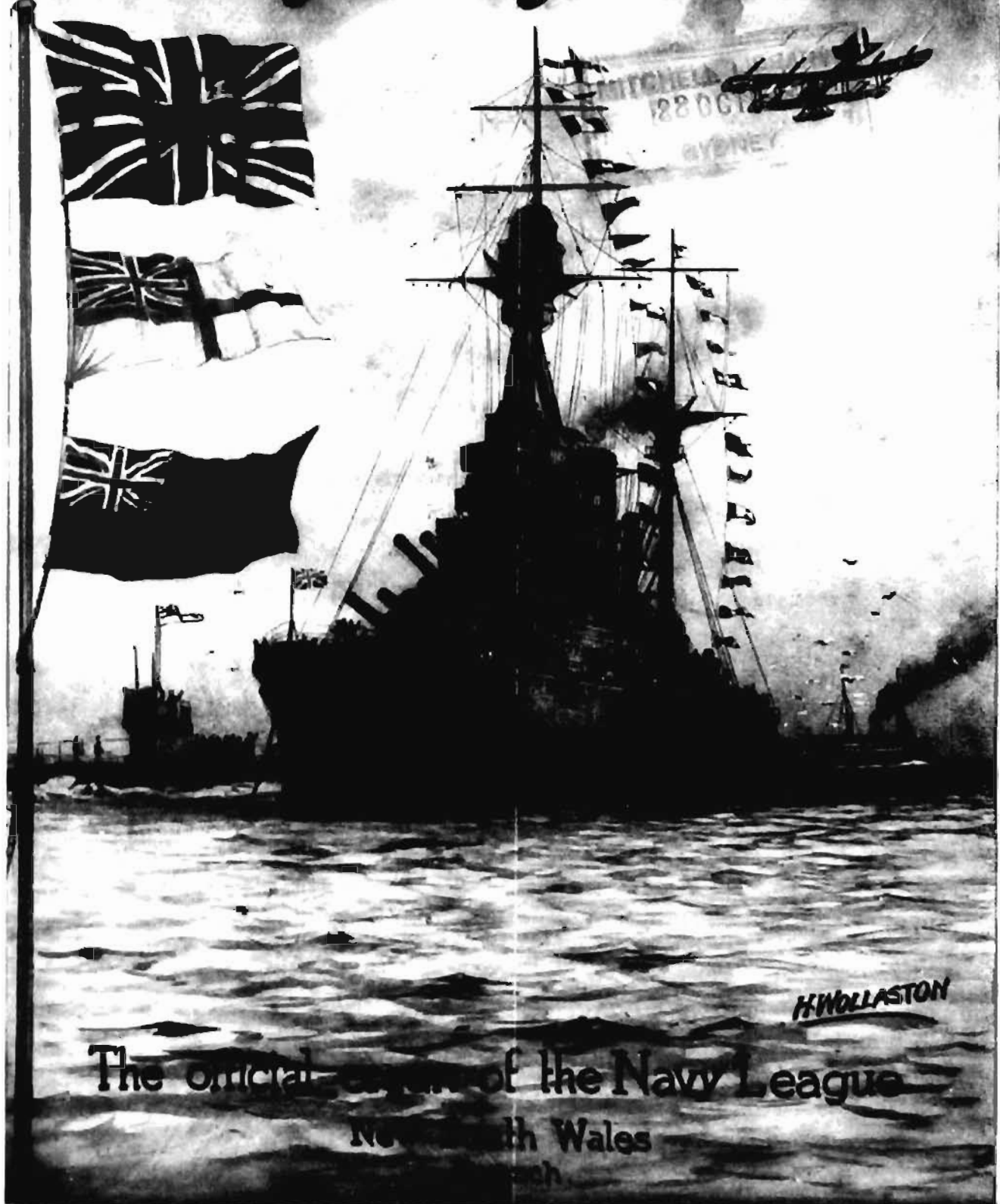


# The Navy League Journal



H. WOLLASTON

The official organ of the Navy League  
New South Wales

## A Bank Account

gives you power and safety. Apart from its positive stimulation of the sense of Thrift, a Bank Account simplifies your operations and widens their scope. In or out of business hours, it facilitates your transactions and surrounds all your dealings with dignity, impressive on your clients and associates.

A Cheque Account is a record of payments, practically a Book keeping System in itself.

Additionally it introduces, to your service, the innumerable banking advantages and facilities that a modern banking institution provides.

**Commonwealth Bank of Australia**

*(Guaranteed by the Commonwealth Government.)*

**THE  
AUSTRALIAN BANK OF COMMERCE  
LIMITED.**

Authorised Capital - £5,000,000  
Capital Paid-up and Reserves - £2,411,874  
Aggregate Assets at 30th June, 1929 - £10,200,740

Directors: Sir MAXY SHELDON, K.B.E., Chairman;  
FRANK N. YASWOOD; H. H. LYRABY, O.B.E.;  
GEOFFREY J. BLY, LL.D.; LARRY COL. T. I. F. RUTLAND;  
JAMES KILL

General Manager: C. M. G. SHANNON.  
Chief Inspector: W. G. HULL.

**Head Office, Sydney (Corner George and King Streets)**

BRANCHES AND RECEIVING OFFICES AT 134  
PLACES IN NEW SOUTH WALES

BREKIDANK: 201 Queen - Chief Inspector for  
Queensland - L. AVERYARD. Manager - G. K. ALEXANDER.

BRANCHES AND RECEIVING OFFICES AT 20  
PLACES IN QUEENSLAND

MELBOURNE: 223 Collins - Manager - M. H. FINLAY.

ADELAIDE: 25 Dundle - Manager - R. T. MOODIE.

PERTH: -  
131 George - Terrace - Manager - K. V. H. DOUGLAS

LONDON: - 22 Bishopsgate K.C. -  
Manager - A. F. JACKSON

Agents throughout the rest of Australia, Tasmania and  
New Zealand, and at all Chief Cities throughout the World

EVERY DESCRIPTION OF BANKING  
BUSINESS TRANSACTED.



## The Navy League Journal

Vol. X. No. 6.

SYDNEY, OCTOBER, 1929.

PRICE 3d.



## INSURE WITH THE MERCANTILE MUTUAL

INSURANCE CO., LTD.

An Australian Insurance Co. Established 1878

### FIRE, ACCIDENT, MARINE and WORKERS' COMPENSATION INSURANCE

MOTOR CAR, PUBLIC RISK, BOILER EXPLOSION, PLATE GLASS, BURGLARY,  
ACCIDENT AND SICKNESS, LOSS OF RENTS, LOSS OF PROFITS,  
FIDELITY GUARANTEE, PLUVIUS (RAINFALL) INSURANCE.

AGRICULTURAL INSURANCE, CROPS, HAYSTACKS, FENCING,  
WOOL FROM SHEEP'S BACK TO WAREHOUSE.

HOUSEHOLDERS AND HOUSEOWNERS COMPREHENSIVE (PROTECTALL)  
INSURANCE.

Be Patriotic Insure Australian Property in an Australian Insurance Co.

HEAD OFFICE: 117 PITT STREET, SYDNEY. KELSEY KING,  
Managing Director

Agencies in all Suburban and Country Centres.

## Let Us Take Thought.

WHILE the British Prime Minister and the United States President, are communing between themselves in the direction which the Navy League, in common with all loyal subjects and bodies of the Empire, hope will lead to world peace, the time seems opportune for us to analyse ourselves - our public status, our objects, and our achievements. In launching itself upon the sea of naval politics, the Navy League painted on the prow of its ship the snappy name: "Keep Watch." We did that, not in any militaristic spirit, as though we were a suspecting body that must for ever be on the qui vive for treachery, but rather to impart a sense of alertness to the term "Be Loyal," which, as a name, would just as aptly have suited our ship. The highest aim of economics is to safeguard the Home navies, armies, police, commerce, and laws, exist for that, and for nothing else. The Navy League, as its

initial effort, took up the study and practice of Amateur Naval Politics. Then very quickly it turned its attention to the Hearth, which is the seat of all politics - it tackled the male youth of the Hearth in the healthy, attractive, form of the Sea Cadet Corps.

Look at the Navy League Sea Cadets in New South Wales to-day! Every one of them is an embryo citizen of potential quality. And at what cost to the Commonwealth, the State, or to You, Reader? His value is not to be gauged in terms of pounds, shillings or pence, but, in the absence of a greater measure of financial support Committees and Cadet Officers will find it difficult to extend their good work.

We would earnestly commend our Cadet Corps to the public and ask them to take thought among themselves as to the national value of a movement exemplified in the Navy League Sea Cadets.

## Interstate Steamship Sailings

Modern Passenger  
Steamers:

ORMISTON  
KATOOMBA  
WESTRALIA  
ORUNGAL  
CANSBERRA  
ZEALANDIA  
KAROOA  
MANUNDA  
DIMBOOLA

Regular Passenger and Freight Services  
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

Adelaide Steamship Co. Ltd. . . . 22 Bridge Street, Sydney City 8520  
A. U. S. M. Co. . . . . 7 Bridge Street, Sydney B 7808  
Australian Steamship Ltd., Kombla Buildings, Margaret St., Sydney B 7611  
McBurnie, McEachern Ltd. . . . 10 Bridge Street, Sydney BW 1047  
Haddart, Parker, Ltd. . . . . 10 Bridge Street, Sydney BW 1441  
Melbourne Steamship Co. Ltd., Cr. Clarence and Barrack Streets BW 1804

TELEPHONE

THIS SPACE IS  
RESERVED

for

**James Patrick & Co.**  
LIMITED  
Steamship Owners

Scottish House  
19, Bridge Street,  
Sydney

**BIRT & CO. LTD.**  
No. 4 BRIDGE STREET, SYDNEY

REFRIGERATORS, EXPORTERS, SHIPPING AND  
INSURANCE AGENTS.

AGENTS IN AUSTRALIA FOR

Federal Steam Navigation Co. Ltd.  
The New Zealand Shipping Co. Ltd.  
Osaka Steam Navigation Co. Ltd.  
Australind S.M. Co. Ltd.  
American & Australian Line  
Reederei Aktiengesellschaft Transatlantische Co.  
Williams & Morley, Cardiff

CARGO SERVICES FROM AUSTRALIA TO UNITED  
KINGDOM AND CONTINENT AND THE EAST.

Taking Wool and General Cargo and Refrigerated  
Cargo at Lowest Current Rates.

Full particulars on application.

Agents for the Republic and Embassy's Anti-Corrosion  
and Anti-Polluting Outfits for Ships' Outfits

## Reminiscences of a Naval Career.

### Martinets I Have Sailed Under.

No. 18 and Final.

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

THE MAN-FIGHT DEBIL, DEBIL.

IF the position had not been so desperately serious, one could have laughed outright at the spectacle of the Old Man, as he stood, crunched up within himself, his somewhat portly figure striving for the scant cover of the trunk of an acacia tree. He reminded one of an overgrown school-boy directing a game of hide and seek, as he issued his orders:

"Strike out diagonally to your left, boys!" he bawled out. "When you hit the truck to the beach, go your hardest—every man for himself, and the devil fetch the hindmost. It is our only chance!"

The order was at once put into execution. The truck was struck sooner than was expected. But no sooner had the party picked up the fairly well-beaten trail, than it was discovered that the savages had anticipated the manoeuvre, and had rushed ahead as though to cut off retreat by that means. Soon, the bush on both sides of the track, at a distance therefrom of about twenty yards, was alive with them. Sensing this new danger which threatened, the Old Man directed his men to again leave the actual open track, and to proceed in a line parallel and close to it, where there was fairly good cover, and where the travelling, though not so good as the track afforded, yet was considerably better than it had been formerly.

For some mysterious reason, the arrow-shooting had become so desultory as to be almost negligible; and spear-throwing had ceased entirely. Hope rose in the breasts of all, with the suspicion that the savages had run short of "ammunition," and that they were reserving their depleted stocks for the inevitable *coup de grace*. But still, the dread thought of the possibility of night overtaking them, with its certain dire results, brooded heavily;

for already the light was waning. But there was the further hope, that, as they could not now be very far from the foothills, where the track ran level, and was but a quarter of a mile or so to the beach, the savages might lose heart, and turn tail. Or would they make a final desperate assault, by closing in at the risk of the Webleys, and cutlasses, which they had, evidently, been taught to respect?

