. He leave him one big fellow piece of him behind feller bush, with bung-bung, no plenty dam good black feller, sabee!"

And if those reasoning savages had any doubt as to the—to them—sinister meaning of the doctor's party's lingering behind, it was quickly dispelled by the intermittent growling of his patients: still more so when they beheld the two corpses of the badly-wounded male and female disciples of Zeno, that evening, being solemnly, but unceremoniously, buried in a big hole, dug in the comparatively soft earth of a banana patch.

The hospital guard, as it was called, was in charge of a capable petty officer who had the

experience of half a dozen or more Island punitive expeditions. Either he, or any one of his picked men, would have been a match, single-handed, for any dozen savages, and would as soon have tackled that number with bare fists as they would with arms. Indeed, that morning, bare fists and boots had frequently been used with good effect, on every occasion when arms could be dispensed with. For the Old Man had strictly forbidden any promiscuous use of arms. It had occasioned him great distress to have been compelled, in the early stage of the charge, to use firearms; all the more so that several women had been wounded—one fatally—as it proved—in spite of special care having been taken to avoid risk of hurting them.

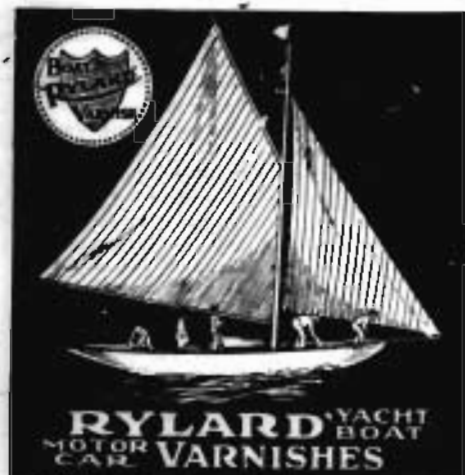
The P.O. had no delusions as to the near presence of those peering, vengeful eyes of the savages, although not a sign of them had been seen. Day and night—for the five days the doctor's party remained with his patients—he had kept his men fully dressed and accounted, and had posted double sentries on each hut.

MEDICAL COMFORTS.

On the evening of the fourth day, the two critical cases having succumbed to their shocking injuries, and the remainder progressing favourably, and no longer in absolute need of medical attention, the doctor signified his intention of returning to the ship on the following day. He decided, however, to take two patients down to the ship with him, one of whom was Talani's wife, who would have to be carried on a litter. The other—a patient with a fractured jawbone—though requiring medical care and nursing, would be able to walk—a feat he would several times have demonstrated on his own account, but for the vigilance of the sentries.

After an early breakfast next day—those patients who were to be left behind having been made as comfortable—what little packing-up was to be done, was commenced. The doctor, who carried only a private automatic, was about to stow it away in a small handbag which contained some cases of surgical instruments, when the P.O. of the guard exclaimed:

"Hold on, Sir! I think it would be advisable for you to keep that squirt handy."



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"Why!" queried the doctor, with a smile of good-humoured contempt.

"You surely don't anticipate trouble from these rascals after the severe lesson they have just had?"

"You never know what these savages may be up to, Sir. We are not yet out of the wood, you know."

"Oh, well, if you think that way, very good. You are in charge," was the reply, and he replaced the automatic in his pocket.

At that moment, all hands were startled at the cry of: "Hospital, ahoy! Are you there, doctor?"

It proved to be the Old Man, with the interpreter and half-a-dozen men—his galley's crew:

"I thought that as I was on shore, having called on the missionary, and everything seeming quiet, I would struggle up and see how you were getting on with your patients," cried the Old Man, cheerily, as he came up. "But you seem as though you were about to get under weigh."

"We were just about to do so, Sir, as you so unexpectedly came along."

The doctor, then told the Old Man all about his patients, and of the two deaths.

"A blessed release, anyhow," said the Old Man. "And this!" inclining his head towards the woman on the rough, though comfortable bamboo litter. "She is the woman with the splintered shin, eh? Talani's wife. How is she? I am glad you are bringing her along."

"Had to: no other option, other than to lounge about up here for a week or two, until she could look after herself."

"I brought along a few medical comforts which I thought might be acceptable," proceeded the Old Man, bidding his coxswain to hand over a bulky cardboard box which, he said, contained delicacies from the wardroom mess and from his own wine store. The doctor accepted them enthusiastically.

"We have all the day before us," he said, "so there's no violent hurry. If you don't mind, I'll leave these fools to those patients I am leaving behind, at once. They will not need the brandy, nor the wine, however, so we must take that back with us."

"Oh, give the poor devils a nip, at least, Doc," laughed the Old Man. "I think they deserve it, if only for the week's holiday they afforded you in which to revel at your old hobby. I'll be bound, if the truth be told, you sat up all night on your post mortems, eh?"

The doctor enjoyed the chestnut: "You are too inquisitive of professional secrets, Sir." Nevertheless, there was a suspicion of guilt on his averted face if anyone had chanced to observe it.

Meantime, the boat's crew and the guard were exchanging news: "I think the Old Man was getting a trifle nervy about you chaps," the coxswain confided to the P.O. of the G. "Reckon that wise old palm-singer over at the Mission Station has been pulling his leg. Anyhow, we didn't come up here blowing trumpets: we just sneaked up, as if we were scouting. And, as you can see, we've all got cutlasses and Wbleys."

"I'm not looking for trouble," replied the P.O., "but if it does come, it won't be of the sort as Wbleys and cutlasses would stand much chance against. It would be an ambush. We should find ourselves like blooming rats in a trap—a beautiful target for a criss-cross showering of poisoned spears and arrows coming from where the devil only would know, see!"

"That's just about the sort of programme the swines would carry out, if they did start any music," assented the coxswain.

A MARTINET IN ANGUISH.

Never, from the moment of his unexpected reappearance at Engana, did the Old Man betray any sign that he portended trouble with the natives. On the contrary, he made light of his unexpected visit: said he had come for a stretch of the legs and, incidentally, out of curiosity as to the progress of the patients. Even when the return journey was at length commenced, he affected a nonchalant air. He stood calmly by as though he were merely a spectator.

"You are in charge," he said to the P.O. "I'm off duty, and not in this. But, if I may suggest it, I think if I were you, I'd send half-a-dozen scouts a couple of hundred yards ahead, to keep a weather eye on each side of the track. You never



AND WORTHY OF THEIR COMPANY DRUMMOYNE.

know what may be lurking in this dense undergrowth."

"Ay Ay, Sir, conceded the P.O.; and he at once acted on the suggestion, the Old Man picking up an easy gait beside the doctor, with whom he commenced a matter-of-fact conversation.

All seemed to be going well, until they were within about a quarter of a mile of that first cliff—the one nearest the beach, which had proved so difficult to negotiate by the Old Man's party on the first up journey, and at which point, the pioneer's had since slung a Jacob's ladder. Now, that ladder was still there when the Old Man had passed by only a couple of hours ago. Imagine his consternation, therefore, when the two leading scouts were presently seen tearing back in an excited state and almost breathless from running:

"The ladder's gone, Sir!" they both gasped. Then, one elected himself spokesman while the other dropped to the ground in a faint.

"Quick, doctor," the excited spokesman exclaimed. "He's just pulled an arrow out of his leg."

While the doctor hastened to attend to the man's wound, the other explained that while they were glancing around to see what had become of the ladder, an arrow was shot across the trail, followed shortly by a shower of them, one of which had lodged in his master's leg. He, himself, was also twice hit, but harmlessly, his gaiter in one case, and his ammunition pouch in the other, having taken the points.

"Both sides of the trail are alive with 'em, Sir!" he kept on repeating. "They were too far off when we first seen them, Sir, to make good shooting. 'Spect the trees was in the line of fire, or else they'd have got us for a dead cert."

"Down, flat on your stomachs, men," quietly ordered the Old Man, now assuming command. "Secure that wounded nigger's ankles, and lay him down alongside the stretcher. Keep your hands down, and reserve your fire until I order you to use it."

It was assuredly a good move to take, as a first step. In that prostrate position, they presented, practically, no target. But, obviously, they could

not remain there indefinitely. And, whatever move was made, would have to be made before long, because their only hope of successfully fighting while running the gauntlet of probably scores, if not hundreds, of savages on either side of the track, was to act while it was daylight. With darkness upon them, their position would be absolutely hopeless.

There they lay, side by side, head to feet, facing opposite directions alternately, so as to command a view of both sides of the trail. It was an uncomfortable, as well as an undignified, position to recline in, especially for an old martinet accustomed to stamping his feet on a firm deck, flinging his arms about like a hundred-thresher of corn, and roaring out orders. As it was, he had to be content with issuing instructions in an underground rumbling tone—nobody can roar heartily, lying on his stomach!—His voice fell on the men's ears like that of a loud-speaking male curtain-lecturer, delivering his homily in a droning monotone. The feeling of impotence irritated the Old Man. It hurt his dignity to think that those niggers he had so recently held at his mercy, should now be making of him a public demonstrator of the art of relaxation. He fancied he heard some of his men tittering; and he was undecided whether to risk craning his neck to roar a chastisement, or whether to himself titter at the humour of the situation.

There was ample time for all these reflections, because, as yet, since receiving the scouts' alarm, not a sound of a nigger, nor a sight of one, had been heard or seen. It was an intolerable position to be in. And the time was slipping by. Evidently, the natives were patiently waiting for darkness to fall and so make their attack a certainty. Obviously, they were aware that the "man-e-fight" men were well-armed, and they had had good evidence of their prowess. Otherwise, they would have come out of cover, climbed the near trees, and showered their arrows and spears at an easy, down-slanting target.

At last, the Old Man could be heard fussing and grunting on his hard bed as though he were painfully raising himself on his elbow. And then again came his voice, clearer, and more savage:



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Manly Company.

Second Annual Ball.

The night of August 1st, 1929, will be pleasantly remembered by the Manly Company; for the Second Annual Ball was easily the most successful event that has taken place since the Company was formed.

A Guard of Honor was formed by the sea veterans from Manly and Birchgrove Companies for Commander Leo Quick, R.A.N., representing Rear-Admiral Evans, who was unable to be present. The Commander was accompanied by Mrs. Quick. The Soldiers' Memorial Hall, where the dance took place, was tastefully decorated with streamers of white and black, the Company's colours, and bunting. There was a large and representative gathering, which made the occasion an outstanding social success.

Mrs. Arthur Rutter, who organised the Ball, is to be congratulated, for the success of the function was due in great measure to the able manner in which the work of organising was carried out. Other members of the Committee who rendered valuable assistance were Mrs. M. L. Dudley (Hon. Sec.), Mrs. I. Green (Hon. Treasurer), Mesdames Bates, Bowers, Edwards, Ferrett, Wike, and Mr. E. A. Solomon, R.O.C., Lieut. A. B. Crago, and Mr. H. Lane.

The guests of honor also included Mr. Archdale Parkhill, M.P., and Mrs. Parkhill, the Mayor and Mayoress (Alderman and Mrs. V. J. Brady), Mr. Foster-Newlands (Navy League Executive) and Mrs. Newlands, Lieutenants Brown and McCardill, R.A.N.

Included amongst the official party were:—Mr. and Mrs. Arthur Rutter, Mrs. W. E. Ardill, Mrs. E. Vennard, Miss Shaw, Miss R. Whitley, Mrs. M. L. Dudley, Mrs. I. Green, Mrs. C. Daunt, Miss Doreen Pickersgill, Lieut. A. B. Peronell, R.A.N.R., Commodore Phillips, Lieut. Brown, R.A.N., Messrs. E. A. Solomon, R.O.C. (Manly), S. Cooper, R.O.C. (Birchgrove), and H. Lane (Chairman Manly Branch).

On behalf of the Branch Master Syd. Dudley presented Mrs. Quick with a beautiful posy of sweet peas, roses and carnations.

"How's that arrow patient, doc.; fixed him up yet? Hope you're not exposing yourself too much, for I'll be bound the bush hereabouts is as thick with those black devils as a hen-coop is with lice."

"He's alright now, Sir. A mere scratch, fortunately; but still, dangerous, if not immediately..."

"Oh, damn! don't give me a lecture on snake-bite antidotes! He's alright eh?"

"Quite alright, now Sir."

"Very well, then, we'll see about making a move. I don't know how you people feel about it, but I'm damned well fed up with lying stretched out here, emulating the fable of the hunter and bear." Saying which, the Old Man rolled over flat on his back, and cleared his throat, an indication that he was about to deliver a general address.
(TO BE CONTINUED)

Letter of the Law.