As these thoughts flashed through the Old Man's mind, it seemed as though, by some power of mental telepathy, they had been conveyed to the minds of the savages also. For, on a sudden, there was a big commotion among those who occupied the bush on the left-hand side. There commenced a loud, excited jabbering, which was repeated on the opposite side. It was of that spontaneity such as the alarmed excitement which is raised in a fowl-run for no apparent reason, until one descries a hawk hovering overhead; a mere speck in the sky. The jabbering rose like the crescendo of a swiftly approaching storm. Then it broke into terrified, blood-curdling yells; in the distance, beachwards, mingled with extraordinary sounds as of the crackling and splitting which accompanies an atmospheric, electric disturbance common to a tropical thunder-storm.

The savages were observed to have turned tail, fleeing in all directions away from the oncoming disturbance. Many came from a direction much further advanced than it was supposed they had extended. Apparently, an ambush of reinforcements had been laid at the foot of the hills, which fact would explain the mysterious nonchalance of the savages, in allowing the hard-pressed fugitives to proceed, practically unmolested, and all unconsciously, to what they knew to be certain doom.



## The Blue Funnel AND White Star—Aberdeen JOINT SERVICE

Regular Sailings to ENGLAND—via DURBAN, CAPETOWN & CANARY ISLANDS

*A combined service offering Unequalled Facilities at fares  
to suit all Travellers*

### BLUE FUNNEL LINE

S.S. "NESTOR" - 14,547 tons	S.S. "ASCANIUS" - 10,148 tons
S.S. "ULYSSES" - 14,626 tons	S.S. "ANCHISES" - 10,000 tons

(First Class Passengers Only)

### WHITE STAR—ABERDEEN LINE

S.S. "CERAMIC" - 16,495 tons	S.S. "EURIPIDES" - 15,000 tons
S.S. "RUNIC" - 12,663 tons	S.S. "THEMISTOCLES" 11,250 tons
	S.S. "DEMOSTHENES" 11,250 tons

"Cabin" Class Passengers only.

First and Third Class Passengers carried  
(For Third Class Fares apply  
Dalgety & Co. Ltd. only)

Inclusive Tours to South Africa at reduced rates.

Passengers from New Zealand can be  
booked by local New Zealand Agents.

Fares and further particulars on  
application.

#### JOINT AGENTS:

BHISHANE—Wills, Gilchrist & Sanderson Ltd. and Dalgety & Co. Ltd.  
 SYDNEY—Gilchrist, Watt & Sanderson, Ltd. and Dalgety & Co. Ltd.  
 MELBOURNE—John Sanderson & Co. and Dalgety & Co. Ltd.  
 ADELAIDE—George Wills & Co. Ltd. and Dalgety & Co. Ltd.  
 ADELAIDE—Henry Wills & Co. and Dalgety & Co. Ltd.  
 FREMANTLE and PERTH—George Wills & Co. Ltd. and Dalgety & Co. Ltd.

All these thoughts, though taking long to relate, flashed through the Old Man's brain, while yet the yells of the frantically retreating savages grew fainter as they lengthened their distance on ahead, while the yells of the horde which was approaching from lower down, whom they had evidently been lying in ambush, grew louder and louder. And nearer and louder grew that crackling and splitting sound.

On and on fled the savages, like panic-stricken herds of cattle frantically fleeing before a bush fire, in their haste taking no more notice of the mystified white men than if they were not present.

From the moment that this sudden panic of the savages had begun, the little party had ceased to advance; contenting itself to take cover and watch the working of the miracle in utter bewilderment. Their senses were too dulled by nerve strain and physical exhaustion to readily grasp what, in a normal state of mind and body, would long ago have been obvious to their practised ears. But, as the crackling and splitting gradually came nearer, so it increased in definiteness until, added to its volume, there presently rose the sound of lusty British cheers: "Hurrah! Hurrah! and eagerly prompting cries of: "Hold out, Hospital Guard! Hold your ground! We're coming! Hold on!"

At this utterly unexpected, welcome halting, the little party stood staring, agape, the one at the other; secretly believing their own ears. But confirmation came when, a minute or so later, there swung round a sharp curve of the track, a relief party of seamen and marines!

It was the Mission Station Guard, with the Gatling-gun!

Then, and not till then, did the gallant little band do what the yelling hordes of savages had failed, or else had too long delayed, to bring about—its complete collapse. The inevitable reaction, that at all times follows relief from a long spell of intense physical and mental strain, and excitement, had not failed in its merciful intervention.

#### WHERE WAS THE INTERPRETER?

Forty-eight hours later, the Old Man woke up to find himself in his bunk, with his head and

arms swathed in bandages. His first thought was for the well-being of his men. He was told that all of them—those who had survived the fighting—were being attended to by the Mission Staff (the Missionary was an M.D.) Suffering still from loss of blood and shock, as were all his comrades-in-arms—though, strange to say, none were seriously injured, thanks to the effectiveness of the infighting in making the use of poisoned spears and arrows well-nigh impossible at close quarters—the Old Man nevertheless insisted on hearing what had happened to so suddenly and unexpectedly turn the tables on the savages.

"The interpreter—Mr. Martin, has just come on board again to see you, Sir!" said Number One. "Shall I send for him? He can tell you—"

The Old Man suddenly reared up on his elbows, such of his features as could be seen through chiaks in the bandaging, aflame with dawning rage; while there was a peculiar searching look in his eyes that spoke of bewilderment.

"Wh—wh—what the devil!" he blustered. "Wh—wh—why, damn! I'd forgotten all about that interpreter! Come to think of it, damned if I remember having seen him from the moment we first left that infernal track. Where's he been loafing all this time? Damn it! the fellow must have skiddled like the white-livered beach-comber he must be!"

Number One smiled, but wagged his head from side to side in a gesture of mild reproach: "One moment, please, Sir," he said, at the same time beckoning Martin to come inside the cabin. Then, he explained:

"Mr. Martin, as you say, Sir, DID skiddadle. It was well for you and your party that he did so."

The Old Man glanced from one to the other in part rage and part bewilderment: "The devil he did! Damn! How do you make that out? I tell you, I don't remember ever seeing the shadow of—"

"Yes, Sir," interrupted Number One. "It was, indeed, well for all concerned that he skiddled as he did. For seeing what was likely to happen, and realizing that, against such overwhelming odds, one man, more or less, would not make much difference, he set to work on his own account. He

# P.&O.



LEAVING Australia, the Royal Mail Liners of the P. & O. fleet make a stately tour through the East to the West from Sydney to London, via Wonderlands of color, sunshine and antiquity. This is an interesting route and may be thoroughly enjoyed under comfortable travelling conditions.

Rates,  
Sailings

etc., from— **Macdonald, Hamilton & Company—Agents,**  
Union House, 247 George Street, Sydney

had learned from the Chief, Talani, that the whole of the hill tribes had joined forces against you. Relying upon his hush-craft, and upon his peculiar influence acquired by his dealings with the interior savages, to stand him in good stead should he encounter any of them, he decided to run the gauntlet, and enlist the reinforcement of the Mission Guard which we had, fortunately, still left there. How successfully he carried out that plan, and at great personal risk, we all now know, Sir."

"Why, damn!" chuckled the Old Man, as he feebly but warmly grasped the interpreter's hand. "Then you're NOT a white-livered beach-comber, after all! Well, well now! what a curiosity you must be, to be sure. Dear me!"

Turning to Number One, he inquired with keen anxiety: "And what became of that scoundrel chief, Talani, and that other scoundrel with the crooked jawbone? Oh, and there is Talani's wife—Yaulu. What became of her?"

"They're all O.K., and on board, Sir. After despatching the Mission Guard with the Gatling gun to your relief, Mr. Martin signalled the ship for further aid to follow. He waited on the beach until he landed: then, with a dozen well-armed men I lent him, he returned to a secluded spot in the bush where he had safely concealed the three prisoners, bound hand and feet, and gagged, and brought them on board by a safe, round-about track."

The Old Man's face brightened up. He had, in his conscious moments, worried at the possibility of his having lost his prisoner—Talani—after all his trouble and risk.

"The devil, he did!" he exclaimed, again grasping the interpreter's hand, and gazing at him in incredulous wonderment.

"And you say he gagged and trussed up the three of 'em—the woman as well as the men?" incredulously.

"He certainly did, Sir, as I believe. At any rate, they're all on board."

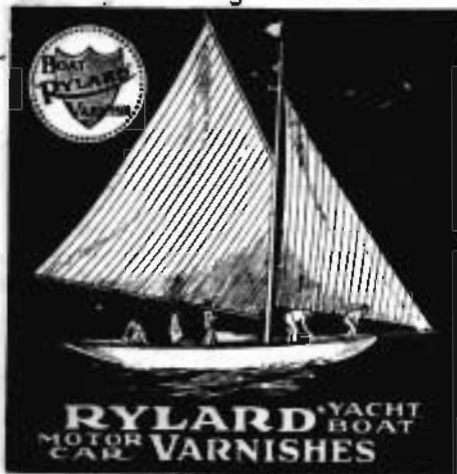
"Well, well! I'll be damned," the Old Man chuckled. "It was more than that scoundrel Talani deserved—to have his wife gagged, gratis. Why, but for that thoughtful act of generosity,

Yaulu might have nipped her husband to death, and thus have robbed me of my hard-won prize. What a vast amount of trouble this world would have been spared had Mr. Martin been in the Garden of Eden, eh!"

#### CAPTAIN X BECOMES FAMOUS.

The fame of Captain X spread throughout the New Hebrides: and the trading schooners and cutters carried it beyond. In some quarters, less remote, where his principles of British justice were more intimately understood, his fame preserved its true moral tone. But in more remote parts, it became distorted; uncomplimentary. For, whereas in the former case, he became known as *The Reformer*; in the latter case he became misunderstood as *The Terror*. The paradoxical fact was, that either, or both, those titles were appropriate, provided it be clearly understood that Captain X's reformation measures, and his terrorising measures, were exercised with impartiality, apply equally to blacks as to whites, according to circumstances. To the lawless whites—those who thrived by shady methods of business—run-runners, fire arm exporters, blackbirders—Captain X's policy of reform was regarded as sufficient to brand him *The Terror*. Similarly, he was *The Terror* to such of those savages who resented the drastic manner in which he hunted and rooted out of their strongholds, those who were known to have been guilty of outrages. But he was *The Reformer* to the law-abiding, both of the whites and the natives, even though there was no Constitutional Law to abide by.

Captain X's greatest difficulty was to convince his colleagues on the Commission of the justice and the practicality of his Commission Reform Policy. The next sitting of the Commission took place at Vila, a month after the landing operations at Pentecost Island, the Old Man having sufficiently recovered from the effects of his mauling. After having read his detailed report of proceedings, the Commission had, in its customary desultory manner, formally confirmed his action. At the same meeting, Talani had been found guilty of conspiring with the actual guilty members of his tribe (now executed) in the commission of the "Ariel" outrage, and, later, of kidnapping the six boys belonging to Bond, the trader, and causing their



### THE WORLD'S BEST VARNISH

Best used in 3 hours. Quite hard in 12 hours.  
Will not Crack, Peel or Blister in Hot Sun.

SOLE AGENTS **G. E. CRANE & SONS LTD.**  
33-35 Pitt Street, Circular Quay.

## A. FORSYTH & CO. Ltd.

Australian Rope  
Works

Box 86 CC, G.P.O.

Cable and Telegraphic Address:  
"Rope"

CODES: A.B.C. 4th and 5th Editions  
and Bealey's

339 Kent Street,  
Sydney

**WORKS:** *Boarks Street, Waterloo* - *New South Wales*  
*Kangaroo Rope Works* - *Brisbane, Queensland*

LARGEST MANUFACTURERS IN AUSTRALIA OF:  
White and Tarrad Manila, Coir Rope, Spun Yarn, Lashings,  
Clothes Lines, New Zealand Flax and Russian Hemp Rope,  
Log Lines, Harvesting Twine, etc., Manila Drivng Ropes,  
Plain and Cable Laid Cotton Ropes, Sash Cords, etc.  
Sisal Fibre for Plaster Boards a Speciality.