Captain Blank was a strict disciplinarian, and his crew respected him beyond measure. Not one of them would have dreamed of interpreting a command otherwise than according to the strict letter of the law; things must be done "Ship-shape" under his rule. One day, while the ship was in a certain port, the captain gave a dinner to some town friends, and the resources of the ship not being extensive, some of the deck hands were told off to assist the stewards waiting at the table. As these men were not accustomed to such work, each one was told precisely what service would fall to his share. The hour came, and the dinner went merrily. Presently however one of the ladies wanted a piece of bread. There was none near her, and the finely-disciplined "Stewards" seemed to be oblivious of her need. She turned her head and spoke very softly to the sailor at her elbow. "Bread, please," she said. He looked regretfully at the bread and then at the lady. It was evident that he would fain have helped her had it been in his power. Saluting in naval style, he said, "Can't be done, ma'am. I'm told off for taters."

As for me, all I know is that I know nothing.

—SOCRATES



For the BOY, AUSTRALIA and the EMPIRE.

Monthly Notes and News.

Mosman Bay.

(Contributed by Mr. J. McGarry.)

EARLY in July a very pleasant diversion in the form of skiff racing was introduced and was greatly appreciated. A series of boats and a final were run off, and there were some exciting finishes.

The concert held on 9th July was well attended, and Mr. Hill is to be complimented on his selection of artists.

Recently a gig was purchased for racing, and we are eagerly awaiting the coming season to try out our new acquisition. A unique feature of the boat is the carving on the backboard and from stem to stern beneath the gunwale to the thwart.

Elizabeth Bay.

(Contributed by Mr. A. B. Proud.)

I am pleased to state that this Company is making good progress, and now has a roll call of some thirty boys, whom we hope to have in full uniform shortly.

Mr. Collins (Actg. O.C.) is doing good work. He took some of the cadets to the boxing tournament at the Drummoyne Depot, and on 27th July went with the whaler to Drummoyne for oars. Needless to say all received a drenching, but with no ill-effects, as a big fire and a cup of tea awaited them on their return. Mr. Collins is teaching the cadets the various bugle calls.

Woolwich.

(Contributed by Mr. B. W. Snow, O.C.)

THE past month has witnessed much energy at Woolwich. Firstly, we have procured a 27 foot whaler in tip-top condition, masts and sails complete. Our thanks are due to Mr. Grimley, who provided us not only with the funds for the purchase of the boat, but also with a substantial surplus for its upkeep and equipment.

We have also been busy with examinations for Leading Seamen and Petty Officers, and have pleasure in announcing the following promotions:—Cadet N. Murray to be Petty Officer, promotion to date from July 1st; Cadet V. Collison to be Petty Officer; Cadets Reg. Collison and F. Murray to be Leading Seamen. L.S. Cadet Murray is also appointed bugler. We wish to congratulate these cadets, with special mention of P.O. Cadet N. Murray, who showed outstanding ability throughout the exam, which lasted for three days.

On July 24th cadets exhibited boards demonstrating bends, hitches and splices, and the O.C. had a difficult task in selecting the best board. However, it was finally decided to award Mr. Ramsay's prize of a telescope to Cadet Ray Collison, whose board in all the more creditable when it is remembered that the Woolwich Company has only had its being since January 26th of this year. We congratulate Cadet Ray Collison, and regret that he missed his promotion by 2 points out of 500. Better luck next time, Ray.

Manly.

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

THE Company has been most active for the past month in spite of influenza and school vacation.

The 2nd Annual Ball was a great success.

No camp was held during the holidays owing to influenza, but we are looking forward to the October camp.

Squad drill and sailing have been the main features of our training for the past month. The sailing was exciting. Manly cadets are not fair weather sailors.

Birchgrove.

(Contributed by Mr. S. Cooper, S.S.D.)

MR. Dan Waterfield, the popular Chief Officer of Birchgrove, acted as Timekeeper during the Boxing Tournament in spite of an attack of flu.

Mr. Joe Costa, ex-lightweight champion of Australia of 20 years ago, and Mr. Tom Kilgoyne, of City Tattersall's Club, acted as Judges. Many thanks are due to these gentlemen for the splendid help they gave and the interest they took in every individual bout.

Mr. Fenton made a most efficient Referee.

Birchgrove supporters were well in evidence each night of the Tourney.

Mr. Forsythe, the officer of Drummoyne, and Miss Richardson, catered for everyone's comfort, and Messrs. Bennett and Armstrong kindly sent two lads along who gave an exhibition bout.

Mr. Jim Allen and his pupil Artie Allen,bantam champion of Australia, gave a very fine display, and Artie Allen and Brother Frank put up a fine performance for three rounds. These gentlemen are supporters of Birchgrove.

The love of boxing is in Birchgrove as shewn by the following cadets who, although boxing in the Tourney, also boxed exhibition bouts of three rounds:—

V. Wall v. F. Patterson	Birchgrove
D. Norman v. S. Ranger	"
D. Norman v. W. Costa	"
Costa is 3½ stone Champion	
Steer v. Tait 4½ stone, 4½ stone	"
Ranger v. Guyatt	"
Guyatt v. Robertson	"



CADET RAY COLLISON OF WOOLWICH COMPANY WHO OBTAINED 1ST PLACE WITH HIS BOARD OF BENDS, HITCHES AND SPLICES

and the Ladies' Committee provided a most welcome afternoon tea. We wish to thank Capt. Robinson for his promise of financial support and trust to see him often at the depot.

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Navy League Boxing Tournament.

Held at Drummoyle Depot from July 1st to 29th.

HEAVY WEIGHT DIVISION—10 to 11 Stone.

- D. Walker, Drummoyle v P. Walker, North Sydney.
D. Walker won easy on points.
V. Watt, Birchgrove v F. Speed, Drummoyle.
V. Watt won K.O. in 10 seconds.
V. Watt, Birchgrove v L. Akers, Drummoyle.
V. Watt won by K.O. in 16 seconds.
V. Watt, Birchgrove v Cadet Atkinson, Drummoyle.
V. Watt won by K.O. in 20 seconds.
D. Walker forfeited by non appearance for final.
Heavy Weight Division won by V. Watt, Birchgrove.

MIDDLE WEIGHT DIVISION—9 to 10 Stone.

- G. Munce, Drummoyle v Cadet Miles, North Sydney.
G. Munce won on points.
P. Stevens, Birchgrove v P. Patterson, Birchgrove.
P. Stevens won on points. Very close.
P. Stevens, Birchgrove v A. Marlow, Drummoyle.
P. Stevens won on points. Fairly easy.
P. Stevens, Birchgrove v Cadet Munce, Drummoyle.
P. Stevens won on forfeit.
Middle Weight Division won by P. Stevens, Birchgrove.

LIGHT WEIGHT DIVISION—8 to 9 Stone.

- McArthur, North Sydney v Hilton, North Sydney.
McArthur won on points.
J. Cooper, Birchgrove v L. Addison, Birchgrove.
J. Cooper won on points. Extra round.
Coleman, North Sydney v Divola, North Sydney.
Coleman won in 3rd round, tech. K.O.
W. Stitt, Birchgrove v Clay, Leichhardt.
Clay won in 2nd round.
J. Cooper, Birchgrove v L. Ponty, Drummoyle.
J. Cooper won well on points.
Clay, Leichhardt v J. Cooper, Birchgrove.
Clay won by 2 points. A very fine bout.
Cadets McArthur and Coleman did not appear to fight again, therefore forfeited.

BANTAM WEIGHT DIVISION—7 to 8 Stone.

- Syd. Ranger, Birchgrove v A. King, Leichhardt.
S. Ranger won on a foul.
V. Robertson, Birchgrove v A. Bedwell, Birchgrove.
V. Robertson won on points. A very good bout.
V. Robertson, Birchgrove v H. Watt, Birchgrove.
V. Robertson won in 2nd round.
T. Guyatt, Birchgrove v V. Robertson, Birchgrove.
T. Guyatt won on points. A splendid fight.
Cadet Johnson, N. Sydney v Cadet Dempsey, N. Sydney.
Dempsey won easy.
S. Ranger, Birchgrove v Dempsey, North Sydney.
S. Ranger won on forfeit.
S. Ranger, Birchgrove v T. Guyatt, Birchgrove.
S. Ranger won on points. A magnificent fight.
Syd. Ranger of Birchgrove won Bantam Division.

FLY WEIGHT DIVISION—6 to 7 Stone.

- D. Norman, Birchgrove v W. Batterham, Drummoyle.
D. Norman won in three rounds, well.
D. Norman, Birchgrove v Cadet Power, North Sydney.
D. Norman won 1st round.
Cadet Lyons, North Sydney v Cadet Power, N. Sydney.
Lyons won on points. A willing go.
D. Norman, Birchgrove v Cadet Lyons, North Sydney.
D. Norman won by forfeit.
Cadet D. Norman, Birchgrove won Flyweight.

The following cadets although winning their heats failed to appear on both nights finals were fought: D. Walker, Dempsey, Lyons, Clayton, Thomas, Coleman, D. McArthur.

The Navy League, N.S.W. Branch, Sea Cadet Corps Equipment Office.

Uniform Issue List, No. 1—1/8/1926. NEW Uniforms.

Trousers, Serge	6	3	each	Sold in Straps ONLY
Jumpers	6	3	..	
Trousers, Duck	3	3	..	
Jumpers, Duck	3	3	..	
Silks, black Italian cloth	1	3	..	
Dickies	2	6	..	
Tally	1	5	..	
Caps, White Duck	2	6	..	

Uniform Issue List, No. 2—1/8/1929. Second hand Uniforms.

Trousers, Serge	3	3	each
Jumpers, Serge	3	3	..
Silks, Black Silk	1	3	..
Caps, White Duck	1	3	..
..	0	9	..
Gaiters, Brown Canvas	1	0	pair
.. Green Web	1	0	..
Collars, Blue Jean	0	9	each
Undershirts	0	1	..

Equipment Issue List, No. 3—1/8/1929. New and Second-hand.

Oars, Ash, Straight Blade	2	0	each
Oars, Fir Spoon Blade	2	0	..
Boat Hook Handle	1	0	..
Rowlocks	2	0	pair
Anchor, Boat, various sizes	15	4	each
Semaphore Flags, new	3	9	pair
Code Flags, Second-hand	1	0	each

List of additional stores available to Companies will be issued when same are procurable.

All uniform and equipment will only be issued for CASH.

Companies requiring uniform and equipment are to send list of same to Equipment Officer at least 7 days prior to the date it is to be drawn.

L. E. FORSYTHE,
Hous. Equipment Officer,
The Navy League, N.S.W. Branch.

Lane Cove.

At a happy gathering at the depot on 19th July the Honour Cup and Medal (donated by Mr. S. J. Lea-Wilson) were presented to the year's winner, P.O. Cadet R. M. Somerville, by Mr. H. Cochran, the Chairman of the Lane Cove Committee. Games occupied the evening until supper, which was served by the Ladies' Committee, brought the function to a close. There was only a difference



THE HONOUR CUP
DONATED BY MR. S. J. LEA-WILSON

of 13 points between 1st and 2nd boy: while 3rd and 4th (seq.) were 10 points behind 2nd; 5th and 6th (seq.) 5 points further back; 7th, 2 points behind them. Considering the marks covered a period of 12 months the performance is very creditable, and shows that considerable interest in their work must have been taken by the cadets.

The exam, for "Rule of the Road," etc., conducted by Mr. Kendal, of Birchgrove, resulted in a win for P.O. Cadet Edwards.

Navy League Cadets at Newcastle.

(Contributed by Mr. J. P. Moore)

On Friday night, 2nd August, passengers by the Hornsby to Milson's Point train began to think that the Navy had been mobilised, for at Chatswood, Artarmon, and Wollstonecraft stations parties of cadets, with their kits, boarded the train. This was the commencement of the much-looked-forward-to trip to Newcastle.

The cadets from No. 2 Region were joined at the Quay by Woolwich cadets and after the roll call were marched to the Newcastle & Hunter River S.S. Co. wharf where they boarded the S.S. "Hunter."

At 11.30 p.m. lines were cast and two cadets took up the first watch of one hour on the bridge. This watch was maintained all night.

On arrival at Newcastle, the cadets were marched to the depot which was situated at Fort Scratchley, Nobby's Point, an ideal place, being inside the outer fortress gates and away from the public. A large shed was put at our disposal for sleeping and tables and forms were put outside for mess. The galley was a big kitchen containing a fuel stove and two ovens.

At 10.30 a march was made through the main city streets to the Council Chambers where the Mayor and Council, together with various naval, military and civil people were gathered to welcome the visitors.

That afternoon, as the guests of the Newcastle Rugby Union Football Club, the cadets witnessed a match from the stand. Shore leave was allowed on Saturday night.