**A. FORSYTH & CO. LTD.** HEAD OFFICE:  
339 KENT STREET, SYDNEY, N.S.W.

Phone: B 7382-3

Cry

### H. M. Driscoll

*Timber Merchant  
and Sawmiller*

*Buchanan Street, Rozelle*

Telephone: W 1377

W 1666

City Office.

*12 Castlereagh Street, Sydney*

Telephone: B 2756

*Whose Prices Defy Competition.*

deaths in the manner as fully explained in a previous number of this series. Talani was sentenced to penal servitude for life at the French Convict Settlement, Noumea; his wife—Yamba—being allowed to accompany him thither.

That business being disposed of, the Old Man (who was presiding) asked if someone would move that the British warship be given "free liberty of action" to proceed against those hill tribes on Pentecost Island who had combined in unobscuring and killing certain members of a British Force whilst returning from the humane mission of administering to the natives who were wounded. He emphasised the fact that the offence was gravely aggravated, since it was only out of humane consideration for the suffering natives that the ship's surgeon had been permitted to remain behind with a small guard, when he could, had he chosen, have left the wounded to their fate, and returned safely on board with the main party.

Number one submitted the motion; the third British member seconded it.

The French members, as a whole, opposed the motion, on the grounds that the ambush and its consequences was only a very natural result of the dealing with the case. Not altogether illogically, it was protested that if the motion were carried, it would create a bad precedent, as, by the same line of reasoning, it would be competent, in the event of a casualty occurring at subsequent landing operations, to regard it as an offence by the natives, when such casualty was really a legitimate outcome of a declared war.

Again, it was not illogically pointed out, that if the British warship were authorized to despatch an armed force against those natives, it would be inconsistent with that very policy Monsieur le Capitaine X so strongly advocated—the policy of demanding evidence of guilt before making punishment. "It is inconsistent," the objector declared, "because here we have a case in which Monsieur le Capitaine proposes to punish natives wholesale, without even a trial!"

"You are either misunderstanding me or you are deliberately misrepresenting the position!" the Old Man exclaimed, furious with passion. "I never advocated such an obviously stupid inelastic policy as you suggest that I did. I

frankly admitted at the outset of my bringing that matter forward, that I realized that there might, possibly, be instances when it would not be politic to allow a serious offence to go unpunished, with its demoralizing effect, simply because it was impossible to obtain such substantiative evidence of guilt as would be required in a severely technically conducted Court of Justice. This case we are now concerned with is an early example: to bring such a stupid, hard and fast rule to bear on it would be preposterous: it would be tantamount to your declaring that the evidence of two British officers, and that of a whole company of British seamen and marines, was not to be relied upon. I am ashamed to think that any of my colleagues on this Commission should dare to thus impugn, even though so doing from a purely technical viewpoint."

This impassioned denunciation was warmly resented in the French quarter, and an extremely delicate situation, which might have given rise to international complications, was relieved only by timely diplomatic intervention of the French President and the First Lieutenant (British). Ultimately, the motion was carried, the French President, apparently out of consideration for the Old Man's deep feelings, voting in favour of it.

### FAREWELL! CAPTAIN X.

Never was such a severe moral lesson given the savage tribes of the New Hebrides, either before or since, as that which the Old Man gave them. He laid low for a month (which made two months since the ambushing episode) before he took action. Then he proceeded by stealth, choosing a dark night, just as he had done on the first occasion of landing a punitive expedition. Leaving only a bare skeleton crew on board the ship, he landed every available man. These he split up into four parties, each being landed at separate points so as to command every negotiable track.

The case was entirely successful. A number of mountain villages were simultaneously surrounded during the night. All the chiefs and headmen, as well as all the able-bodied males, were taken prisoners and escorted to the beach; and this was all done without bloodshed! Only the chiefs (three of them) of those tribes which were known

## City Office and Care Forgot.



Courtesy Sydney Mail.

18-FOOTER ON SYDNEY HARBOUR

to have participated in the ambush, were executed, and that in the presence of the whole gathering, after which, the remainder were released.

The effect of this successful, wholesale round-up of savages, whose strongholds, it had been their arrogant boast, were inaccessible to white men, was so far reaching over the whole group (the news of it having spread far and wide) that there was no further trouble from outrages during the remainder of the time the Old Man served in the Commission. It was said of him, that so much did the natives—savage and friendly—come to fear and respect him, that he could, with perfect safety, if he chose to do so, roam all over the Islands both on the coasts and in the interior. And this power and influence were such, that, no matter where, or under what circumstances, he placed a *taboo*, it was always recognized by the natives with the profoundest reverence and as being inviolate.

In like manner, the white population came to respect him or dread him, according to the degree in which they abided by or violated the special laws prevailing, or the common moral laws. And such influences and fine attributes of the Old Man's character ultimately worked for the better edification of the dual Commission and, consequently, for the general well-being of the whole mixed community.

So ends this briefly outlined history of Captain X, one of the finest old naval martinet that ever stormed on the poop of a war ship; or that ever put the fear of God into the malingering sea-lawyer; or won the everlasting admiration and allegiance of the cheerfully, and competently obedient; or sailed the South Seas flying the British flag of Liberty and Justice. One who dared to ride rough shod over a furious and deplorably ineffective Dual Commission; and who would not hesitate to personally administer a sound whipping to a beach-combing pariah who, under a false sense of security in the presence of that Commission, had the temerity to insult *John Bull*.

Of such fine martinet stuff was Captain X

*"The sea is our life. By the use of it the Empire was formed. By holding it the Empire has been preserved. If we fail to appreciate its value the Empire will perish."*

-JELlicoe.

made; such green sea stuff as was his forbear made; of whom the balladist sang:—

"Then our captain he utered—  
"So noble and so good;  
"And the poor old darkey fell down at his feet;  
"Every man is free," he cried  
"Where the British colours fly—  
"And we'll NEVER give him up!" says he.

THE END.

## R. A. N. Appointments.

Lieutenant Commander: Francis W. Heriot to "Cerberus" and as Drafting Officer, to date 1st October.

Lieutenant: Jack Dinnern to "Cerberus" additional for passage to England per R.M.S. "Maha," to date 16th October; Francis M. Milne to "Albatross" additional, to date 21st September.

Sub Lieutenant: Ewan J. Wight to "Penguin," to date 16th October.

Engineer Commander: Archibald E. Croft to "Cerberus" and in charge of Mechanical Training School, and in charge of Machinery of attached Tenders, and for drafting of Engine Room Ratings, to date 1st October.

Commander (E): Cyril J. B. Colhurst to "Cerberus" additional for passage to England per a "Demosthenes" for reversion to the Royal Navy, to date 28th September.

Paymaster Lieutenant: Eric R. Matthews to "Cerberus," to date 9th October.

Paymaster Sub Lieutenant: Ralph F. M. Lowe to "Australia" additional for duty in Admiral's Office, to date 19th October.

Commissioned Shipwright: Sidney J. Hocking to "Cerberus" additional for passage to England per a "Demosthenes" for reversion to the Royal Navy, to date 2nd October.

Commissioned Engineer: Arthur Livingstone to "Cerberus," to date 1st October.

Warrant Engineer: William Weinberg (acting) to "Australia" additional, to date 26th September.

Warrant Supply Officer: John P. Melton to "Cerberus" additional, to date 17th September.

## PROMOTIONS

Lieutenant Arthur K. Hazendell to be Lieutenant Commander, 1st September, 1929; Lieutenant Gordon A. Gould to be Lieutenant Commander, 15th September, 1929; Sub Lieutenant Thomas R. Martelli to be Lieutenant, 1st July, 1929; Instructor Lieutenant Commander Francis G. Reindall to be Instructor Commander, 1st September, 1929; Paymaster Lieutenant Commander James D. Jackson to be Paymaster Commander, 1st September, 1929; Paymaster Lieutenant Theobald K. Nave to be Paymaster Lieutenant Commander, 1st September, 1929; Midshipmen Arthur S. Storey, Jack Deany, Francis K. Fogarty, Rodney Rhoades, Rupert G. Robinson, and Alister G. F. Stewart to be Acting Sub Lieutenants, 1st September, 1929; Paymaster Midshipman Philip L. Owen to be Paymaster Sub Lieutenant, 14th March, 1929.



Very Economical

The Shine Lasts

GLOBE



BRAND

## BEEF EXTRACT

FOR GRAVIES AND BEEF TEA

Such a LOT at LITTLE COST

Greatly improves the flavour of all meat dishes.

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

QUALITY GUARANTEED

8oz. for 2/6      4oz., 1/8

"Take at night and sleep alright"



If you smoke a pipe, of course you smoke "Vice-Regal" Mixture in a Cigar Pipe.

W. D. & H. O. WILLS



Increasing in popularity year after year.

There is no substitute for "Vice-Regal" quality, nor for the comfort of the "Ivory tips, smooth to the lips."

Packets of 10, Eightpence  
Packets of 15, 1/-  
Air light tins of 50, 3/5.

## Aircraft of the Sea.

From "The NAVY," the Organ of the Navy League, LONDON.

September, 1929.

**D**URING the last few months an immense amount of matter has been published dealing with cruisers, submarines and other vessels. "Yardsticks" are being prepared for the measurement and comparison of the various nations' ships and immensurable lists of statistics of naval surface- and submarine vessels have been prepared and published. But hardly any politician or newspaper has made reference to that part of the sea forces of nations which is constructed for the purpose of flying over the sea.

No suggestion would appear to have been made publicly that a "yardstick" should be prepared to include aircraft or flying boats, nor can it be stated definitely that the "parity" which the U.S.A. appear to be so intent upon obtaining includes aircraft.

It is evident that the "Aircraft of the Sea" will gradually become of more and more importance relatively to the various arms used on or under the sea, and it would, therefore, seem to be a matter of considerable importance that all international agreements and "yardsticks" for their use should be so arranged as to include sea-going aircraft.

The various nations have their different methods of allocating such craft, some including them in their Navy, others having separate Air Forces to which these craft belong; comparisons of estimates and numbers being in consequence somewhat complicated.

We, in Great Britain, have sea-going aircraft of three categories, Ship-borne Aircraft, Aircraft for Coastal Reconnaissance, and Flying Ships (2 building).

The following table of Comparative Strength of Ship-borne Aircraft of three nations is brought up to date with the latest available figures, and the numbers are those in existence and projected:—

AT THE PRESENT TIME.

British Empire	141
U.S.A.	297
Japan	157

IN 1931.

British Empire	145
U.S.A.	342
Japan	170

IN 1938.

British Empire	251
U.S.A.	May be as great as 477
Japan	170

(plus new programme when made).

### ENGLAND'S NELSON



SEPTEMBER 29, 1758—OCTOBER 21, 1805.

### SHORE BASED AIRCRAFT OF THE SEA-GOING SERVICES

British Empire	23*
U.S.A. by 1931	325
Japan by 1930	272

\*NOTE.—These consist of 17 Flying Boats and 6 old float planes, all belong to the R.A.F.

Evidently the attainment of "parity" between Great Britain and the U.S.A. will entail an enormous scrapping of sea-going aircraft on the part of the United States of America.





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

### Monthly Notes and News.

#### Royal Sydney Yacht Squadron

##### Rowing Race for Sea Cadets in Service Boats, 26th Oct.

Entry	Handicap Limit	Starting Flag
Lane Cove Cutter-gig	Limit	Green
Balgowlah Cutter	15 secs.	Yellow
Elizabeth Bay Whaler	15 secs.	
Woolwich Whaler	15 secs.	
Manly Cutter	25 secs.	Black & White
Drummoyne Cutter	30 secs.	Red & Yellow
Birchgrove Cutters	40 secs.	Red
Manman Gig	50 secs.	White
Leichhardt Gig	50 secs.	
Drummoyne Gig	60 secs.	Blue

Start at 3.30 p.m. Course: Head of Neutral Bay to finishing line between Mr. Cochrane's "Viking" and a buoy flying the "guard" pennant opposite the H. S. Yacht Club-house.