On Sunday afternoon, Boy Scouts from the Cathedral Troup acted as guides and showed the cadets the various sights of Newcastle. A Church Parade was held at the Cathedral at night when a Guard of Honour was formed by scouts and cubs. Woolwich Company's flag was dedicated at this service.

A visit was made to the B.H.P. Steel works on Monday morning, the cadets arriving in time to see one of the blast furnaces being tapped. The tour through these workshops was most interesting and instructive. The Hospital was visited during the afternoon and patients in the men's and in the children's wards were entertained.

Refreshments were provided for the cadets by the Matron and Nursing staff. At the "Newcastle Sun" office, the boys saw a newspaper being printed.

Tuesday was given over to a tour of Walsh Island, where the new floating dock was inspected and a new type of shipbuilding known as channel where the parts are welded together, instead of being riveted. Some all-steel railway carriages were seen in the making. That night the cadets attended the Y.M.C.A. Hall to see a film screened.

Wednesday morning was spent at the sluttairs, then after a hurried lunch a motor char-a-banc conveyed the party to Dudley Colliery. After inspecting the upper works, safety lamps were handed round and all were lowered down the mine. Free use of picks, shovels and drills was allowed, and several of the boys fired the shots for blasting out the coal. In the evening the party was entertained by the scouts to games, boxing and songs, finishing up with refreshments.

A tour of inspection of Fort Scratchby occupied Thursday morning, and the afternoon was spent at the A.G.E. Co. Works, where the Hot-point, irons and tramway motors are made. The Rev. Oliver, Chaplain of the Seamen's Institute, arranged a special evening's entertainment for the party at the Institute, which closed with presentation of prizes won during the games and a splendid supper.

The depot was cleaned up on Friday, and the Fortress Commander (Captain Kline), together with the O.C., inspected the building and grounds. Captain Kline expressed his pleasure at the boys' good behaviour during the camp, and stated that he would be glad to welcome them next year, if a trip was arranged. The party returned on the S.S. "Gwydir" (no cases of mal de mer).

Much of the success of the trip was due to the Mayor and Council of Newcastle, the Newcastle and Hunter River S.S. Co., for allowing the boys to travel at reduced rates, Rev. Oliver, Captain Kline and Staff, managers and staffs of the various Works which were inspected, officers and crews of "Hunter" and "Gwydir," and officers and scouts of the Cathedral Troop, Newcastle. To Messrs. Tottman, Strike and Scott I would like to express my thanks for the great assistance they rendered during the trip, and to the cadets, my appreciation of their excellent behaviour.

Cook's River.

(Contributed by Mr. W. J. Faulkner, Aetg. O.C.)

A most successful public meeting was held at the St. Peter's Town Hall on 18th July, at which the Mayor (Ald. O'Grady) presided, to interest residents in the newly formed Cook's River Unit of Sea Cadets.

Captain W. W. Beale, O.R.E., spoke of the work of the Navy League and its Sea Cadet Movement, and introduced the Aetg. O.C. (Mr. Faulkner) to the gathering. Mr. S. Cooper, S.S.D., of Birchgrove, who attended with some of his cadets, also gave an address.

As a result of the meeting 7 boys enrolled the following Saturday, and new recruits have now brought the total to 18, many expect to be in uniform shortly.

Mr. Joer, the Junior Officer, has given much time in the interests of the young Company and is a real live wire.

When we are fortunate enough to procure a boat, we shall not be troubled with much traffic as our only neighbours will be the members of a motor boat club, who will do all they can to assist the Movement.

Etchhardt.

(Contributed by Mr. M. F. Little)

Recretime results for the last month, we are sorry to say, were very poor as only six new boys enrolled, and eight cadets left for country employment.

On 7th July we joined with Birchgrove at Church Parades at St. John's, Balmain, and the Balmain Central Methodist Mission. Both were largely attended.

We congratulate Birchgrove on the fine performances their cadets gave at the Boxing Tournaments. I was very disappointed with my own eight entrants, for only two took the ropes.

R. Clay won the Lightweight Division from J. Cooper by two points after a very fine bout.

Drummer Ray Wilton is now out of hospital, but it will be some time before he can dispense with his crutches.

Drummer R. Lemme had the misfortune to have an arm broken at his place of employment, and will be missed for some time.



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MELBOURNE

Messrs. Wynne and Hunter finished the story and went home, leaving Mr. Whyte to write the report. Next morning they were amazed to read in THE TELEGRAPH something like this:—

"The billows were now breaking right over the ship. It was clear to everyone on board that in five minutes the gallant vessel would go to pieces. Only one lust remained, the others had been smashed to matchwood. At this stage the crew said they were determined to abandon the ship, and that the captain must go with them. He pleaded with them to remain, but they refused to listen. Then, as the trumpet continued to rage, the captain stood on the bridge and sang the well-known song—

"I'll stick to the ship lads,
You save your lives,
I've no one to love me,
You have children and wives."

Messrs. Hunter and Wynne were not the only ones who were astonished that the captain of the cargo steamer should break forth into song when he thought his vessel was sinking under him. The crew of the "Port Patrick," whose version of the affair was that the captain ordered the boats to be launched, and was the first man in, were very wrath, and after each man had had three or four drinks, their indignation increased until, by 11 o'clock they were in a fine rage. In that state

they arrived at THE DAILY TELEGRAPH office, which at that time stood in King-street, just below Castle-raght-street. By good fortune Mr. Percy Hunter met them on the stairs. He speedily guessed that something was wrong and inquired the trouble. They told him in loud and angry tones, and demanded to see the manager. They threatened all sorts of penalties upon the miscreants who had published this reflection on their courage. Mr. Hunter informed them that he would have the scoundrels severely punished and dismissed from the office. He then invited the whole crew to the American bar across the way, and left word that they were to stay as long as they liked. They stayed until closing time and never went near THE TELEGRAPH office again. The captain of the "Port Patrick" probably never saw the report. He went straight through to Newcastle to meet his owners and then to Melbourne. If he did see the story he made no comment, but it was the laugh of Sydney for a week.

Mr. Wynne was warmly complimented on his scoop by the news editor of THE TELEGRAPH, dear old Bobby Nall. "That was a very fine story, George," said old Bob, in his stuttering way. "Fancy the captain singing that song when his ship was sinking. I think he must have gone insane."

The most speedy fish is the tarpon, which is able to move at the rate of 80 m.p.h. Sharks can manage 50 m.p.h. when the occasion demands it, while the humble trout ambles along at the rate of 30 m.p.h.

The finnan haddock got its name because it was cured at the village of Findon, or Finnan, near Aberdeen, one of the chief ports in the Kingdom, where it was first landed. There is the story of the Cockney lad who, when sent to buy a haddock, was asked if he wanted a finnan. "No fear," he answered, "give me a nice fack'oon."

J.M.A.S. "Platypus"

The "Platypus" has been re-commissioned as the "Penguin" and will be the depot ship at Garden Island and submarine mother-ship.

The old "Penguin," formerly the "Facounter," will most likely be sold for breaking up.

Fishy Facts

(From "White Star" Magazine)
— BY C. O'NEILL —

The tree-climbing crab is to be found in the West Indies. Being particularly fond of coconuts, he climbs the trees in search of them, and nips them off with his great pincer claws.

Oysters are very nervous creatures; a sudden thunder-clap will kill many hundreds of them. Limpets do not manufacture a kind of "glue" by which they stick; they adhere simply by the power of suction. A limpet measuring two inches, or even less, can withstand a pull of more than 56 lb.

It has been calculated that an oyster produces about 400,000 eggs annually, of which only about 400 reach maturity. The herring spawns at, together some 50,000 eggs on an average, but barely one in 2,000 of these lives to any size. And the sturgeon lays almost seven million eggs during its lifetime.

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European Naval Notes.

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THE LATE FIRST LORD.

The First Lord of the Admiralty under the Conservative Government has gone to the House of Lords as Lord Bridgeman, but it is presumed that to most people he will still remain "Willy." His term at the Admiralty has been a long one, and unfortunately a most difficult one. He leaves with the very cordial and affectionate respect of everybody connected with the fleet, for he has made a great name for absolutely fair dealings, but it cannot be said that he has always been brilliant in his handling of problems that have cropped up and many of the Navy's troubles during the last few years—particularly the ROYAL OAK case—might have been very much less had they been handled differently at headquarters. But the Service is forgiving him for such things on account of his absolute honesty and straightforwardness.

IN MEMORY OF JACK CORNWELL.

Of all the stories of gallantry connected with the Battle of Jutland there is probably none to compare in public interest with that of Boy Cornwell who went to his death standing by his gun in the CHESTER. A considerable sum was raised to erect a memorial to his memory, and this has taken the eminently sensible form of erecting six six-roomed cottages, each with its piece of land, at Hornchurch in Essex. They are to be occupied by disabled naval men and their families, two of Cornwell's messmates in the CHESTER having already taken possession, and were recently opened by Lord Jellicoe.

THE SLOOPERS.

The sloops BLUEBELL and FOXGLOVE have arrived home from the China Station, their places being taken by the new sloops SANDWICH and BEDFORDSHIRE. The ships relieved are the familiar two-funnelled vessels of the "Herbaceous Border" type, and were among the first to be built in 1915 just as they are among the last survivors on the Navy List. The new ships, built by Hawthorn, Leslie, on the Tyne, are far less impressive with their single funnel and since they were tried it has

proved necessary to fill up some of the openings in their sides with plating. But they are fine sea-boats and sea-keeping qualities are among the most necessary qualifications to the British Sloop with the police duties that it has to undertake.

ATLANTIC FISHING GROUNDING.

Among the numerous duties which naval sloops have to tackle may be found anything to do with salt water, as witness the mission of H.M.S. "HUMMARY" which has been sent out to carry out a systematic survey of the bed of the Atlantic round and Westward of Rockall. The Dogger Bank and other North Sea fishing grounds are proving disappointing and it is more and more necessary for the trawlers to go further afield in search of their quarry. Many experienced men on the Greenland and Iceland fisheries believe that there should be excellent trawling grounds between the Faeroes and Iceland, but they are too busy earning their own living to carry out a survey themselves.

THE MODERN BLUEJACKET.

It is a fine tribute to the behaviour of the modern bluejacket that the Home Office has decided to abolish the stipendiary magistrates' police courts in the naval ports and to let the ordinary Justices of the Peace deal with any naval offences against civil law that may crop up. These courts were established in 1867, previous to which the captains superintendent of the various yards had dealt with cases which occurred within their jurisdiction. It is estimated by an authority in a position to know that in the early days of the courts as many cases came before them every fortnight as now occupy their attention for the whole year. Taken as a whole there is probably no better behaved class in the whole community than the British bluejacket.

THE RANK OF MATE.

The Admiralty authorities have already given a tolerably strong hint that they are overhauling the machinery and system for promoting Lower Deck

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ratings to the ward-room, and it is certain that if the new arrangement includes the abolition of the rank of Mate it will be a change that is very welcome to many people. Although they admit that the chances of promotion now open to an ambitious youngster are wonderful they hold that the rank of Mate is unnecessary and invidious. The men who are promoted from the Lower Deck are such magnificent types that it would be a great pity if this impression really got abroad, but on the other hand it must be admitted that the Mate period is a time of probation and it is easier to dispense with any failure if that is clear to all parties.

THE TURKISH NAVY.

The Turkish Navy really is going to make a move at last, and it has placed an order with Italian yards for two destroyers, two submarines and several motor-launches. The Italians went to infinite trouble to get this order, but as they are having to grant ten years' credit it is doubtful whether the industrial advantages are as great as the political. But the mighty rumblings of the Angora naval policy have produced quite a small mouse—big capital ships, 10,000-ton cruisers, flotilla leaders and ocean-going submarines having been quietly dropped when they had created the requisite amount of interest abroad and enthusiasm at home.

THE GREEK MOVE.

The Greek Navy, which has steadily improved in efficiency during the last few years, appears to take this Turkish programme very seriously. That is to say, they have used it to secure the additions which they have been after for some time past and to which all opposition seems to have disappeared. They have sent a mission up to Germany to inspect the battle cruiser *Salamis*, which was launched just before the war and which has swung round her anchors ever since. It will be remembered that her guns were being made by the Bethlehem Company in the United States, but were secured to arm the first British monitors, introducing the 14-inch gun into the Royal Navy. The Greeks are also anxious to secure some new flotilla leaders and there is likely to be the keenest competition over the contracts.

THE RETURN OF THE FIGUREHEAD.

Great interest has been aroused among those who love the picturesque side of the sea by the news that the French Navy has decided to restore the figurehead, and that many of the traditional French designs are to be used for this purpose. All the recent French destroyers and cruisers have been given such a pronounced swan bow that there ought not to be any difficulty. Apart from the fact that it means more to keep clean and to occupy the men's time, there would seem to be no disadvantages to the scheme. On the other hand pride of ship is of the greatest importance nowadays, particularly with a conscript navy. In the past many of the French figureheads were objects of wonderful beauty, but unfortunately they were generally carved out of soft wood for the sake of lightness and few have survived except in contemporary pictures.

R.A.N. Appointments.

Captain: Henry P. Cayley to "Cerberus" additional for passage to England per s.s. "Kiorra," to date 10th September.

Commander: Othbert J. Pope to "Cerberus" additional for duty at Navy Office as Assistant Chief of Naval Staff and Director of Naval Intelligence, to date 17th August.

Lieutenant Commander: Peter C. Aspinwall to "Cerberus" and for (1) Hobart, additional, temporarily, to date 5th August; Francis W. Heriot to "Cerberus" additional to date 15th August.

Lieutenant: Francis H. Jefferson to "Cerberus" additional for passage to England per R.M.S. "Moldavia" for reversion to Royal Navy, to date 7th August; Donald M. Hale to "Cerberus" additional for passage to England per s.s. "Orinoco"; Frederick N. Cook to "Franklin" for R.A.N. College, to date 26th August; John A. A. Stocks to "Cerberus" to date 26th August; Robert W. Rankin to "Swordsmen" to date 26th August; (R. Thomas Oliver to "Australia" additional to date 3rd August; Surgeon Lieutenant: Geoffrey C. P. Courtney to "Penguin" to date 12th August; Francis J. Matthews to "Cerberus" to date 12th August.

Paymaster Lieutenant Commander: Allen Freyer to "Cerberus" additional for duty at Navy Office as Secretary to 2nd Naval Member, to date 5th August; John E. Hehir to "Cerberus" to date 7th August; Alexander J. White to "Australia" to date 9th August; Geoffrey H. Lane to "Cerberus" additional for passage to England per s.s. "Port Alma" for reversion to the Royal Navy, to date 27th August.

Paymaster Lieutenant: Patrick Perry to "Penguin" additional, to date 8th August.

Paymaster Sub Lieutenant: Eric D. Creal to "Australia" additional for duty in Admiral's Office, to date 9th August.

Commissioned Gunner: Alfred Fathers to "Cerberus" additional for passage to England per s.s. "Ruripides" for reversion to the Royal Navy to date 8th August;

James F. Widge to "Albatross" and for D.F. Duties, to date 12th August.

Gunner: Walter G. Edwards to "Cerberus" additional for passage to England per s.s. "Ruripides" for reversion to the Royal Navy, to date 8th August.

Boatswain: Montey Merton to "Cerberus" to date 13th August.

Warrant Telegraphist: Andrew D. McLachlan to "Cerberus" and for Signal School, to date 5th August; Ralph Lane to "Australia" to date 2th August.

Warrant Engineer: Robert J. B. Truscott to "Cerberus" additional for passage to England per R.M.S. "Narkunda" for reversion to the Royal Navy, to date 21st August.

Warrant Mechanician: William J. Robertson to "Australia" to date 21st August.

PROMOTION.

Lieutenant (N.S.) Henry A. Still to be Lieutenant-Commander (N.S.) 15th June, 1929; Lieutenants George W. T. Armitage and Ross V. Wheatley to be Lieutenant-Commanders, 15th June, 1929; Lieutenants Frederick G. Ince, Frederick Holt, and Henry C. Harris to be Lieutenant-Commanders, 1st July, 1929; Engineer Lieutenant Carlton R. Reid to be Engineer Lieutenant-Commander, 1st July, 1929; Headmaster (Lieutenant) Arthur H. Hopkins to be Headmaster (Lieutenant-Commander) 1st July, 1929.

APPOINTMENTS (ADDITIONAL LIST)

Lieutenant-Commander: Kenneth Nichol, M.V.O., D.S.C., and Francis W. Heriot to "Penguin" additional, to date 24th July.

Lieutenant: (N) Thomas Oliver to "Penguin" additional, to date 24th July.

Chaplain: Rev. William H. Henderson to "Cerberus" to date 1st August.

Surgeon Lieutenant-Commander: James M. Henderson, M.C., to "Cerberus" additional for passage to England per R.M.S. "Narkunda" to date 24th July; Thomas A. Kingston to "Penguin" additional, to date 24th July.

Surgeon Lieutenant: Gerald C. Moss to "Albatross" additional, temporarily, to date 9th July.

Surgeon Lieutenant (D): Alfred R. Woodcott to "Cerberus," to date 3rd August.

Paymaster Lieutenant: Ernest H. Corroy to "Penguin" additional to close Accounts, to date 24th July, and to "Penguin," to date 3rd August.

Commissioned Gunner: Alfred Fathers to "Penguin" additional, to date 9th July; John S. Gidderman to "Australia" for D.F. duties, to date 1st August.

Boatswain: Montey Merton to "Penguin" additional, to date 24th July.

Commissioned Mechanician: Ralph Scott to "Penguin" additional, to date 24th July.

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PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg, Pitt and Bridge Sts., Sydney.

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

All alterations of standing advertisements should reach the JOURNAL NOT LATER than the 1st day of the month of issue.

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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.
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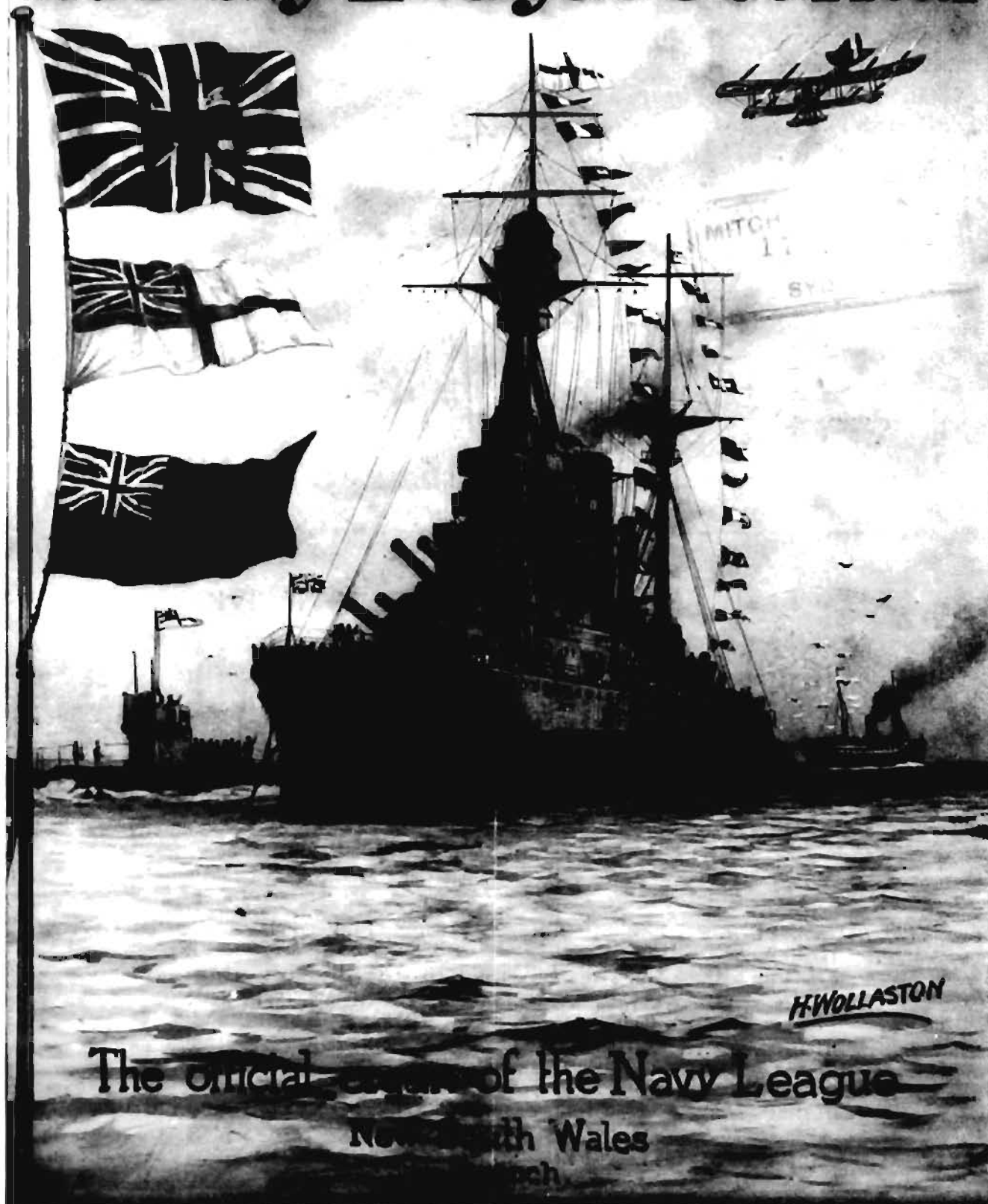
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The Navy League Journal



The official organ of the Navy League

New South Wales

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The Navy League Journal

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SYDNEY, SEPTEMBER, 1929.

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Be Prepared!

AMIDST the maze of cables news that has reached Australia during the past month we of the Navy League can only sit back and await events in the hope that the optimism of the British Prime Minister (Mr. MacDonald) will ultimately prove justified. Frankly, we should be able to take that attitude with greater complacency did we not remember that Mr. MacDonald, during the war, was not blessed with that dogged stoicism which ultimately won the war for the Allies: rather was he of the "peace at any price" cult. We may also be pardoned if we regard with some feelings of apprehension this entering so confidently into the field of international naval politics of a Prime Minister whose credentials for such a position, bound as it is by technicalities, we feel are open to doubt, whatever his qualifications may be as a Labour leader. We feel that the naval position, so far as the British Empire is concerned, can be handled only by a statesman; and that we think Mr. MacDonald has not yet proved himself to be; however brilliant a

political leader he may have proved himself in other directions.

While this question of naval parity is pending, we will be well advised to take to heart the warning voiced by the Governor-General on September 3 in the course of his stirring appeal for military preparedness of the Commonwealth: "No man who has been through the war," he said, "can help doing his utmost to prevent his children and his neighbour's children from going through it, but it would be a sad thing if the youth of a country decided that it was absolved from the obligation that its forbears had been under to qualify themselves to defend this country if war did break out, however efficient the arrangements for preventing war might seem to be."

Still more forceful was the appeal of Mr. Winston Churchill recently made to his countrymen: "Never to put their hand to an agreement that would bind Great Britain to a rigid naval parity with any Power in the world."



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Reminiscences of a Naval Career.

Martinetts I Have Sailed Under.

No. 17.

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

AMBUSHED.

"A T O W, pay attention, men!" the Old Man broke off, addressing the whole assembly. "We can't stay here all day. We must make a bold dash for it. Anything in the way of running the gauntlet in broad daylight, will be better than being exposed to these jokers in a night attack. We are about twenty-six strong, and if we can't hop round those lighters and keep 'em thinking, well—we shall deserve all that will be coming to us!"

"When I give the order to advance, you will make a crouching rush into the bush over there, on your starboard side; in not too open skirmishing order. Try to avoid being isolated. Act individually, as if each of you were the only one in the scrimmage. If any of you should fall you must be let lie there until the doctor and his party can attend to you. Use your pistols sparingly—this is to be a cutlass game for a display of good in-fighting. Do you all clearly understand?"

"Ay ay, Sir!" came a rumbling, stifled chorus, as coming from a ship's hold.

"Then get ready: cutlasses drawn, holsters unlatched."

It was a tense moment—that brief pause which the Old Man allowed for everybody to get ready for the charge: There was none of the dramatic: "Up, Guards, and at 'em!" about the Old Man. His was the martinet's steady talk: "Get on to your feet as one, when I give the order: 'Ready!' At the order: 'Advance!' away you go; and don't be afraid of waking the baby."

"Ready!" came the order, after a brief pause.

"Ad—vance! Got at 'em, boys! Ha Ya—h!"

With a lusty cheer, the men dived into the bush. As had been predicted, it was alive with

savages, as was revealed before they had penetrated twenty yards. For the most part, the savages were lying face down in the thick scrub. This cool, though uproarious procedure of a handful of white men coming straight at them in their overwhelming numbers, must have been considerably bewildering to the savages, as being so foreign to their own stealthy tactics. So bewildered were they, indeed, that our men were on top of many of them before they could rise upright from their cover, only to be cut down like ninepins. The Old Man, with the P.O. of the G., though by no means aggressively inactive, concentrated on a scientific direction of the great game.