Officer of the Day: Mr. B. W. Snow; Starter: Mr. L. E. Forsythe; Timekeeper: Mr. D. Waterfeld; Judges: Messrs. S. Cooper and E. A. Solomon.

Crews with their boats to assemble at North Sydney depot at 2.30 p.m., 26th October.

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

Regulations governing the Sea Cadet Corps in N.S.W. were adopted by the Executive Committee at the monthly meeting held on October 11. These are being printed in booklet form, and will be in the hands of officers and sub-branch officials at an early date.

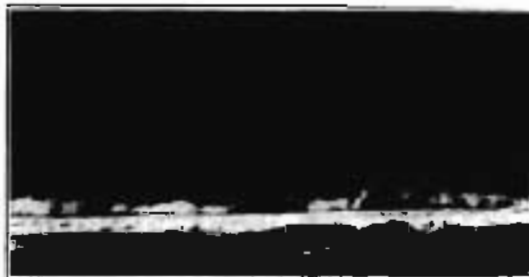
Members will learn with regret that Mr. J. F. Moore was knocked down by a motor car a few days ago and received painful injuries, necessitating hospital treatment. It is hoped that Mr. Moore, who recently succeeded Mr. W. L. Hammer at North Sydney, will soon be well again.

A good programme has been arranged for Nelson Night Concert for the cadets, and it is expected that a large number will be present. Parents are also cordially invited to attend. Mr. L. E. Forsythe will be Officer of the Day.

Mr. H. R. Currington who recently left Sydney for England has expressed his warmest thanks for the many presents given him on the occasion of his resignation from the Manman Bay Sea Cadets and for the Co-operation of officers and cadets alike and the interest and assistance of the Executive Committee.

Mr. Currington and his family were accorded a hearty send off.

"WHEN WINDS ARE AT WAR WITH THE OCEAN."



THE APPROACHING STORM, COOGEE, N.S.W.

#### Leichhardt

(Continued by Mr. M. F. Lido, O.C.)

We are pleased to be able to say that our Company is still progressing, both numerically and in value of equipment. Our Aradian Wireless set gives great pleasure on Sports Night, as a good number of boys always turn up, eager to tune in to the boxing at Leichhardt Stadium.

Officers and Committee members are desirous of erecting a new and larger depot, as the present one is too small to accommodate our Company in wet weather, and we hope, with luck, to have achieved our objective by this time next year.

We intend shortly to parade through Haberfield, to attract new recruits, as with a few more, we will be able to have No. 1 and No. 2 Companies. Of course, like all Companies, we lose cadets at times, but a steady flow of recruits is keeping the Company on a gradual increase.

On Saturday, 28th September, we took part in the race held at Rose Bay, under the auspices of the Royal Motor Yacht Club. We congratulate Drummoyne Co. on their win, and Birchgrove for their fine showing. Our Committee and friends, from a launch hired for the purpose, were delighted to see the boys rowing in their respective boats.

In the evening we held a Social and Dance in the "Sydney" Depot, Drummoyne, kindly lent by Mr. Forsythe, R.O.C., and although the weather was very bad, we had a good attendance. The boys of the different companies took part in floor boat races, and two little girls (Misses Myrtle Smeadley and Iris Thurgar) gave an excellent display of Fancy Dancing and Acrobatics. Two teams of young ladies - Leichhardt v Drummoyne engaged in a game of Trundle Ball, which caused great amusement, and our musicians were the talk of the evening, and should obtain many future engagements.

On the 30th September a large number of cadets attended the Shipwreck Relief Society's Annual Evening at the Sydney Town Hall, a number of them helping to form the Guard of Honour, and all spent a pleasant evening.

The Leichhardt Company, in general, wish "Bon Voyage" to Mr. Currington and family on their trip to England.

Several of the boys' parents are now joining the Committee, and we welcome Mesdames Jennings, Smeadley and Gosbee, who, we feel sure, will be hard workers for the Company.

*A merely fallen enemy may rise again, but the reconquered one is truly vanquished.*

—Schiller.

**Elizabeth Bay.***(Contributed by Mr. W. Collins, Acting O.C.)*

The Elizabeth Bay Company was represented (though it is regretted very much under full strength) at the parade of the League at the Town Hall, Sydney, on the 30th of September last, under the auspices of the Royal Shipwreck Relief and Humane Society, to witness the presentation of medals and awards.

The Company's crew also participated in the recent boat race at Rose Bay, and through some misunderstanding as to the course came well and truly last. Anyhow we take this opportunity of congratulating the winning crew and say well done.

We welcome to our Company Mr. Hudson as First Officer.

Just at present the boys are all working hard in helping to raise funds to insure better equipment for the Company.

**Mosman Bay.***(Contributed by Mr. J. McGarry, Acting O.C.)*

There was a splendid attendance at a Fancy Dress Dance, held at the Mosman Town Hall, on Friday, 29th September, over 250 being present. The hall was bedecked with flags and red and gold streamers, and together with the multi-colored costumes of the dancers presented a very gay scene.

Montgomery Evans' Orchestra supplied the syncopation. The dance was wholly successful.

The opening of the Royal Motor Yacht Squadron proved another win for Drummoynne Co., and we congratulate them on their consistency.

Prior to his departure for England, Mr. H. R. Currington, formerly R.O.C. No. 4 Region, was farewelled at the Mosman Bay Depot on Saturday, 5th inst.

The cadets "turned out" in fine style, and the majority of the local Committee were present. An apology was received from Capt. Stringer, his absence being due to business.

Several members of the Committee gave eulogistic addresses regarding Mr. Currington's fine

**Superior British Cut Glass**

Cut Glass Fruit Stand 38  
Others 36, 34, 32, 30, 28

WIDE ASSORTMENTS  
FOR SELECTION

**J. M. DEMPSTER LTD.**

AGENCY HOUSE  
311 GEORGE STREET, SYDNEY  
NEARLY OPPOSITE HUNTER ST.

J. M. DEMPSTER  
MANAGING  
DIRECTOR

**PIANOS  
PLAYER  
PIANOS**

Specialty constructed for Australian climate by leading English and Continental makers. Superb tone, workmanship fully guaranteed.

Large stock slightly used Pianos.  
Write for Catalogues.  
Easy Terms.

Liberal allowance on your present instrument.

**Max Wurcker Limited**

Established 40 years

99-101 YORK STREET  
SYDNEY

(Near Cliff Service Stores)

work in the Company and his very good moral effect on the cadets. Presentations were then made to Mr. and Mrs. Currington. The chairman, Mr. Addison, took the opportunity of welcoming the new R.O.C., Mr. Snow, formerly of Woolwich.

During the afternoon we were honored with a courtesy call from Cook's River Co., and we were very pleased to see them, as they assisted in making the "send off" to Mr. Currington a success. You are welcome always, Mr. Faulkner.

**Cook's River.***(Contributed by Mr. W. J. Faulkner, O.C.)*

Commissioned Gunner James F. Widger, R.N., an old classmate of mine when at the Gunny Ship "Cambridge," and now of H.M.A.S. "Albatross," visited us at the beginning of the month and spoke highly of the work of the cadets.

On Saturday, 14th September, we marched, with other units of Sea Cadets, to the Cenotaph where wreaths were placed by members of the Submarine Service and Ex-Naval Men's Association, in memory of those who lost their lives when the Australian Submarine AE 1 sank outside Rabaul Harbour in Sept. 1914. At that time I happened to be one of the crew of H.M.A.S. "Warrego" under Commander C. Cumberland.

The cadets have company drill twice a month to keep them fit and Mr. McIvor, 2nd Officer, delivers some very interesting and instructive lectures. He hopes shortly to form a life saving class.

We have pleasure in announcing that Mr. W. K. Ryan has taken over the position of 1st Officer to the Company. Mr. Ryan has been in the League for seven years and brings from Birchgrove Company the very best of recommendations.

On obtaining permission, we viewed the Royal Motor Yacht Club's Regatta from their pier, and great enthusiasm was displayed during the Navy League Race. Each boat was a trier—Birchgrove and Drummoynne seemed to be abreast all the way up the course until about 500 yds. from the finishing boat when Drummoynne gradually drew ahead and won by a boat's length. Congratulations Drummoynne, on winning that fine trophy.

The Royal Shipwreck Relief Society's Concert proved very interesting to both cadets and parents.

Mrs. Faulkner has newly finished our Company Flag which will be presented shortly.

Hon. Officer-in-Charge: W. J. Faulkner; First Officer: W. K. Ryan; Second Officer and First Aid and Life Saving Instructor: F. McIvor; Junior Officer: J. Joel; Aetg. Petty Officers: H. Cooper, J. Hunley; Aetg. Ldg. Sea Cadets: John V. Irving, Victor Cronack; Cadet Austin Walters, Reginald Braybrook, George Gibson, Leslie Gibson, Robert H. Dedman, Jack McKinnon, Noel Hardey, Edward C. Bull, George Babbington, Sidney Babbington, W. E. McCarthy, David Hobson, Norman J. Walker, Thomas Dorne, J. Rippingale, John W. Thompson, Fred Anderson, Victor Buetock, Allen K. Train, Thomas King, John Johnstone, Harry Campbell, Donald McCarron, T. King, Joe Hunley.

**Woolwich.***(Contributed by Mr. C. Tottman, O.C.)*

The Company is still forging ahead and at last we have our whaler in the water. The purchase and commissioning of the boat was made possible by the splendid generosity of Mr. Harry Shelley of Hunter's Hill and Mr. Frank Grimley of Woolwich and without boasting, we consider that we now have one of the best boats in the League. Thanks are also due to Mr. Lucas for his help in making her ship shape.

The boys have had one or two practice runs and sent her along in approved Navy style. Look out, Lane Cove!

Woolwich Company has had the misfortune to lose its founder, Mr. B. W. Snow, who has moved from the district. The loss of Mr. Snow's services will be keenly felt by Woolwich, but we have the satisfaction of knowing that the Navy League will gain his support in Mosman.

We hope to secure the services of Mr. Pierce as 1st Officer to our Company. In him the cadets will find a first class officer and friend.

*Please pass this Journal to a Friend*

**Balgowlah.***(Contributed by Cadet Waters.)*

Firstly we wish to congratulate Drummoyne on their splendid win in the boat race on 29th September and hope some day that we will have such a win to our credit. Our Committee members were taken by launch to view the Balgowlah cadets race for the first time and enjoyed the outing.

The Company was well represented at the Royal Shipwreck Relief & Humane Society's Concert at the Sydney Town Hall where cadets took part in forming the Guard of Honour.

This unit has enjoyed a remarkable increase in numbers over the last month and hope all other companies have fared similarly.

We hope to hold, in the near future, a boat race in our own waters. The trophy will be a silver cup and we expect all companies to compete. To attend past boat races Balgowlah cadets have had to travel seven miles or more, so now we think it our turn to bring other competitors to our waters.

**North Sydney.***(Contributed by Mr. T. Burdon.)*

Our congratulations to Drummoyne Company on their return win at the R.M.Y.C. Regatta. Unfortunately we were unable to compete as our gig was out of commission, but we hope to take part in the next race.

We regret to state that our Officer-in-Charge, Mr. Moore, is at present in the Royal North Shore Hospital as the result of a motor accident, but we hope that his recovery will be speedy.

The company paraded at St. Basil's Church of England on Sunday, 29th September, and a number of our cadets helped to form the Guard of Honour to H.E. The Governor at the Royal Shipwreck Relief Society's Concert on the 30th.

On the occasion of Cadet Darling's birthday, the company members, after parade, were entertained to a party by Mrs. Darling, and a happy time was spent.

The Eight-Hour week-end was spent in camp at Clontarf with the Manly cadets.