After the first onslaught, which was in the nature of a successful surprise, such of the enemy as were not downed, scurried away to think matters over, while the Old Man roared out: "Take cover of the trees as much as possible, and use your pistols if the range is effective. Follow 'em up, boys! Keep 'em on the move!"

"Crack! Crack! Crack!" in rapid succession, went a dozen pistols, almost as a volley, whenever a group of savages exposed themselves. With the tree trunks used as steady rests for the pistols, the shooting was deadly effective, more victims falling than there was time to estimate, much less to count. So demoralizing for the enemy had the attack so far been, that no organised attempt at retaliation had yet been made.

BAFFLING IN-FIGHTING.

That the savages were utterly baffled by this unexpected, unconventional mode of fighting was evident. The use against them of rifles at moderate range would not have perturbed them; but this unholy game of the "man-e-fight" men practically mobbing them, had them completely bluffed.



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It upset all their calculations; as it also upset their nerves.

For the first five minutes—a devil of a time is five minutes on a job of that sort!—the blacks could not use their spears and arrows; there was not sufficient space allowed them. If they had had the presence of mind, and the courage, to use their clubs and tomahawks more freely, they would have stood a better chance. But they were not allowed time to consider the new situation. The Old Man so persistently harassed them, that they could not reasonably make fresh plans. Wherever he saw there was an attempt being made to mass for the purpose of reorganising, he promptly and energetically concentrated his efforts to smash them up. Ever and anon, his stentorian voice could be heard above the pandemonium, as the men were wont to hear it bawling from the break of the poop in a howling hurricane:

"This way, some of you! Smash 'em up! Scatter 'em, boys!" He, himself the foremost in the rush, wielding his cutlass with the arm and ferocity of a Cyclops; and with the skill of an expert swordsman. Indeed, now divested of all body clothing but a tattered singlet; and bareheaded, slashed and bleeding about the head and arms, he looked like a fiend incarnate—a veritable demon cast loose—as he slashed to right and left, or fired at point blank, scattering all before and around him like chaff. And at all points the men could be seen following suit.

There were anxious moments when there was imminent danger of the men being cut off from each other, a manoeuvre that the savages seemed to realize the importance of to their own advantage.

"Fight and close in, boys! You'll be cut off! Man-handle 'em! That's the talk—keep 'em wondering!" And all the while sniting his own dashing action to his words.

So splendidly did the men seem to grasp the significance of the Old Man's shouted warnings, and spring to his directions that, at several extremely critical moments, with a combined, almost superhuman effort, they averted the danger, and reformed—to a position—almost as perfect as when they had started; with good cover to obtain a brief respite from their strenuous labours. But

what a gory spectacle! Not a man who was not bleeding; whose clothing was not more or less in tatters; while with puffing, and blowing, and perspiring, they might have been footballers just emerged from a strenuous scrum.

One man had his scalp so torn, that he had to keep on pushing it back with his hand to keep it from covering his eyes: yet still he fought on, with the ferocity of a tigress, seemingly worried only about the inconvenience to his eyes.

All this, which takes time to write, occupied only a matter of seconds—a minute seeming an hour. No sooner did the men reassemble than it was necessary to dash off again to smash up a similar massing of the blacks. It was a tactic that demoralized the enemy again and again, to the extent that to cut them down was sometimes as simple as it is for a schoolboy to slash-slash the heads off dandelions with his stick.

And again and again could be heard the voices of the Old Man and his right-hand supporter—the P.O.: "Come on, lads! Into this crowd, quick—Smash 'em—Scatter 'em—Kiss 'em—Hug 'em—Worry 'em!"

It was magnificent bluff; the kind that more than once in history have served where more cautious measures would have failed. But the cost! There was scarcely a man who, under ordinary conditions of warfare, would not have been back at a dressing station!

After about a quarter of an hour of that strenuous work, our men began to show signs of weakening by sheer physical exhaustion, apart from their wounds—practically all from tomahawks, and clubs, fortunately—and, at that juncture, there threatened what the Old Man had, from the first, feared, and endeavoured to frustrate—an outthanking movement by those savages who were located in the bush on the port side of the track.

The reader may think it incredulous that a mere handful of white men could hold so long against hundreds of savages; but, it must be borne in mind that the fighting took place in a bush which was so thickly grown with creeper-festooned trees, that rarely at any one and the same time, were any of our men actually confronted with more than

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twos, or threes, or, at most, a dozen of the enemy. But the trouble was that, as fast as one was outed, another popped up, not so much to put up an open, standup fight, as to try for an unexpected, unguarded opening. For your savage is no single-handed fighter—he prefers to exercise cunning, and the mob-fighting tactics of a wolf-pack.

It is not pretended that our men were super human, or that they had the faculty of lizards which can shed their tails, withdraw to the rear, and grow them again. Oh no! But our men *did* fight with a ferocity, strength, and endurance, which was almost supernatural; as also they fought with dogged determination, backed up by good generalship which was sheer magnificent bluff. And that bluff was all the more magnificent because there was not one man—the Old Man least of all—who did not fully realise, from the first moment that the numerical strength of the enemy was approximately known, that unless something in the nature of a miracle intervened in their favour, ultimate defeat was inevitable!

BLACK CATS AND WHITE MICE

It fortunately happened, that, in the course of the men gradually fighting their way from tree to tree, to a closer formation, they brought up against the edge of a cliff in the front of which was a number of boulders. Quickly taking advantage of this, at least temporary, strategic position, the Old Man ordered half his men to lie down, facing the edge of the cliff; and the other half to lie down facing the opposite direction, all under cover of the boulders. Thus, he gained a much-needed respite, while, at the same time, being able to hold the savages at bay from his front, and to hold in check the rear attack which had for some time been threatening. It was, of course, now the moment for pistol play exclusively; and that could be effective only at comparatively close range.

The savages, after a number of them had been dropped by the deadly pistol fire, soon gave up venturing too close. Instead, they drew back slightly, and, for the first time, to any organised extent, they began a fusillade of spears and arrows. Of these weapons, they had only a limited supply, as, apparently, they had calculated to make short work of such a small party with but feeble resistance. Therefore, when they realized that our men

were so well covered, and that to continue a vigorous attack would be a waste of both energy and material, they ceased their efforts, retreated to a position well out of pistol range, and squatted on their haunches to wait events.

This gave the respite the Old Man so badly needed. For the first time, it was possible to call the roll. Seven were missing; and not one who remained but was more or less severely wounded or bruised. Many of these, while being able to carry on while the fighting had raged, once having cooled down, would find it difficult, if not absolutely physically impossible, to resume vigorous fighting when the moment to do so should arrive.

Rising to his feet in the shelter of a large crevice of a boulder, the Old Man surveyed his brave little remnant, and took in the position.

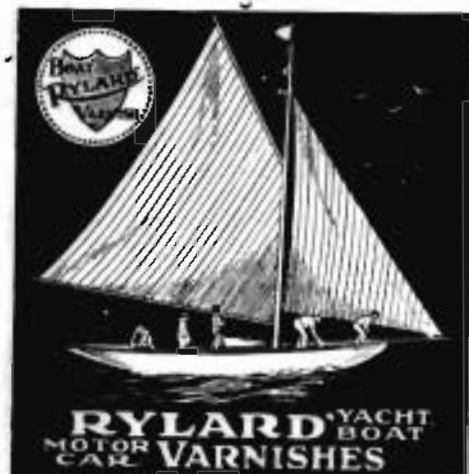
"Look at those skulking black devils!" he bawled out, with a guffaw that was genuinely full of humor. "They put me in mind of so many black cats waiting and watching for the mice to come out of their holes."

The simile was so homophonously apt, that the guffaw became contagious. Then, after a little while, he spoke seriously:

"We are the mice," he said, "and if we don't come out of our holes in daylight, we shall be rooted out, blind-folded, as soon as darkness comes to give those devils the Dutch courage which, for the moment, they lack."

"We're game, Sir!" came a chorus of voices.

"Of course, you are," proudly replied the Old Man. And then, pulling back, as the old martinet always had a habit of doing whenever he caught himself in the act of too-openly deferring to the wishes or the opinions of his subordinates—not necessarily because he resented or despised those wishes or opinions, because he hated his viceroy to be scratched at the revealing of the fine nature underneath. Like all martinets, he was a man who, if in the role of a country squire, would sell up a poor tenant, if he was a week in arrears with his rent, and kick him into the street, only to transplant him, rent free, into more commodious, and better furnished, quarters.



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"Of course you're gone, damme!" he exclaimed severely. "I don't suppose you are any more eager to remain here to be flayed, spitted, and roasted, than I am. Now, adjust your harness, get your bits between your teeth, and pay attention to me."

And the Old Man proceeded to unfold his plan as coolly as though he were on the poop routing out stations for getting down upper yards and gallant masts.

"At the word 'Go!' you'll wriggle to the edge of this cliff; lower yourselves over by the tips of your fingers, and drop in as soft a spot as you can find. You will wait a second until all are ready, and then, at the word 'Charge,' rush straight at those devils who are leading around the bush ahead of you. We must keep together as much as possible, remembering that our object will now be, not to hang about merely to amuse ourselves fighting, but to surprise them, as we did those other jokers; cut our way through, and leave them wondering, while we make a bee-line for the beach as fast as we can scurry. No wasting time playing fancy tricks, mind! You all understand!"

"Ay ay, Sir!"

The men having signified that they were ready, the Old Man quickly gave the order to advance. A minute later they had unostentatiously wriggled to the edge of the cliff: had unalignedly, and not without incurring some bruises, dropped eight or ten feet on to the none-too-soft ground below, and, with lusty huzzas, were dashing fearfully towards the bewildered savages, who now started up from their places of concealment and fully exposed themselves. They were not Talani's tribesmen, but belonged to another hill tribe whose territory lay on the other, or left-hand side, of the track and who, evidently, were active sympathizers with Talani. For savages, like white men, though they may quarrel and fight among themselves, will combine for the common weal.

"On you go, boys!" urged the Old Man. "Slash, and cut, and take cover! Slash and take cover!"

The initial movement succeeded just as the previous rush had done. The savages were completely bluffed into opening out in frantic disorder, to allow the fierce onslaught to pass through their guard. But, no longer able, by reason of having to follow an objective, to adopt their former tactics of in-fighting, our men had to rush ahead only to become, as soon as the savages recovered from their surprise, targets for showers of arrows, and not a few spears. Under such circumstances, the dense creeper interlaced forest was a doubtful blessing: for while on the one hand it lessened effect of the savages' following on attack, on the other hand, it exasperatingly retarded advance.

Add to that disability, the fact that our men were well-nigh worn out, and unaccustomed to such strenuous forest travelling; while the natives were fresh, and able to hop along like a herd of stampeding apes.

What was to be done? If they continued on their hampered course, it meant leaving the field open for the savages to attack unopposed. If they took cover, and stood at bay, the savages would merely stand off out of pistol range, and patiently await nightfall to complete their ghastly work, then practically unopposed. For any forest, let alone an island virgin forest, with its dense undergrowth, and its parasitic hanging network of vines and orchids, and all manner of sturdy creepers, even in daylight is in deep gloom: but at night it is as black as the Styx.

An idea occurred to the Old Man. It offered the needed advantage of quicker travelling, on the one hand; but, on the other hand, it would expose them as an unobstructed target. It was a forlorn hope; but he decided to take the bull by the horns and grasp it.

(TO BE CONTINUED)

October 20.

His Excellency the State Governor will be present at the Special Service commemorative of England's Nelson to be held in St. Andrew's Cathedral on Sunday, October 20, at 11.

Ex-naval men and Navy League Sea Cadets will meet in Martin Place and march from the Cenotaph to the Cathedral via George St. in order to be present at the service.



EXAMINING ONE OF THE FRENCH CRUISER
"TOURVILLE" LIGHT GUNS

Courtesy Sydney Maritime Museum

The Freedom of the Seas

Lecture delivered by

Admiral Sir Richard Webb, K.C.M.G., C.B.

In the University of London.

IN approaching the question of the Freedom of the Seas it is necessary first of all to ask ourselves what exactly is implied by that expression as generally used to-day. Does it mean complete non interference with merchant shipping? If not, how far, and in what circumstances is control to be exercised?

In trying to find an answer to these questions, no useful purpose can be served by going back to far distant times, but during the Middle Ages the variations in the practice of belligerents in their dealings with Neutrals made the need felt for some common code of Sea Law. This brought about the *Consolato del Mare* of the Fourteenth Century, before which time little consideration had been shown to Neutrals by belligerents. Probably it was thought that a sea voyage was a hazardous venture at best, and, amid so many perils, what did one more matter? A successful voyage imply repaid many losses.

The *Consolato del Mare*, which had its origin in Barcelona, while allowing seizure of goods carried in neutral ships, enjoined that both neutral ships and neutral goods found in enemy ships must be returned to their owners. This was generally accepted by us, and came to be known as the English Rule.

In 1753 a memorial to King George II., drawn up by the greatest legal authorities of the day, including the famous Lord Mansfield, laid it down that:—

"When two Powers are at War, they have a right to make prizes of the ships, goods and effects of each other upon the High Seas. Whatever is the property of the enemy may be required by capture at sea, but the property of a friend cannot be taken, provided he observes his neutrality.

Hence the Law of Nations has established:

"That the goods of an enemy on board the ship of a friend may be taken.

"That the lawful goods of a friend on board the ship of an enemy ought to be restored.

"That contraband goods, going to the enemy, though the property of a friend, may be taken as prize, because supplying the enemy with what enables him better to carry on the War is a departure from neutrality."

Again, in 1856, we find the American Secretary of State laying it down that:

"Humanity and justice demand that the calamities incident to war should be strictly limited to the belligerents themselves and to those who voluntarily take part with them: but neutrals abstaining in good faith from such complicity ought to be left to pursue their ordinary trade with either belligerent."

He also insisted that:

"Nations which preserve the relations of peace should not be injuriously affected in their commercial intercourse by those which choose to involve themselves in war, provided the citizens of such peaceful nations do not compromise their character as neutrals by direct interference with the Military operations of the belligerents."

And when the question arose of the United States adhering to the Declaration of Paris the President insisted as a condition of that adherence on the inclusion of the following words:

"And that the private property of the subjects or citizens of a belligerent on the High Seas shall be exempt from seizure by public armed vessels of the other belligerent except it be contraband."



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This free conduct for enemy goods could not be agreed to by the other signatory Powers and so, as we all know, that Declaration to which the United States is not an adherent, lays down that Neutral flag covers enemy merchandise and Neutral merchandise is not capturable in any enemy ship unless in each case it be contraband of war. With the ethics of the Declaration of Paris we are not immediately concerned today, nor with the circumstances which brought it about, strange though they were. That it has been a grave check on us as belligerents, however, there can be no question. Lord Salisbury said:

"Before the Declaration of Paris, the English Fleet had been a powerful weapon in Subduing Napoleon. But why? We had then the power of declaring a general blockade and of searching neutral ships for enemy goods. In your reckless Utopianism you have flung those weapons away. . . . I believe that since the Declaration of Paris, the Fleet, valuable as it is for preventing an invasion of these shores, is almost valueless for any other purpose."

From this Declaration, then, seems to emerge the meaning of Freedom of the Seas, or rather the Law of the Sea as generally accepted up to the end of the Nineteenth Century, namely, that the Sea was free to all Neutral Trade save and except Contraband to the enemy.

And it must be recognised that the reservation with regard to Contraband is the strain which runs through all these statements and Declarations and is, in fact, the key-note of the matter: it is essential to a real distinction between a state of belligerency and a state of neutrality. No belligerent could be expected to watch supplies necessary for the military operations of his enemy passing under his very nose which he was able, by his own powers, to prevent. And no neutral State, which does not itself take steps to prevent its nationals from supplying the needs of either belligerent, can, with justice, object to the other belligerent himself taking steps to prevent them.

Even if the neutral State did itself take such steps, there could be no certainty that the belligerents would accept those steps as fully adequate to the circumstances, and would therefore consent

to abstain from themselves verifying that the prevention was real and complete. In short, it was always admitted that a neutral State's title to enjoyment of the rights of neutrality must be subject to the rights of belligerents to prevent traffic in contraband of war.

Up to the Nineteenth Century the question of what articles were or were not contraband of war was not one of much complexity. Disputes, of course, arose from time to time on the subject between belligerents and neutrals, but the right of belligerents to stop contraband may be said to have been so well established that it was not called in question in the earlier attempts to codify International Law.

It was not until the Conference of London in 1908 that a general attempt at the regulation of the matter was undertaken. That Conference produced the Declaration of London of 1909, a Code which purported to cover the whole range of the question.

The efficacy of this Code was soon put to the most practical of all tests. Although unratified it was adopted by the Allies in 1914. It failed to pass the test.

By an Order in Council of 20th August, 1914, immunity from capture of conditional contraband consigned to a Neutral Port, but with an enemy destination, generally called "Continuous Voyage," was cancelled. Various other Orders in Council whittled the Declaration down still further until finally in a joint Memorandum, dated 7th July, 1916, England and France notified the Neutral Powers that whereas they had adopted the Declaration of London because it seemed to present in its main lines a statement of the rights and the duties of the belligerents based on the experience of previous Naval wars, nevertheless, as the World-War developed, it became clear that its rules, while not in all respects improving the safeguards afforded to Neutrals, did not provide belligerents with the most effective means of exercising their admitted rights. The manifold developments of Naval and Military sciences, the invention of new engines of war, the concentration by the Germanic Powers of the whole body of their resources on Military ends, produced conditions altogether

Continued on page 22



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

Monthly Notes and News.

MEMBERS will be glad to know that Mr. Geoffrey E. Fairfax, a valued supporter of the League and a member of the Executive Committee, has recovered from the painful accident that befel him some time ago.

Navy Leaguers will be glad to know that the cadet company at Elizabeth Bay has been revived. The interest shown in this unit by Commander F. W. Hixson, O.B.E., has never flagged, and it is hoped that his kindness in permitting the continued use of his water front, boat houses, etc., at his residence, "Fairlight," will be greatly appreciated by the local sea cadets.

Drummoyle Company is fortunate in its friends. In Mr. Harry Shelley it has a friend who talks little and does much. Other companies also have had Mr. Shelley's liberal though unostentatious help.

An appointment that would give the greatest satisfaction in the Navy League would be Mr. Harry Shelley as Honorary Commandant of the whole Sea Cadet Movement in New South Wales. Every officer, instructor and cadet would wholeheartedly welcome Mr. Shelley and render loyal and faithful service to him and the League.

Boats' crews taking part in the rowing race scheduled to take place on Saturday, 28th September, under the auspices of the Royal Motor Yacht Club should report to the Officer of the Day, Mr. L. E. Forsythe, Drummoyle's launch,

Rose Bay, at 3 p.m., on the day of the race. Mr. S. Cooper will be the Judge, Mr. Forsythe, Starter, and Mr. D. Waterfield, Timekeeper.

Handicaps are as follow:—Cutter-gig (Lane Cove) 10 secs.; whalers (Balgowlah, Elizabeth Bay, Woolwich) 30 secs.; cutters (Manly 50 secs.; Birchgrove and Drummoyle) 60 secs.; gigs (Drummoyle, Mosman, North Sydney, Leichhardt) 80 secs.

O.C.s are requested to see that their respective crews are uniformly dressed.

The Executive Committee of the League has appointed Mr. S. Cooper, S.S.D., O.C. No. 1 Region, and Mr. L. E. Forsythe, O.C. Nos. 5 and 8 Regions, to be honorary inspecting officers of the Sea Cadet Movement. Messrs. Cooper and Forsythe, when inspecting Companies and Depots, will be pleased to make helpful suggestions based on their own successful experiences in the Cadet Movement, and officers and local committees will do well to make the most of their services, which will gladly be given.

Companies are requested to bear in mind the following:—Rowing Race, Rose Bay, 28th Sept.; Shipwreck Relief Society's Concert, Sydney Town Hall, 30th Sept.; March from Cenotaph to St. Andrew's Cathedral, Sunday, 20th Oct.; Nelson Night Concert, 21st October.

Cadets are reminded that the colour patches of their respective Companies must be worn by them

BIRCHGROVE BAND



IS THE PRIDE OF THE NAVY LEAGUE.

at all times when in uniform, commencing on September 28.

Mr. S. Cooper will be Officer of the Day on October 20.

Cadets under 16 years of age wearing the uniform of the Navy League will be instantly dismissed from the Movement if seen smoking on public conveyances or in public thoroughfares or places.

Cadets can help to make their own Company the best in the League only by conforming to the orders of their officers.

A dance will be held at the Benevolent Society's Hall, Thomas St., City, on the 12th October, and as the results of the function will perhaps benefit Elizabeth Bay Company, officers and cadets of other units are invited to extend their patronage.

It is pleasing to note that Mosman Company has been able to render a service to a sister Company. Balgowlah had been lamenting their inability to take part in the forthcoming boat race owing to lack of a suitable boat, but the friendly action of the Mosman O.C. and Committee in making a boat available for the occasion has given great satisfaction. It is hoped that the spirit of co-operation will become a habit with all Companies to the benefit of the whole Movement.

The following Sea Cadet appointments have been conferred, viz.: Mr. J. F. Moore to be Hon. Officer-in-Charge, North Sydney Company; Mr. W. W. Waterer to be Hon. Officer-in-Charge,

Balgowlah Company; Mr. W. J. Faulkner to be Hon. Officer-in-Charge, Cook's River Company.

Navy League supporters will be glad to know that the work of Mr. Faulkner and his colleagues at Cook's River has borne fruit and that a Company of well behaved boys is now an accomplished fact.

The labours of Mr. Moore at North Sydney are also meeting with success. A Committee of keen workers has been formed to assist the O.C. and his officers to make the Company worthy of a large and prosperous district. Financial shoals and rocks and unfulfilled promises have surrounded the Company in the past, but it is felt that a new era is about to dawn in which rocks and shoals will disappear and promises become shining deeds. Mr. Moore is deserving of the fullest support.

Mr. H. R. Currington who has been in charge of Mosman Bay Company of Navy League Sea Cadets since it was formed 24 years ago leaves for England next month with his family. Under Mr. Currington the Company took part in practically every Competition and boat race organised by the officers of the Cadet Movement, winning its share of events including the highly prized Miss Charles-Fairfax Flag and several rowing races. All members of the Sea Cadet Movement will wish Mr. Currington and his family a very pleasant voyage and a prosperous sojourn in the Old Land.

Birchgrove.

(Contributed by Mr. S. Cooper, S.S.D.)

We are pleased to announce that Mr. J. B. Sharpe, a well known supporter of all sports and a hard worker for charities has kindly consented to become a Vice-President of the Birchgrove Committee.

Saturday, 10th August was a red letter day for the Company. The depot received a special squaring and cleaning up, for our Godmother, who has just recovered from a long illness, was to once again visit us. Faces became gloomy when old Jupiter showed what he could provide in the way of rain: Oh, too wet—couldn't possibly come—were general remarks, but my! those faces brightened when a phone call brought a request for the gig at Eskine Street at 2 p.m.

A temporary cabin erected on the gig kept things snug on the journey across to the depot where the whole company formed a Guard of Honour and gave our Godmother a real Navy League welcome home.

As it was Birthday Week for Mrs. Mayne, Mr. Kendall the popular 2nd Officer, and Mr. Nicholls, Signal Officer, the quarter deck was specially decorated. A basket of flowers was presented to our Godmother from the Welfare Committee, a box of chocolates from the Felix Club, and a welcome home cake from the Cadets.

Mr. Nicholls received an Eversharp pencil from the Felix Club, and a similar gift was handed to Mr. Kendall together with a pair of sleeve links from the Welfare Committee as it was his 21st birthday. P.O. Cooper was presented with a long service (74 years) medal.

In commemoration of the wreck of the "Dunbar" 150 officers and cadets from Leichhardt, Elizabeth Bay and Birchgrove, headed by the Birchgrove Band marched from Newtown Station to Camperdown Cemetery where a service was held on Saturday, August 24th.

The Felix Club Girls gave a party at the depot on 17th Aug. to mark their third birthday, 200 guests were present, and dancing and games occupied a most enjoyable evening.

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Leichhardt.

(Contributed by Mr. H. P. Linn)

Just past month has found Leichhardt Company busy renovating the boats, but the bad weather at week ends has put us behind in training. The month has also been a very fortunate one for us.

On Friday, August 9th, a benefit performance was given by W. H. Humphreys, Esq., at the Marlborough Theatre, Leichhardt, and our funds benefited to the extent of £11 2s. 6d. We wish to thank Mr. Humphreys for his most generous action.

We also have to thank the Acolian Company Aust. Ltd. for a very valuable acquisition to our depot, namely, a Six-Valve Radiola Wireless Cabinet complete. This will be of great interest and benefit to the cadets, and we intend to advertise this set to our utmost.

We must also thank the Dunlop-Perdriem Rubber Co. Ltd. for donating 30 feet of rubber hose, which we required for use in the Depot.

On 24th August our Company, under O.C. and Chief Officer, together with Birchgrove and Elizabeth Bay Companies, took part in the Wreck of the "Dunbar" Memorial Service at Newtown Cemetery. Unfortunately, bad weather in the evening prevented us from carrying out the remainder of the programme arranged.