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

This principal event for the past month was the boat race at the Royal Motor Yacht Club's Regatta, Rose Bay, which was won by Drummoyne. The race was very keenly contested and Birchgrove, by a narrow margin, gained second place from Mosman Bay. We once more added to the number of our fourth place results. However, this shows that our boat's crew has not gone down hill and we will endeavour to improve by the 26th when the second race of this season will take place.

The Company entered camp at Middle Harbour for the holidays where we were joined by the North Sydney Company. All the cadets had an enjoyable time, and sailing was the most popular pastime. P.O. Cadet T. Dinsdale, who will be assistant boat officer to Mr. A. Ricketts, O.C., had an opportunity to display his knowledge of sailing.

The Welfare Committee, of which Mrs. Green is Hon. Organiser, is making rapid progress. Members are working very hard for a Fete which will be held at the War Memorial Hall, Manly, on the 15th and 16th of November. The Muddy R.S.L. Auxiliary Committee has kindly consented to grant us a stall at this function, and the Bridge Evening arranged by Mrs. Bates proved both a social and financial success.

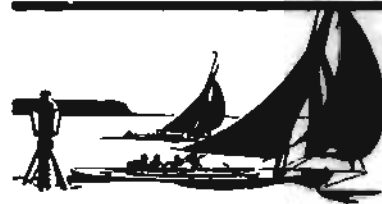
The first meeting of the Auxiliary Committee was held at the United Friendly Society's Hall on Oct. 10th. The Hon. Organiser, Mrs. I. Green, reports good progress. Mrs. H. Dadds occupied the Chair. Mrs. H. Cook was elected Hon. Secretary and Mrs. B. Brogan Hon. Treasurer. Mesdames Ferrett, Edwards, Rutter Wild, Bates, and Shipway were elected as Committee. I have every confidence that this Committee will advance the interest of the Navy League Muddy Company in every way.

**Please Support Our  
Advertisers**

**Players Navy Cut De-Luxe**

Specially imported, and of British manufacture. A cool, lasting smoke, with a fine aroma and pleasing strength, which is only obtained in Players Navy-cut De-Luxe Tobacco. Obtainable in 4 oz. tins. Price, 6/-.

**FARMER'S**  
PITT MARKET AND GEORGE STREETS, SYDNEY.

**Summer days ahead!**

Days out in the open, with the sting of wind and spray on your face, bring an "open-air" thirst. Then will you have an even greater appreciation of K.B.—a true lager.

**TOOTH'S  
K B  
A TRUE LAGER**

Brewed and bottled by TOOTH & CO LIMITED,  
Kent Brewery, Sydney.

THE  
**BROKEN HILL PROPRIETARY CO. LTD.**

**MINE OWNERS****IRON & STEEL MASTERS****MANUFACTURERS OF:**

TEE RAILS, BRIDGE RAILS,  
BEAMS, CHANNELS  
ANGLES, TEES, ROUNDS,  
SQUARES, FLATS  
OCTAGONS, PIG-IRON,  
INGOTS, BLOOMS AND  
BILLETS, REINFORCING  
BARS, WIRE RODS,  
BENZOL, TAR, SOLVENT  
NAPHTHA, SULPHATE OF  
AMMONIA

**WORKS:**

IRON & STEEL WORKS,  
NEWCASTLE, N.S.W.  
IRONSTONE QUARRIES,  
IRON KNOLLS, N.S.W.  
SILVERLEAD MINE,  
BROKEN HILL, N.S.W.

**BRANCH OFFICES:**

**SYDNEY:**  
28 O'CONNELL ST.  
**ADELAIDE:**  
20 FRANKLIN ST.  
**PERTH:**  
A.M.P. BUILDINGS  
WILLIAM ST.  
**LONDON:**  
3 ST. WINCHESTER ST.



**HEAD OFFICE:** STOCK EXCHANGE BUILDING  
422 LITTLE COLLINS STREET **MELBOURNE**

**Birchgrove.***(Contributed by Mr. S. Cooper, R.O.)*

BIRCHGROVE heartily congratulate the Drummayne Gig's crew on winning the R.M.Y. Club's Opening Day race for Navy League Sea Cadets. The fresh north-easter made the sea very choppy, but the crews pulled wonderfully well and are to be congratulated on their seamanship.

Each cadet who turned out for the Royal Shipwreck Relief Society's annual presentation of awards was right up to the mark as regards smartness and cleanliness of uniform, and their discipline.

**N.L. CADETS****KEEPING FIT**

line was most favourably commented on by the public.

Birchgrove Committee formed a Theatre Party during the month and saw "Lombardi Ltd." All voted it a good night out.

A dance will take place at the Temperance Hall, Balmain, on the 26th of this month, and all are cordially invited to come along with their 1/6. Refreshments will be provided, and a good night is assured.

A request for a Guard of Honour of Sea Cadets was received from the ex-Naval Men's Association on Friday night at 9.30 for a gathering at the Cenotaph in memory of the crew of Submarine

AE1. At 5.45 p.m. the following day 120 cadets and officers were on parade. Birchgrove, Leichhardt, Cook's River and Elizabeth Bay companies turned out.

This month we have received donations of paint from Messrs. Major Bros., Taubmann, Bergers and Boethwicks. These firms very generously assisted us three years ago with similar donations, and we would like to publicly thank them for their interest and support.

John Heine & Sons very kindly donated the casing iron with which we roofed and partitioned our Deck House, and the firm may be sure that their gift is greatly appreciated by all at Birchgrove Depot.

A strong supporter and valued friend was lost by the death of S. Stuart, Esq., late manager of John Heine & Sons, and we deeply sympathise with the wife and family in their bereavement.

**Lane Cove.***(Contributed by 1st Officer Shephers.)*

THE Church Parade held on the 1st of September at the Church of England, Lane Cove was attended by the whole company.

We were pleased to welcome Captain Beale and Mr. Cooper, O.C. of Birchgrove Company at our general meeting which was held at the depot on the 20th ult.

Drummayne crew is to be congratulated on winning the first boat race of the season, especially as the weather was so unfavourable. We thank the Birchgrove Company for towing our boat to and from Rose Bay.

The cadets thoroughly enjoyed themselves at the Royal Shipwreck Relief Society's Concert and presentation of awards for bravery.

On Sunday, 6th October, a party of boys under the 1st Officer spent a most enjoyable afternoon on board R.M.S. Moreton Bay which was open for public inspection.

All were sorry to hear of Mr. Moore's accident and sincerely hope that his recovery will be speedy.

At the monthly meeting held on 8th October for the election of office bearers, the following appointments were made:— President, Mr. H. Cochrane; Vice President, Mr. S. J. Lee Wilson; Hon. Secretary and Treasurer, Mr. T. Oakes.

**The Freedom of the Seas***Lecture delivered by***Admiral Sir Richard Webb, K.C.M.G., C.B.***In the University of London.**(CONCLUDED FROM LAST ISSUE)*

IT will, therefore, be seen that there is very grave doubt on general grounds, whether the Freedom of the Seas, if agreed to in time of peace, would be observed in time of war by those nations, if any, which were neutral, and that opens up the very much larger question of whether there would or should be any neutrals, a question to which we shall return later.

So much for the general consideration of the case. Now let us turn to the problem as it presents itself to us to-day.

Recent events, while in no way affecting or altering the situation in regard to neutrals, have brought about a different aspect as to the status of neutrals themselves.

The two chief factors, among several, are the Covenant of the League of Nations and the recent Kellogg-Briand Agreement, or, as it is now generally called, the Pact of Paris.

The weapon which the League of Nations relies upon for dealing with a recalcitrant nation is the very negation of the Freedom of the Seas. It proposes, and the members of it undertake on its behalf and in its service, to assert, not only against a recalcitrant nation but also against all neutrals, whether members of the League or not, belligerent rights more drastic than any that have been admitted in the past, or than that have been urged by the most ardent advocate of Naval rights.

Article XI lays down that any war or threat of

war whether immediately affecting any of the members of the League or not is hereby declared a matter of concern to the whole League, and Article XVI of the Covenant lays down that:

"Should any member of the League resort to war in disregard of its Covenants . . . it shall *ipso facto* be deemed to have committed an act of war against all other members of the League, which hereby undertake immediately to subject it to the severance of all intercourse between their Nationals and the Nationals of the Covenant-breaking State, and the prevention of all financial, commercial or personal intercourse between the Nationals of the Covenant-breaking State and the Nationals of any other State, whether a member of the League or not."

No mention is made of Contraband: *all* trade is severed. The measure amounts to a complete blockade by sea and land, though since the expression "blockade" is replaced by "prevention of intercourse" presumably even the limitation as to effective force, imposed by Article IV of the Declaration of Paris, may not be operative. And, furthermore, it does away with all neutrals, save and except those nations which are not members of the League.

The first two Articles of the Paris Pact are as follows:

"Article I. The High Contracting Parties

solemnly declare in the names of their respective peoples that they condemn recourse to war for the solution of international controversies, and renounce it as an instrument of National policy in their relations with one another."

"Article 2. The High Contracting Parties agree that the settlement or solution of all disputes or conflicts of whatever nature or of whatever origin they may be which may arise among them, shall never be sought except by pacific means."

And is, of course, well known, the United States have not subscribed to the Covenant, but have accepted the Pact of Paris.

It would be difficult to imagine two documents of greater import to the peace of the World than those which I have just read, and volumes might be spoken and written on them, but our object this afternoon is to see how they affect the subject which we are considering.

An arising from these two Covenants we now have two quite distinct kinds of war: what have been called Public or Police Wars and Private or Defensive Wars. The Public Wars are those undertaken by international authority against a peace-breaker. In such wars all the Nations would, in accordance with Article XVI of the Covenant, act together as a form of Police to use force against the offender. Even the most ardent advocate of peaceful measures must agree that it is impossible to abolish force altogether in the present condition of human society, and we find such a pacifist as President Wilson saying there was only one way to insure the world of peace, and that was by making it so dangerous to break the peace that no other Nation would have the audacity to attempt it. But in this case the force would be exercised by or on behalf of the whole community of Nations for the peace of the World, and not only by a single State.

And when you have a community of nations enforcing peace it is impossible to tie their hands by admitting the existence of neutral rights: they must, as Article XVI emphasises, be free to exercise their utmost power: that is to say, all trade would be severed, and consequently, no question of the Freedom of the Seas or Neutral Rights in any form would arise.

But this naturally brings up the very grave question. Suppose the League of Nations enforces its will on a Peace-Breaker and cuts off her trade with, let us say, the United States, which is not a member of the League. Is the United States going to remain neut? This is a question which has been continually brought up since 1919 and it is one which only the United States herself can answer. But it has to be borne in mind.

A great American authority, Mr. David Hunter Miller, in writing about the Covenant, says, "The facts are plain. If the League goes on, we come in."

And Professor Grould, of Princetown University, speaking of Article XI of the Covenant, says "If we (U.S.) attempt to maintain our rights in a public war we shall either break the blockade laid down by the League, in which case we become the ally of the Power which has broken its agreement, and which the League is attempting to discipline, or we shall be forced to make common cause with the League. The dilemma is inescapable."

Private Wars are generally understood to mean wars which the machinery of the League, though employed to the full, has failed to prevent. The possibility exists that a nation, member of the League, may find itself involved in a war in which it is convinced it is struggling for existence or for the preservation of civilisation, but from which the League stands aside and takes no part, possibly because the Council has failed to come to a unanimous decision as to who is the aggressor. Is it reasonable to expect that, in such a war, the Nation so involved would renounce for abstract reasons the weapon that it has undertaken to wield in other circumstances on behalf of the League? If we reflect that the weapon of blockade and contraband has for centuries been recognised as legitimate and is recognised to-day in its most stringent form by the League of Nations as the legitimate weapon of civilisation and right, the unhesitating answer must be "No."

It is therefore fairly clear that this question of a so-called Private or Defensive War is the most serious one that confronts the peace of the World to-day, and it is admittedly the weak point in the Pact of Paris.

## The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

AUTHORISED CAPITAL	£12,000,000.
CAPITAL PAID-UP	£4,739,012 10 0
RESERVE FUND	£4,200,000 0 0
RESERVE CAPITAL	£4,739,012 10 0
	£13,678,025 0 0

### DIRECTORS:

GEORGE JUDAH COHEN (CHAIRMAN); HON. JAMES ASHTON, M.L.C.; OWEN ESMOND FRIEND;  
MAJOR-GENERAL THE HON. JAMES WILLIAM MACARTHUR ONSLOW, V.D., M.L.C.;  
EDWARD RITCHIE KNOX.

GENERAL MANAGER: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICE: 18 BIRCHIN LANE, LOMBARD STREET, E.C. 3.

LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK LIMITED;  
BARCLAYS BANK LIMITED; NATIONAL PROVINCIAL BANK LTD.

Branches throughout QUEENSLAND, NEW SOUTH WALES, VICTORIA, SOUTH AUSTRALIA and at CANTBERRA  
(Federal Territory), Agencies throughout AUSTRALIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD

### SAFE DEPOSIT.

For sale of Tide Marks Insurance Policies, Burg. Bonds and other Valuable Documents, Jewellery, Plate, etc. Not confined to the Bank's own Customers. ESTABLISHED RANGE FROM 25-2-0 per annum upwards. HOURS Monday to Friday, 9.30 a.m. to 3 p.m. Saturday 9.30 a.m. to 12.0 p.m. Holidays excepted. Further particulars on application. Inspection invited.



When you need LEATHER  
for any Purpose

Remember that it pays to purchase  
the best possible quality—

“MANGROVITE”

Scientifically tanned and of absolutely  
reliable quality.

Leather or Rawhide Belting  
Rigging Leather  
Mechanical and Pump Leathers  
Sole Leather  
Scrap Leather

Consult us about your requirements  
we can supply any leather goods to  
specification.

**Mangroville Belting Ltd.**

Charles Ludowick, Managing Director  
49 York St. (Wynyard Square) Sydney

Such a war would, undoubtedly, be undertaken ostensibly under the plea of self-defence, and at present each Nation is, by common consent, the final judge of what constitutes self-defence. It is bound to put its own security in the foreground. If it found itself involved in war it would naturally claim that it was undertaken in self-defence and that therefore it was entitled to the full belligerent rights laid down by the Covenant. Neutrals would equally naturally take their own view of the case and act accordingly. The rights of the belligerents and their enforcement on neutrals would therefore depend very largely on the strength of the belligerents, a situation fraught with all the old evils and difficulty.

Hence it is of the first importance for the League to be able definitely to decide who is the aggressor in any such war. It has been claimed that Article II of the Pact of Paris—which orders that the solution of disputes shall never be sought except by pacific means—gives in itself by implication the test of aggression, since that State is the aggressor which goes to war having definitely refused pacific settlement.

To enforce any decision in regard to the aggressor there must be some International authority. As Mr. Philip Kerr has said, if the Peace Pact is to be effective, *i.e.*, if the weak point is to be eliminated, it will have to be followed up by something more. We shall have to develop a system for the pacific settlement of International disputes which will be an adequate alternative to war. And he points that we shall have to make a clear differentiation between war and the legitimate use of force for police purposes—in other words, between what are now called Private Wars and Public Wars.

The natural corollary to all this is the abolition of Private Wars: either they must be declared illegal, in which case the aggressor would become the peace-breaker against whom Article XVI of the Covenant is directed, thus bringing about a Public War to suppress this disturbing of peace or some other means of prevention must be found.

That is a question for the future and becomes the ultimate aim of all responsible Statesmen and citizens today, namely, to close that hole in the Kellogg Pact and to devise a lasting peace and security for all Nations.

But, until that time comes, it is our duty as British subjects to consider how the Empire stands to-day if, having accepted the Freedom of the Seas, it finds itself involved in a private War. The supporters of the proposal in this Country argue that we are more dependant than any other Nation on the maintenance of its supplies from overseas. If commerce were inviolable in war, we could never be starved out. Added to that advantage, the necessity would disappear for maintaining a Navy sufficiently numerous to protect our Mercantile shipping, to prevent these islands being blockaded and to exercise blockade upon our enemies. The Navy's responsibilities would be reduced to the protection of our territories, our vast territories, from invasion—and to that extent, no very great one I might say, our financial burden would be lightened. Our difficulties with neutrals would be reduced, since the principal cause of friction, that cause which contributed in large measure to bringing in the United States against us in 1912 and threatened to do so in 1915, would be removed. Our expenditure in peace would be reduced, and a very real step towards international disarmament would have been taken. In short, the British advocates of the Freedom of the Seas claim that it would enable us in common with other Nations to reduce our Navy.

Let us see what it implies.

It is true that this country is more dependant than any other upon the maintenance of its supplies from overseas. Hitherto we have secured them by adequate Naval provision. Now we are to depend for their maintenance on our opponents in a Private War observing the sanctity of an international agreement or guarantee. The question arises whether in the present state of international agreements, we can afford to do so. It is argued that if other Nations can, surely we can also: but that argument rather ignores our unique position in this respect.

This country is the only Great Power to which the stoppage of its seaborne supplies would be definitely fatal in a few weeks. As Admiral Mahan puts it, "Her (Great Britain's) dependence upon it (Naval strength) is vital and cannot by her be neglected." Other Powers in the same period would be inconvenienced to varying degrees by such stoppage, but we shall be immediately

"Naval Strategy," Page 332.

## COUGHS

### Quickly Stopped

—if treated promptly

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

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

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

ELLIOTT BROS. LTD.  
61 O'CONNELL STREET, SYDNEY

PHONE B 4517  
**H. T. DUNN & CO.**

PRINTERS

for

ALL YOUR PRINTING,  
BOOKBINDING and  
STATIONERY, Etc.

o

HARRINGTONS BUILDINGS

53-55 GEORGE ST. NORTH.

SYDNEY

PRINTERS OF THIS JOURNAL.

## PEARSON'S

### CARBOLIC

## SAND SOAP

DOES ITS WORK  
WELL.

USE NO OTHER



FOR your new home, seaside or mountain bungalow—specify "FIBROLITE" Asbestos Cement Sheets for Exterior Walls, Interior Walls and Ceilings and "FIBROLITE" Slates for Roofing. "Fibrolite" costs no more than weatherboards and roofing boards and is superior in every respect. It is Fire Retardant, White Ant Proof, and Improves with Age.

Write for Free Catalogue.

**James Hardie & Coy. Ltd.**  
"Asbestos Homes"

York and Barrack Streets, Sydney.

reduced to starvation, as I tried to show in a Lecture at this University last year.

The risk of the repudiation of a universal guarantee may be considered small by some: its consequences in the eyes and action of the World at large is still a matter of negotiation: but in any case it is a risk which is immeasurably greater to us, who risk immediate defeat, than to others who risk—or may risk—only immediate inconvenience.

A Treaty or Guarantee may be denounced in a few moments. An adequate Navy, the only thing that can save this country if this particular guarantee should be denounced in war, cannot be created under a term of years. Much, very much, might be said on this subject of reliance of guarantees, but time does not permit of developing it fully. But history has shown on many occasions how unwise such reliance would be and how cogent are the arguments which may be brought in support of their repudiation. Holland in the Eighteenth Century, Italy in 1924 and Greece when called to the support of Serbia are only a few instances. The point has been very fully developed by Admiral Richmond in recent discussions and articles.

It is true that the inconvenience caused by the stoppage of seaborne trade, which is the worst to which Nations other than Great Britain would be subjected at the outset of a Private War, grows with the passage of time, and with the exercise of strict control at sea into a stranglehold that finally ensures defeat, as of France under Napoleon, and of Germany in the late War. "In the last analysis," says Mahan, "every great war is won by the Power that controls the sea."

But the effects of the economic pressure of sea power, as applied under existing Sea Laws, and even under Article XVI of the Convention, are slow to produce decisive results on any country which is self-supporting to any degree, or which possesses land frontiers bordering on Neutral States, should any such exist: on any Great Power, in fact, except Great Britain.

Lack of Sea Power will mean to other Powers eventual defeat, if the war lasts long enough and they have not succeeded in winning it by other means in the meanwhile. But they always have the hope of so winning it and the respite which

gives the opportunity for victory. Great Britain can have no such hope. She has other forces beyond the minimum necessary for bare defence, and the stoppage of her overseas supplies would be immediately fatal.

Great Britain's concurrence in the proposal for the Freedom of the Seas would thus expose her to dangers greater than those that threaten any other country from the same cause. It would also compromise her position in the world in another way. This Country and Empire has always relied for her defence and resistance to aggression of any kind, including invasion of her vast territories, on Naval Power rather than that of Armies, until she was dragged into land operations on the Continental scale in the late war. Today her armaments are back to the scale of 1914, and could not be restored to that of 1918, even under the stimulus of war, in less time than it took to create armies then, that is two or three years.

Ships cannot conquer or occupy territory. As Nelson pointed out, the fate of Great Empires cannot be decided at sea. In other words a Sea Power without Allies cannot crush a Land Power to-day any more than it could in Nelson's time.

Hence, Great Britain's armaments constitute no threat of aggression to anyone in the world. But they do, however, constitute a threat to any aggressor, for it is only against an aggressor that they will be brought into action in the future, as they have been in the last two centuries. In short, they always have been used and always will be used, in the words of our Chairman, for our great National object, which is Security—"Security for every questioned right, every threatened interest and the State itself, including its political system and territory." There is certainly no hint of aggression there.

Mr. Davis well summed up the British point of view, while not necessarily agreeing with it, when he said:—

"Their Naval strength and the rules (or absence of them) by which they give it the utmost effectiveness in time of war, seem to them no more than a natural protection to give to that great traditional enterprise the British Empire or the British Commonwealth of Nations, whose security they identify with World Peace."

Great Britain's power in the world, that is to say, which we believe to be a power of right and the advancement of mankind, depends upon her Navy.

It has been pointed out by Mahan and Corbett in arguments to which there is little to be added to this day, that, in the words of the letter:

"The reason why Naval Officers urge with heart and soul the retention of the old right of capture is because they know not how to make war without it, nor can any man tell them."

And Admiral of the Fleet Lord Wester Weymss has said much the same in the House of Lords.

To adapt the Freedom of the Seas is for this country to renounce the power to make war, with the weight in the World which that power gives, while leaving untouched the same power in the hands of those Powers which maintain armies.

Whether or not that renunciation should be made is a question for the decision of the country and her responsible Statesmen, not of Naval Officers.

Whether or not shackles are to be rivetted on the arms of the Navy is a question for the decision of Statesmen, not Naval Officers.

But since it is upon the Navy that Statesmen, in the last resort, rely for the execution of their policy, it is the duty of Naval Officers to point out how much and how little they can do if they are shackled.

"He that is over-cautious will accomplish little."

Please interest a Friend in the League.

**Service Printing Co.**

Publishers, Printers, and Bookbinders

—>>

Ballour Buildings,  
61 Liverpool Street,  
Sydney.

PHONE MA 2380

ERIC A. SOLOMON  
PROPRIETOR

## SYLLABUS OF TRAINING FOR SEA CADETS.

1. Character Building.
2. Squad drill and marching.
3. Mariner's Compass—construction and uses.
4. Helms—construction and uses.
5. Anchors—construction and uses.
6. Boat management—oars and sail.
7. Knots, bends, hitches and splices.
8. Rule of the road.
9. Lead-line and markings.
10. Semaphore signalling.
11. Morse Signalling.
12. Encouragement of swimming & healthy sport.

PLEASE SUPPORT OUR ADVERTISERS

## WEEDS

Kill the weeds on your Paths,  
Gravel Spaces, Hard Tennis  
courts with

**COOPER'S WEEDICIDE**

Do not spoil the surface by  
hoeing etc.

PINTS—QUARTS—GALLONS—EVERYWHERE

## 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 last day of the month of issue.

PHONE: B 7808.



## The Navy League

### PATRONS—

H. K. THE GOVERNOR GENERAL THE RT. HON. LORD STONEHAVEN, P.C., G.C.M.G., D.S.O.  
H. K. THE STATE GOVERNOR ADMIRAL SIR DUDLEY DE CHAIR, K.C.B., M.V.O.