We all wish to thank Mr. Cooper, R.O.C., and Officers of the Birchgrove Company, for putting several of our boys through examination for Leading Seamen and Signalling, when, I am glad to say, each boy passed with high marks. Leichhardt Company does not believe in passing its own boys, and if an O.C. of another Company holds similar views, let him send his boys along to Birchgrove, where, if they pass their examination, he can rest assured that he has genuine Leading Seamen. We hold special training classes of three months duration, and then send the cadets to Birchgrove for examination.

Results:—

	Signal Drill	17th	Knock Heads	100%	100%	100%
M. W. Linn	100%	100%	100%	100%	100%	97.0%
H. Goheen	"	"	"	"	"	95.2%
B. Acott	"	"	"	"	"	97.8%
R. Whitt	"	"	"	"	"	92.8%
W. Mayne	"	"	"	"	"	86.6%
G. Warr for Semaphore Signalling	"	"	"	"	"	83.2%

We wish these boys every success in the future.

On Friday, 30th August, about twenty of our boys took part in the inspection of the French cruiser "Tourville," which was an eye-opener to them. Unfortunately I could not get away, but my President was to the fore again.

We are glad to say that we have no Hospital patients now, as Bugler G. Ross is now convalescent, after six months in Little Bay Hospital. We are pleased to see him, and others, back in uniform again.

North Sydney.

(Contributed by Mr. J. P. Marr, O.C.)

The main activity of this Company last month was the Newcastle camp, which was a great success.

We are very pleased to hear that a Company has been established in Newcastle following on our visit, and wish it all kinds of luck, and hope that it will be the first of many Companies to be formed in that city, which is so well suited for Navy League activities.

An invitation was extended to us by the Woolwich Company to join them on a tour of inspection to Spectacle Island, and also to the powder magazines at Newington. This outing was most instructive, and we must thank Mr. Snow very much for thinking of us.

A party of cadets from North Sydney and Woolwich Companies inspected Nestlé's chocolate factory to see how chocolates are made, and also to sample them. In the afternoon visits were made to Peters' Ice Cream factory and Marchant's soft drink factory, where the boys were fed on ice cream and given soft drinks. We must thank the managers of these firms for arranging the visits for us.

The P.O. and Leading Seaman's Examination has been held, and resulted in the following appointments to date from August 13th 1929:—
Boys: J. Robinson, F. Walker. C.P.O.'s: D. MacArthur, L. Hilton. P.O.'s: S. Hilton, A. Condon, J. Dollahan, A. Power. L.S.: S. Owen, R. Murray, H. Bailey, H. Scott. Others in the examination did very well.

Owing to the boat being away for repairs and painting there has been very little boat work

carried out this month.

As the warm weather is approaching we are making ready our swimming baths, so that any non-swimmers will be able to learn early in the season.

A new Sub-branch Committee has been formed and at the first meeting members were very enthusiastic. Mr. T. Walsh was elected President; Mr. Stevenson, Treasurer; and the position of Secretary was left vacant until a suitable person could be found. The O.C. will fill the position in the meantime. The ladies present decided to constitute the Welfare Committee of the Company.

A Popular Boy Competition is being held, and we hope to raise some funds to again put the Company on a good footing financially.

Manly.

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

MANY of the cadets spent an interesting morning aboard the French cruiser "Tourville" on Friday, 30th August, under the charge of Mr. L. E. Forsythe.

Our sailing activities have been held up for some time, owing to a heavy wind renting our foresail from the peak down. We should be glad to hear from anyone having a No. 3 standing rig cutter foresail to sell.

On Saturday, 7th inst., Captain Beale and Mr. Cooper paid us a welcome call. Mr. Cooper gave some interesting instruction, and we hope to be honoured by another visit shortly.

The Sub-branch Committee has approved of the appointment of Mrs. I. Green as Organiser of the Welfare Committee. We have great confidence in Mrs. Green's ability and with the assistance of other members, this should advance the Navy League's work in Manly.

Lane Cove.

(Contributed by J. J. Officer Shepherds.)

A good attendance of cadets was recorded at the parade held at the Church of England on 1st September.

Our cutter gig has been thoroughly scrubbed and cleaned in preparation for the coming racing season, while the old Balmain cutter has been hauled up in readiness for the installation of the

engine.

The boat's crew, so far, has not been altered, members are pulling in their old positions, and we have hopes of some wins this season.

A bronze medal has been offered as a reward, by Mr. J. F. Moore, O.C., of North Sydney Coy., to the cadet who obtains the largest number of recruits by the middle of October. We thank Mr. Moore for his interest, and sincerely hope that the bond of good comradeship existing between the North Sydney and Lane Cove Companies will continue to grow.

Elizabeth Bay.

(Contributed by Mr. F. J. C. B. A. A. C. O. C.)

The Company is progressing steadily. Nineteen cadets attended the Company's first appearance in public at the "Wreck of the Dunbar" ceremony.

Seven cadets sat for their Leading Seaman Examination at Birchgrove during the month. Six were successful, the seventh failing in semaphore signalling.

We wish to thank Messrs. Nock & Kirby for kindly donating the Elizabeth Bay Company Flag, and also for their offer to supply Navy League units with gear at trade prices.

We are looking forward to a visit from our Hon. Treasurer, Mrs. Hamilton Marshall, whom we are pleased to say has recovered from her illness.

Cook's River.

(Contributed by Mr. W. J. Faulkner, A.C. O. C.)

Although the company has to attend drill at my residence, progress is being maintained. The roll call has increased to 20, and more than half of the cadets are now in uniform.

My junior officer, Mr. Joel, takes a very keen interest in the company, the cadets are eager to learn, and are fine types of young Australians.

On Saturday, 31st August, the cadets inspected the seaplane carrier "Albatross," and the submarines "Oxley" and "Otway," which were alongside at Garden Island.

As the cadets had not been able to inspect the French Cruiser during the week, I took them over on the Sunday afternoon.



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Mr. A. B. Proud paid us a visit during the month, and, after inspecting the cadets, he gave a short address.

Our First Aid Officer, Mr. McIvor, has delivered two lectures on First Aid methods. Both officers and cadets greatly appreciate the interest shown by Mr. McIvor.

Balgowlah.

(Contributed by Mr. W. W. Waterer, O.C.)

We were pleased to receive Captain Beale and Officers S. Cooper, L. E. Forsythe and H. R. Currington at our headquarters on Saturday, 7th September.

With the near approach of the boating season, the cadets were pleased to hear Captain Beale speak of the coming rowing events.

Mr. and Mrs. Currington and family, we hear, are shortly leaving for the "Old Land." We wish them God speed and prosperity in the future.

Our boat officer, Mr. L. Butcher, is at present on sick leave, but we trust he soon will be again with us.

The Company is in need of two more officers, and anyone able and willing to devote the necessary time to further help this Boy Movement is assured of a hearty welcome.

Our Committee is at present engaged organising a monster sports meeting. The events will include running, jumping, signalling, knotting and splicing, and tug-o-war, etc.

We offer apologies to Birchgrove for our non-attendance at the semi-final football match.

All are pleased to see Captain Beale about again after his illness.

Jervis Bay.

UNDER the patronage of the Commandant of the College, Captain C. H. G. Benson, D.S.O., R.N., a squad of Sea Cadets has been formed, consisting of about 30 lads at an average age of 12 years. The unit will be affiliated to the Navy League Sea Cadet Movement in New South Wales.

Those associated with it are:—Patron: Captain C. H. G. Benson, D.S.O., R.N. Vice-President: Eng.-Commander C. A. Carr, R.A.N. Working Committee: Chief Petty Officer John Thomas, Chief Sailmaker John B. Langrell and Mr. Lord. Hon. Secretary and Treasurer: Officers' Steward 1st Class Purton. Volunteer Instructors: Sick

Berth Petty Officer Oliver H. McIntyre, Chief Sailmaker John B. Langrell, Chief Petty Officer Perkins, Petty Officer Colin H. Stevens, Petty Officer Wallace Grigor, Able Seaman Dobson, Leading Telegraphist Davies.

Squad: Jack Kent, Tom Honeysett, Harry Colyer, Jack Thomas, Bernard Cannon, Walter Jarman, Hilton Stucklett, Lionel Dunstone, William White, Eric Honeysett, John Chisholm, Roy Cannon, Joseph Thomas, James Kelly, Albert Greer, Roy White, Ed. Jarman, Herb Honeysett, Charles Dunstone, Lawrie Colyer, James Thomas, Wm. Greer, Reg. Jarman, Chas. Chaplin, Fred Williams, Roger Simpson, Phillip Levy, Laurie Jarman, Horace Honeysett, Jack Langrell.

Woolwich.

(Contributed by Mr. B. W. Snow, O.C.)

During early part of August cadets spent a very enjoyable week at Newcastle with North Sydney Company, by arrangement with Mr. Moore, a full account of which appeared in last month's JOURNAL.

On August 13th, at the invitation of Mr. Hein, A.S.O., Spectacle Island, a patron of Woolwich Coy., cadets under Mr. Tottman, including a small party from North Sydney under Mr. Moore, visited Spectacle Island and Newington, and on Thursday, 15th August, a party from North Sydney and Woolwich paid a visit to Nestle's factory, and after lunch to Peters' Ice Cream factory and Marchant's Ltd. We wish to express our thanks to those who assisted in arranging these outings.

Our whaler is being completely reconditioned and a crew should be in training shortly for the race on the 28th.

Attendances have been excellent, and our Company is growing slowly but surely.

On August 24th, in spite of the weather, a very successful dance was held in St. John's Hall. It speaks well for the energy of the Ladies' Committee that so many people turned out on such a dreadful night. Novelty dances were arranged, and also a balloon bursting competition, which caused some merriment. We were pleased to have Mr. Moore and brother officers with him at the dance. The financial result was satisfactory.

R.A.N. Appointments.

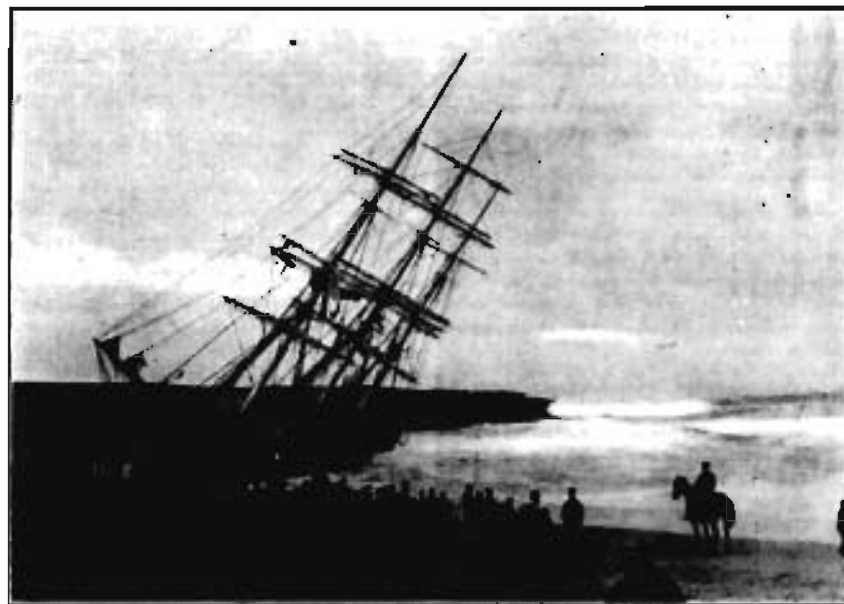
Commander: Charles Farquhar-Smith to "Penguin" additional, temporarily, to date 14th September; James I. Boyd, D.S.C., to "Penguin" additional, to date 21st August; Edward S. F. Fegen to "Cerberus" additional, for passage to England per R.M.S. "Calliope," for reversion to the Royal Navy, to date 4th September; Ernest C. Rhodes to "Cerberus" temporarily, to date 20th August.

Lieutenant-Commander: Kenneth Michell, M.V.O., D.S.C., to "Franklin" for R.A.N. College as Acting Commander, to date 25th August; Arthur R. M. Black to "Cerberus" additional, for passage to England per S.S. "Tahiti," for reversion to the Royal Navy, to date 5th September; William D. Hunter, to date 1st September, to date 14th August; Arthur J. G. Tate to "Cerberus" additional, to date 25th August.

Lieutenant: Cecil C. Ruhlwin to "Cerberus" additional, for duty at Navy Office, to date 2nd September; William Bone to "Cerberus," to date 12th August; John R. Miller to "Swordsmen" in Command, to date 1st September; Geoffrey A. Hall to "Albatross" as Acting Observer, to date 25th August; Richard H. W. Atkins to "Swordsmen," to date 12th September; Charles F. Mills to "Success," to date 25th August; Francis M. Milne to "Australia," to date 12th September; Alexander M. Wilkinson to "Australia," to date 20th August.