### PRESIDENT—

THE HON. SIR W. P. CULLEN, K.C.M.G., M.A., LL.D.

### EXECUTIVE COMMITTEE—

CHAIRMAN: HIS HONOR JUDGE A. P. BACKHOUSE, M.A.

EDWARD W. KNIX

SIR KEITH KING

F. W. HIRSON, O.B.E., S.S.D.

G. E. FAIRFAX, B.A., LL.D.

E. P. SIMPSON

A. CONSBETT STEPHEN

CAPTAIN A. W. FRANK, R.N.G.S.

SIR F. G. WALBY, K.B.E.

SIR A. MCCORMICK, M.D.

J. PAYNE

SIR A. W. MERKS, K.B.E., M.L.C.

C. M. C. SHANNON

HARRY SHRELEY, S.S.D.

W. A. MURRAY

HON. J. LANG MULLENS, M.A.

S. FOSTER-NEWLANDS

T. H. SIEG, A.M.L.C. R. M.L.N.A.

H. COCHRANE, S.S.D.

CAPTAIN O. SMITH

CAPT. J. R. STRINGER

SIR KEITH KING, S.S.D.

HON. TREASURERS

C. M. C. SHANNON

HARRY SHRELEY, S.S.D.

HON. SECRETARIES

F. W. HIRSON, O.B.E., S.S.D.

H. COCHRANE, S.S.D.

HONORARY AUDITORS

ROBERTSON, GRANT & GIBBONS, 14 Market Place, Sydney.

SECRETARY AND EDITOR OF JOURNAL—W. W. HEALE, O.B.E.

## Aims and Objects of the League.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

### ITS OBJECTS ARE:—

- 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.
- To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL SECURITY.
- To bring home to young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE NAVY, WELDS US INTO A POWERFUL WHOLE.
- To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to BECOME GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect.

"For AUSTRALIA and the EMPIRE."

## SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors - Sir C. Talbot, K. J. Talbot, and Frank Talbot.

HER MAJESTY'S

"HOLD EVERYTHING"

CRITERION THEATRE

"LOMBARDI LTD."

PALACE THEATRE

LEON GORDON

in

"IT PAYS TO ADVERTISE"

## The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

SOUTH BULLI COLLIERY, SOUTHERN COAL DISTRICT, N.S.W.

Steam Collier Fleet and Hulkage capacity, including Mechanical Discharging Plant, 6,500 tons. Colliery waggon and bunker storage, capacity 6,000 tons.

Total 12,500 tons.

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

OFFICES:  
SCOTTISH HOUSE, 19 BRIDGE ST.  
SYDNEY.

## Woodrows HATS

For Style

For Quality

For Durability

OBTAINABLE AT ALL HATTERS and OUTFITTERS.

## "PACIFIC"

Is splendid Household and STEAM COAL

BRIGHT BURNING and GREAT HEATING POWER.

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.



128-1

# *Are you in the League?*

## *Why not?*

*The Navy League is*

*a WATCHDOG of National and Imperial  
security,*

*an ENEMY of apathy in all matters naval  
and maritime,*

*a TRAINER of the citizens of to-morrow,*

*a PRESERVER of our glorious sea heritage.*

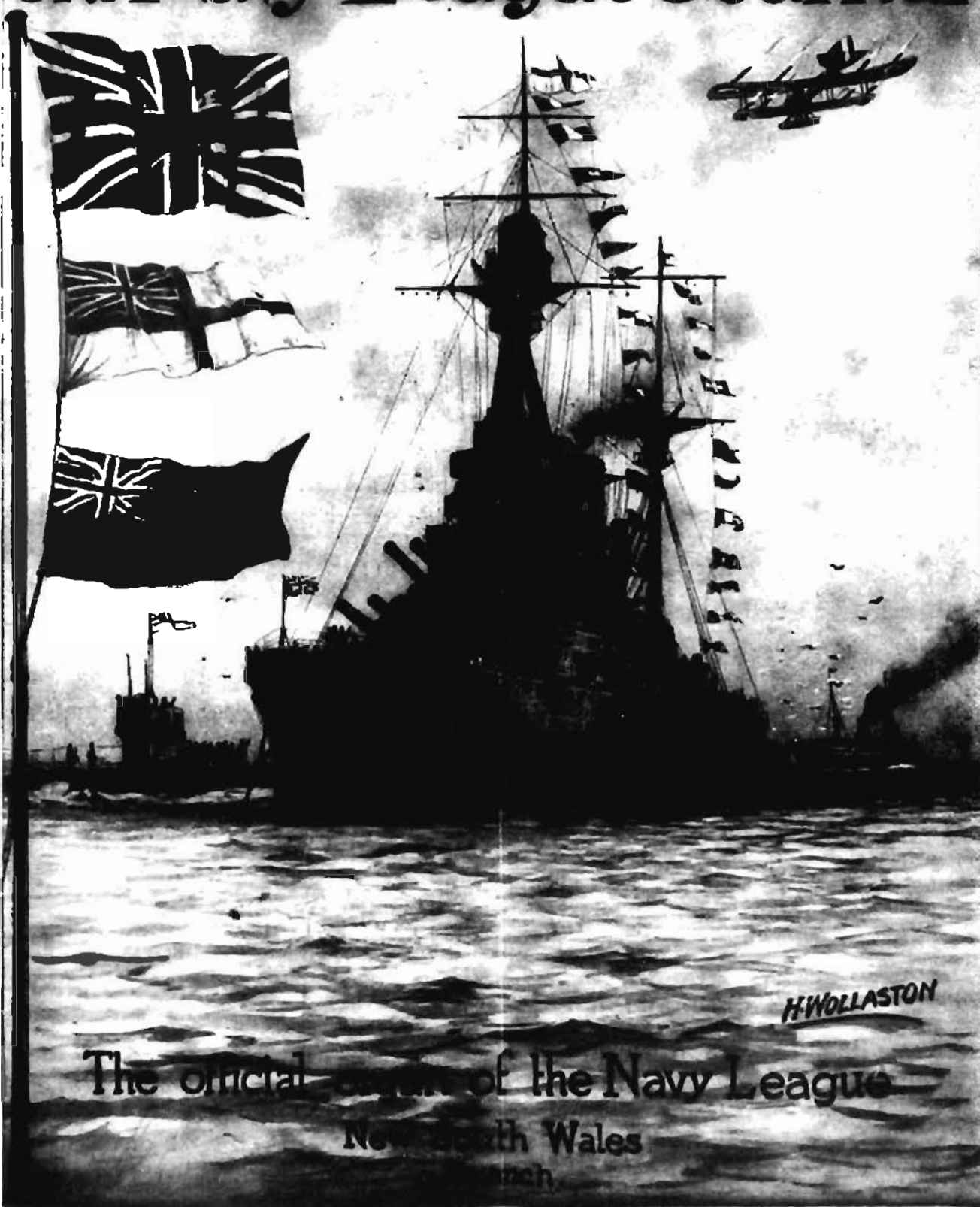
THE NAVY LEAGUE OF THE UNITED STATES OF AMERICA

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

MITCHELL, JOHNSON & CO.  
187/189

BYBNE

# The Navy League Journal



H. WOLLASTON

The official organ of the Navy League

New South Wales

March

## A Bank Account

gives you power and safety. Apart from its positive stimulation of the sense of Thrift, a Bank Account simplifies your operations and widens their scope. In or out of business hours, it facilitates your transactions and surrounds all your dealings with dignity, impressive on your clients and associates.

A Cheque Account is a record of payments, practically a Book-keeping System in itself.

Additionally it introduces, to your service, the innumerable banking advantages and facilities that a modern banking institution provides.

**Commonwealth Bank of Australia**

*(Guaranteed by the Commonwealth Government.)*

## THE AUSTRALIAN BANK OF COMMERCE

LIMITED.

Authorised Capital - £5,000,000  
 Capital Paid-up and Reserves - £2,411,670  
 Aggregate Assets at 30th June, 1929 - £5,358,765  
 Directors: SIR MARK SHELTON, K.B.E., Chairman;  
 FRANK N. YARWOOD; H. B. LYNGHAT, O.B.E.;  
 GEORGE J. SLY, LL.D.; LEWIS, COL. T. L. F. RUTHERFORD;  
 JAMES KIRK.  
 General Manager: C. M. C. BRANNON.  
 Chief Inspector: W. G. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 131 PLACES IN NEW SOUTH WALES.  
 BRISBANE: - 201 Queen-st. Chief Inspector for Queensland - L. AVERYARD. Manager - G. K. ALEXANDER.  
 BRANCHES AND RECEIVING OFFICES AT 20 PLACES IN QUEENSLAND  
 MELBOURNE: - 225 Collins-st. Manager - M. B. FENNER.  
 ADELAIDE: - 2, Rundle-st. Manager - R. T. MOONIE.  
 PERTH: -  
 79 St. George's Terrace. Manager - R. V. H. DOUGLAS.  
 LONDON: - 82, Bishops-gate E.C. 2  
 Manager - A. F. JENKINS.  
 Agents throughout the rest of Australia, Tasmania and New Zealand, and at all Chief Cities throughout the World  
 EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.



# The Navy League Journal

VOL. X. No. 7.

SYDNEY, NOVEMBER, 1929.

PRICE 3d.

## Compulsory Training.

*(The views expressed here are not the views of the Executive Committee, N.S.W. Branch)*

THE British race as a whole is overwhelmingly in favour of voluntary training as against any system which incorporates compulsion as its driving force. Most Australians believe in and insist on an adequate system of defence for Australia, but they do not think that compulsory training is essential to such defence.

Australia is the only country in the British brotherhood of nations where compulsory training was adopted as part of the national policy.

Compulsion is unsound in principle and in practice; it is uneconomical; unpopular. Compulsion is contrary to every ideal of service; is foreign to Australian character; it has had no part in the creation of the British Empire or of the Empire's pioneers.

Compulsion was introduced into Australia by a Labour Administration; it was significant and fitting that Labour should abolish it. Its sponsors were politicians, not statesmen; they grafted the alien cutting on to the growing tree of Australian nationhood where it developed into a fungus that

sooner or later would be cut out by men of vision and understanding.

This matter of compulsion which is disturbing the minds of a few, a very few, citizens was founded on the Swiss conception of what constitutes the right methods of roping in young manhood for the purpose of ensuring preparedness and effective national protection; it is repugnant to every breath that keeps British character a living thing, British progress unfettered and British tolerance and tradition the source of much of our inspiration and greatness.

Compulsion at best is transitory; its very name barred it from commanding or deserving Australians to give it the elements of permanency. Where the English language is accepted, where the true and unselfish spirit of freedom prevails, where courage, selfless generosity, initiative and the inherent qualities of lofty patriotism have never been found wanting, and they have not been found wanting in Australia, compulsion could have no just place.



## INSURE WITH THE MERCANTILE MUTUAL

INSURANCE CO., LTD.

An Australian Insurance Co. Established 1878

### FIRE, ACCIDENT, MARINE and WORKERS' COMPENSATION INSURANCE

MOTOR CAR, PUBLIC RISK, BOILER EXPLOSION, PLATE GLASS, BURGLARY, ACCIDENT AND SICKNESS, LOSS OF RENTS, LOSS OF PROFITS, FIDELITY GUARANTEE, PLUVIUS (RAINFALL) INSURANCE, AGRICULTURAL INSURANCE, CROPS, HAYSTACKS, FENCING, WOOL FROM SHEEP'S BACK TO WAREHOUSE, HOUSEHOLDERS AND HOUSEOWNER'S COMPREHENSIVE (PROTECTALL) INSURANCE.

Be Patriotic. Insure Australian Property in an Australian Insurance Co.

HEAD OFFICE: 117 PITT STREET, SYDNEY. KELSO KING, Managing Director

Agencies in all Suburban and Country Centres.