PROMOTIONS.

Lieutenant-Commander Ernest C. R. Rhodes to be Commander, 30th June, 1929; Sub-Lieutenants Neil A. Mackinnon and George C. Oldham to be Lieutenants, 14th July, 1929; Sub-Lieutenant Robert W. Rankin to be Lieutenant, 1st August, 1929; Engineer Lieutenant-Commander Archibald E. Creal to be Engineer Commander, 30th June, 1929; Acting Sub-Lieutenants (K) Ronald A. Phillips and Neville McGuire to be Sub-Lieutenants (K), 1st March and 16th March, 1929, respectively; Surgeon Lieutenants William L. Brookes and Denis A. Pritchard to be Surgeon Lieutenant-Commanders 3rd August, 1929; Surgeon Lieutenant James M. Flattery to be Surgeon Lieutenant-Commander, 25th August, 1929; Paymaster Lieutenant-Commander Wellington T. Hogan, to be Paymaster Commander, 1st August, 1929; Frederick G. Lowrie, Gunner, to be Commissioned Gunner, 30th June, 1929; John A. Coleman, M.S.M., Signal Boatswain, to be Commissioned Signal Boatswain, 30th June, 1929; John A. Henry, Schoolmaster, to be Senior Master, 30th June, 1929; Joshua Vinery, Bandmaster, to be Commissioned Bandmaster, 30th June, 1929; Oscar Armon, Warrant Instructor, to be Commissioned Instructor (Auxiliary Services), 30th June, 1929; Paymaster Lieutenant Frederick C. J. Denton to be Paymaster Lieutenant-Commander (Emergency List), 1st July, 1929.



THE BRITISH SHIP HERWARD ASHORE AT MAROUBRA, N.S.W., 31 YEARS AGO.

The vessel was refloated, but was washed back on the beach and broke up.

Courtesy, Sydney Mail.

Continued from page 12.

different from those prevailing in previous Naval wars. These Rules, they argued, could not stand the strain imposed by the test of rapidly changing conditions and tendencies which could not have been foreseen.

Now, what were the "tendencies which could not be foreseen" that imposed this unbearable strain? They are to be found in the "democratisation" of War. Wars are no longer caused by the personal whims of Sovereigns or conducted by small professional armed forces, while the mass of populations take little note of whether a war is in progress or not. They do not come about unless whole peoples are so deeply stirred as to demand them, and when they do come about they are affairs of peoples, and not merely of Governments or Princes. Moreover, the progress of science has pressed almost every activity of industry into the service of war, and practically the entire population is engaged in war-work of one kind or another. Modern war, that is to say, gathers into its service every individual and every activity of the nation that wages it, so that practically every impact that continues to enter after the outbreak of war is needed either directly or indirectly for the conduct of the war, and is, therefore, in a sense, contraband.

Now, the whole grievance of the neutrals lies in the vexatious delays and losses caused to the innocent trader by the processes of visits, search, detention, prize-court proceedings and so forth, which is the machinery by which contraband trade is detected and prevented: and also the resultant loss of markets.

As that great exponent of England's Rights at Sea, the late Sir Francis Pigott, so clearly puts it: "The mainspring of all neutral action which crosses the field of war is profit: the right of which we hear so much, the right of a neutral to trade with a belligerent resolves itself into a right to reap the enormous profits which result from war: there is in this nothing *per se* wrong, for no trade with a belligerent, not even in that ill-defined class of goods, contraband of war, is forbidden, only it is carried by way of the sea subject to the risk of being seized by either belligerent."

In the late war there can be no question but that the determined resistance and opposition by neutrals to our endeavours to cut off enemy supplies helped largely in prolonging the war and thus adding to the appalling misery and loss of life and money, and to the distress in Europe generally, including the Russian disaster . . . that shows the full consequences of which no man can foresee: and which would never have come about if it had not been for the doctrine that the right of the neutral to his profits was a higher one than the right of the belligerent in fighting for his life and liberty. It was only after the entry of the United States into the War that we were able to make the Economic Blockade a real struggle hold on the enemy.

Similarly, Mahan, writing of the American Civil War and what would have happened if neutral trade had proceeded unchecked, says:

"The Cotton of the Confederacy, innocent private property, would have gone freely. Commerce, the sources of national wealth, would have flourished in full vigour. Supplies, except contraband, would have flowed unimpeded. And all this at the price merely of killing some hundred thousands more men, with proportionate expenditure of money, in the effort to maintain the Union, which would probably have failed, to the immeasurable loss of both sections."

No neutral State, without compromising its neutrality, can profess sympathy with the detected contrabandist, for he must be presumed to have entered the trade fully alive to its risks. If contraband trade were clearly distinguishable from innocent trade then indeed it might be possible to some extent to avoid inconvenience to the innocent neutral trader, as the Conference of London aimed at doing, and the Freedom of the Seas would take on a new form.

But since contraband has now virtually swallowed up all trade in war, belligerents can only avoid inflicting the inconveniences of which neutrals complain by giving up altogether the principle of contraband and the right of blockade.

The proposal that they should do so, has, in the past, been made on more than one occasion. And, side by side with this proposal, was one which we

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have already referred to as having been made in 1856 by the American Secretary of State, viz., that all private property, even of belligerent ownership, as well as natural, should be exempt from seizure in time of war at sea as on land.

The motive underlying these proposals would appear to be the desire to extend to the methods of war at sea the application of humanitarian ideas, which have long banished sack and pillage from the practice of land warfare and have substituted requisition on payment for confiscation.

But since the decision whether or not to adopt them must be taken on the question of their practicability rather than on the motive that prompted them, an examination into their efficacy is necessary.

Belligerent private property liable to seizure at sea consists of ships and goods. The seizure of ships has always been debuffed on the ground that they are potential weapons of war, as much now as in the days of privateers. The case for seizure of goods has been well stated by Admiral Mahan, when he said:

"Property belonging to private individuals, but embarked in that process of transportation and exchange which we call Commerce, is like money in circulation. It is the life-blood of national prosperity, upon which war depends; and as such is national in its employment, and only in ownership private. To stop such circulation is to sap national prosperity, and to sap prosperity on which war depends for its energy is a measure as truly military as the killing of the men whose arms maintain war in the field."

Moreover, the reservation as to contraband has nearly always been included in proposals for the immunity of belligerent private property, as we saw in the American Secretary of State's Note.

Even if immunity from capture of belligerent-owned private property had been in force in 1914, the reservation as to contraband would have nullified its practical effect as it did that of the neutral privileges intended to be granted by the Declaration of London.

Hence the question of the immunity of belligerent-owned private property is on all fours

with the question of freedom of neutral trade with one belligerent from interference by the other, by reason of its dependence for practical efficacy on the total abandonment by belligerents of the principle of contraband and the right of blockade.

These two questions would appear to have been the underlying reason for the second of President Wilson's famous Fourteen Points, announced by him on 8th January, 1918, when he asked for:—

"Absolute freedom of Navigation upon the Seas outside territorial waters alike in peace and in war" . . . and the exception is significant of the foreword of an entirely new state of things—"as the Seas may be closed in whole or in part by International action for the enforcement of International covenants."

No definite explanation, then or later, was forthcoming as to the President's actual meaning, and consequently the post-War rendering of the expression "Freedom of the Seas" has received almost as many definitions as there are disputants. But a careful study of the various speeches and writings of eminent men would lead one to suppose that what was in President Wilson's mind in drawing up his Fourteen Points and what the advocates of the American doctrine mean by the expression, is Absolute immunity from capture on the High Seas for all goods, whether belligerent or neutral, whether contraband or non-contraband, except by international action and agreement.

The question we now have to consider is whether the Freedom of the Seas, as here defined, is desirable at the present time; and, if desirable, whether it is practicable.

Many of the arguments urged in its favour have already been indicated. A close examination of them to determine the basis from which they proceed leads to the conclusion that wars are inevitable, and that the most that can be done for the advancement of mankind is to mitigate the calamities incident to them. It is pertinent, therefore, to enquire whether wars are really inevitable and whether the measure proposed will, in fact, mitigate the calamities incident to them.

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abolishing the danger of future wars. Practically the whole World, however, the United States as well as members of the League of Nations, is turning its attention more than ever before towards solving the problem of the prevention of future wars.

"In the World of yesterday," says Mr. Davis, an eminent American Diplomat and Statesman, "the dominant thought was National security against all comers. If the Covenant of the League, the Locarno Treaties, the Four Power Pacific Treaty and the Kellogg-Briand Pact are anything more than idle words the controlling idea today is World-wide peace against all disturbers."

He would be a pessimist indeed who would assert that there is no hope of that aim ever being achieved, for, if that assertion were really justified, responsible Statesmen throughout the World would not be devoting their time and energies to the pursuit.

It is obvious that success in the efforts now being made throughout the World to remove the possibility of future wars would render superfluous the movement in favour of measures designed to mitigate the calamities incident to war.

That, of course, is no reason for discontinuing advocacy of that movement at the present day, or at any time until success is certain: but it does add point to the second enquiry, whether the particular measure proposed ("The Freedom of the Seas") would really help to mitigate the calamities.

The Measure, if in force and faithfully and universally observed, would reduce war at sea to a sort of gladiatorial combat, by which nobody, belligerent or neutral, need be affected in the slightest degree unless they chose to venture into the immediate vicinity of the gladiators (*i.e.* the opposing navies) so as to be endangered by their blows at one another. In fact, sea warfare would become a species of luxury only to be indulged in by those Nations who had provided themselves with a fleet. No nation, however warlike, except those that are peculiarly vulnerable to an invasion by sea on a scale greater than they can repel by land forces, and this exception is one of the gravest moment for the British Empire, would be one whit the worse off if they neglected altogether to pro-

vide themselves with Naval Force. Thus, the measure would be very unequal in its effects on various nations. Many would be relieved from the necessity of any Naval expenditure, a relief which would be by no means shared by all.

Moreover, it is worthy of note that the measure does nothing to mitigate the calamities of war on land, greater nowadays than ever before: nor, as Admiral Richmond has pointed out, the perils to neutral vessels and the crews of those vessels from aerial or other bombardment when lying in enemy ports.

If we divide the calamities incident to war into horrors and inconveniences, we see that it is to the prevention of inconveniences to neutrals that the measure is directed, leaving the horrors to belligerents untouched. That is to say, those who support it from humanitarian motives would seem to have started at the wrong end.

But what chiefly concerns us is, would the measure, the so-called Freedom of the Seas, really be efficacious, that is to say, would it be observed in practice?

We have to remember that Nations which are earnestly seeking means for the prevention of all wars, as are the civilised Nations of to-day, do not go to war lightly. They only make war when they are so deeply stirred that they feel themselves to be struggling for existence, or—a more likely cause nowadays—for the preservation of civilisation and right. Is any Nation—or group of Nations—which goes to war in such conditions likely to observe artificial restrictions that would reduce war to a gladiatorial combat?

To take as a concrete example the case referred to by Mr. Davis in his article from which I have already quoted.

"Consider," he says, "what we should do if the United States were at war with a Southern neighbour, Cuba or Mexico, for instance, which was planning to raid the Panama Canal, and munitions and supplies were being shipped by neutrals from Halifax to Havana or Vera Cruz. Would we seize their vessels if we could off Cape Ann and bring them in to Boston for search or would we not?"

The question is a very pertinent one: to refrain

from action seems almost too much to expect of an imperfect human nature at the present stage of the evolution of mankind. It seems inevitable that, on the highest grounds, the Freedom of the Seas would be thrown overboard and the principle of Contabund and the Right of Blockade reasserted.

And who could contest the justification for reversion to the old principles?

Certainly not those who admit that there was a justification for engaging in war in the first instance, and hardly those, even, who reprobate all wars and admit justification for none, even in resistance to aggression. For to do so would be to maintain that the horrors of unjustifiable war must be prolonged and exacerbated in order not to curtail the financial profit of neutral traders, who do not receive the countenance even of their own government. That is not a position in which the most fanatical advocate of humanitarian principles will care to find himself. Moreover, the logic of the matter is hard to understand. Ships on the high seas are to be immune just because they are on the high seas. Those ships may be carrying all kinds of war material to the enemy which the enemy in due time will use to kill his adversary, but his adversary must stand aside and let them pass. The enemy, on the other hand, may invade his adversary's country and bomb his cities. His army may stop all trade, neutral and otherwise, of a port, if he occupies or invests that port: or his aircraft may bomb a port, destroy shipping and wharves and so stop all business. The only thing that is not permissible is to stop the trade at sea.

(To be concluded in our next issue.)

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