## Interstate Steamship Sailings

Modern Passenger  
Steamers:

ORMISTON  
KATOOMBA  
WESTKALIA  
ORUNGAL  
CANNBERRA  
ZEALANDIA  
KAROOLA  
MANUNDA  
DIMBOOLA

Regular Passenger and Freight Services  
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

Adelaide Steamship Co. Ltd. - 22 Bridge Street, Sydney City 9530  
A. U. S. N. Co. - 7 Bridge Street, Sydney B 7905  
Australian Steamship Ltd., Kamba Buildings, Margaret St., Sydney B 7611  
McLaurath, McEachern Ltd. - 19 Bridge Street, Sydney BW 1047  
Hoddart, Parker, Ltd. - 10 Bridge Street, Sydney BW 1441  
Melbourne Steamship Co. Ltd., Cr. Clarence and Barrack Streets BW 1804

TELEPHONE

## James Patrick & Co. Ltd.

SHIPOWNERS



Interstate Cargo Service between Sydney,  
Melbourne and Newcastle.  
Regular Weekly Sailings every Friday.  
Full Particulars of Freights, etc., on  
application.

Head Office: SCOTTISH HOUSE, DOBBIE ST. SYDNEY

Wharves: No 27 Darling Wharves (foot of Bathurst Street)

Also at 53 William Street, Melbourne, and  
Bilton Street, Newcastle.

Phone B 6138  
(3 lines)

J. R. PATRICK  
(Managing Director)

## BIRT & CO. LTD.

No. 4 BRIDGE STREET, SYDNEY

REFRIGERATORS, EXPORTERS, SHIPPING AND  
INSURANCE AGENTS.

AGENTS IN AUSTRALIA FOR

Federal Steam Navigation Co. Ltd.  
The New Zealand Shipping Co. Ltd.  
Osaka Shosen Kaisha  
Australind S.S. Co. Ltd.  
American & Australian Line  
Rederiaktiebolaget Transatlantic Co.  
Williams & Morley, Cardiff

CARGO SERVICES FROM AUSTRALIA TO UNITED  
KINGDOM AND CONTINENT AND THE EAST.

Taking Wool and General Cargo and Refrigerated  
Cargo at Lowest Current Rates.

Full particulars on application.

Agents for Van Beveling and Strikewijl's Anti-Berries  
and Anti-Fouling Composition for Ships' Bottoms

## The Wreck of the Ningpo.

*Trials and Tribulations of the Crew.*

*F. M. S. Corch Rescues the Survivors.*

BY W. W. H.

WHEN the Schooner NINGPO, 73 tons burthen, sailed out of Victoria Harbour, Hong Kong on April 15, 1854, bound to Port Phillip, in ballast, none of the 17 members of the crew or either of the passengers could foresee the adventures and misfortunes that were to be their lot before setting foot on the mainland of Australia.

No hard-up Sailor of the Sail ever gave a thought to the condition of the ship that was to be his ocean home. His shore frolics ended and his money gone the way of most sailor's money, he was glad to feel the deck of a ship under his feet again. A leaky tub carrying live-stock a-plenty—rats, cockroaches and wood-bugs, was better than being louted out of a doss house into the street. Anyhow, he would not have to worry where his next feed was coming from. On board the hungriest ship there would be his whack of salt junk and weevily biscuits. There might even be mummified vegetables and tinned meat twice a week besides pea soup and plum duff, and though these delicacies might read better than they tasted, there were always the good old stand-bys dandy-funk and cracker hash. Even the NINGPO, slime-slobbered, barnacled junk that she was would have plenty of rice on board and that was better than starvation in Hong Kong and so the European and Chinese crew sheeted home her sails and the skipper set a course for Australia.

Light variable winds were encountered for the first few days of the voyage but on the 21st of April a hard gale swept the sea and continued for three days, causing the NINGPO to ship large quantities of water and to labour heavily. Fine weather and calms followed and it was not till May 29, when short of water, and wood for the galley fire, that Port Lloyd in the Bonin group of islands was

reached. It is interesting to note that the ship EXCHANGE with 597 Chinese coolies on board and bound for San Francisco was in company with the NINGPO at Port Lloyd.

After replenishing supplies, the NINGPO resumed her voyage towards Australia and all went well until the 20th of June when it was found that the vessel was leaking badly and the master, Captain Billings, decided to alter the course and steer for Moreton Bay. Owing to the phenomenal growth of barnacles on the uncoppered bottom of the schooner progress was slow and it was not until July 22 that a landfall at Barwell's Island was made. Half a gale with a confused sea and much rain was now met with and the captain told the mate to keep a sharp look-out for reefs or breakers. Navigation was made difficult owing to the chronometer being incorrect.

THE NINGPO RUNS ON A REEF.

At eight bells (8 p.m.) on the fateful 28th of July the watch was changed as usual, and the wheel and lookout relieved. The second mate handed over to the mate and went below, while the captain, who had been having a look around, joined the mate for a final word and then disappeared to have a look at his chart. Barely twenty minutes had elapsed when a slight shock was felt and the captain, thinking the ship had touched submerged wreckage ran on deck to find the NINGPO stuck hard and fast on a coral reef. At the time of the disaster no surf or breakers indicated the nearness of danger, and the schooner, which had been sailing at the rate of about 5 knots, went on the reef with hardly a semblance of a bump.

Every effort was made to back the vessel off but without avail. Sail was then got off, a spare



## The Blue Funnel

AND

## White Star—Aberdeen

JOINT SERVICE

Regular Sailings to ENGLAND—via DURBAN, CAPETOWN & CANARY ISLANDS

*A combined service offering Unequalled Facilities at fares to suit all Travellers*

### BLUE FUNNEL LINE

S.S. "NESTOR" - 14,547 tons	S.S. "ASCANIUS" - 10,148 tons
S.S. "ULYSSES" - 14,626 tons	S.S. "ANCHISES" - 10,000 tons

(First Class Passengers Only)

### WHITE STAR—ABERDEEN LINE

S.S. "CERAMIC" - 18,495 tons	S.S. "EURIPIDES" - 15,000 tons
S.S. "RUNIC" - 12,663 tons	S.S. "THEMISTOCLES" 11,250 tons
	S.S. "DEMOSTHENES" 11,250 tons

First and Third Class Passengers carried  
(For Third Class Fares apply  
Dalgety & Co. Ltd. only)

"Cabin" Class Passengers only.

Inclusive Tours to South Africa at reduced rates.

Passengers from New Zealand can be booked by local New Zealand Agents.

Fares and further particulars on application.

#### JOINT AGENTS:

BRISBANE—Wills, Gilchrist & Sanderson Ltd. and Dalgety & Co. Ltd.  
SYDNEY—Gilchrist, Watt & Sanderson, Ltd. and Dalgety & Co. Ltd.  
MELBOURNE—John Sanderson & Co. and Dalgety & Co. Ltd.  
ADELAIDE—George Wills & Co. Ltd. and Dalgety & Co. Ltd.  
ALBANY—Henry Wills & Co. and Dalgety & Co. Ltd.  
PHEWANTLE and PERTH—George Wills & Co. Ltd. and Dalgety & Co. Ltd.

anchor bent and let go over the stern to prevent her going further on the reef, and the ballast thrown overboard. When this was being done the vessel began to make water rapidly and in a very short time was half full. Daylight came at last and showed the hopelessness of the position; at low tide there was only two feet of water alongside from 'midships to the bow: the stern projected over a coral ledge outside of which was no sounding at 45 fathoms, while the vessel's bottom was luddly stove in, so that the tide flowed in and out.

#### A RAFT IS CONSTRUCTED.

After a hasty breakfast the crew was turned to in making a raft from spare spars. The raft was launched and loaded with bags of rice, casks of salt beef and pork, barrels of fresh water and biscuits and, at 10 a.m. with part of the Nixoro's crew aboard it was holed for a low islet bearing West and distant about six miles. This place of refuge was Middle Hoon Island, though the castaways were not aware of its name till after their rescue by Lieut. Chinnis, R.N., and Mr. Francis Hixson (afterwards Captain Hixson and well known in Sydney as Harbour Master and as one of the foundation members of the Royal Naval House) on board H.M.S. Tokou which had been despatched by the Government to search for possible survivors from the wreck. Fortunately the sea was smooth and aided with paddles and a makeshift sail the raft was able to reach the island at daylight the following morning. Five days later all the provisions and other necessities had been removed from the Nixoro and landed on the islet. The 13-ft. skiff carried on the schooner was quite useless for transferring heavy goods but the raft in charge of the second mate made up for the deficiency and though slow and difficult to handle, was a splendid carrier and quite safe in the calm water. On this island with its stunted vegetation, were found innumerable turtle and swarms of seabirds including mutton-birds which burrowed and honeycombed the ground to such an extent that it was impossible to walk a dozen steps without stumbling and falling through the crust of the earth to a depth of eighteen inches to two feet. In the adjacent sea edible fish was plentiful as also were sharks. Captain Billings harpooned one

measuring over 16 feet in length.

Under the direction of the captain rough tents were made from the Nixoro's sails and pitched in anticipation of a forced stay of long duration on the island. Being out of the ordinary track of shipping it was not expected that early succour would come to them. After settling down to their new mode of life one of the first jobs of importance was to dig for fresh water. The two casks carried from the wreck would not last long and there was no sign of the precious life-saver on the island. Salt water alone rewarded their efforts even though many wells were sunk to a depth of 18 to 20 feet. Fortunately there was no chance of starvation for in addition to the supplies of ship provisions there were the birds already mentioned and fish in abundance, all easy of capture. Countless turtles were also at hand, numbers of which were "turned" daily and killed to be cut into strips and dried for future use.


The chief cause of anxiety was the diminishing supply of fresh water and unless rain fell within a day or two an agonising death from thirst would be the end of the 18 unfortunate castaways.

#### A CONDENSER IS MADE.

As in every great crisis the need produced the man, and death from thirst being too horrible to contemplate, the ingenuity of the captain devised a crude but serviceable method of condensing sea-water by utilising the ship's coppers, which had been brought ashore, and an old musket barrel, using a small water breaker for a condenser; by this means it was possible to condense 16 to 18 gallons of water in 24 hours.

It was a tedious job, and had only to be resorted to twice during the three months on the island, as it rained three times and sufficient water was saved by spreading sails and draining them into the casks, to serve all purposes.

The novelty of "turning" turtles, spearing fish, and knocking tick infested birds on the head, soon wore away, and anxious eyes daily stared seaward in the hope of glimpsing a sail. Day followed sweltering day, sea-birds screamed incessantly, men grew irritable and murmured against God and man; cursed their isolation and the dreadful monotony of inactivity.



*Home  
via India and  
Egypt*

**P.&O.**

Backed by a Century of Progress P. & O. now presents every modern comfort and enjoyment to Australians travelling Home. Spacious cabins, saloons and decks combine with sports facilities, entertainments and an excellent cuisine to make every day aboard the P. & O. Liner a refreshing interlude between ever-changing ports.

**Macdonald—Hamilton & Company—Agents**

247 GEORGE STREET,  
SYDNEY

487 COLLINS STREET,  
MELBOURNE

#### A VOYAGE IN THE SKIFF IS CONTEMPLATED.

It was decided to fit the frail skiff with a canvas deck and wash boards, and provision and water her for the hazardous voyage to the Isle of Pines to seek help. Differences of opinion arose, insubordination reared its ugly head, and uncertainty laid hold of the marooned mariners.

Members of the company who had volunteered to sail with the captain to the Isle of Pines now refused, excusing themselves by saying the cannibal natives of New Caledonia and the adjacent islands would catch and murder them. They would go to Moreton Bay instead. Captain Killings pointed out that such a journey was fraught with greater risk, the distance being 800 miles against the passage of 400 miles to the Isle of Pines.

Nothing more was said on the subject. A grim despondency settled on the hapless company: men asked themselves if they would ever see home again. Weeks were dragging away and not a speck of hope rose on the horizon.

Day by day the sun blazed pitilessly through the dazzling air: the crowing of the sleepy sea on the little shell beach at times seemed a maddening roar: even the spectacle of the God-given glory of a crimson and gold and green sunset touched no chord of inspiration in the castaways' souls and the winking of a million stars marching through the fields of night in unfettered ease, only mocked their helplessness in their lonely sea-girl prison.

A few days later, however, on August 27, it being a month after the stranding of the *NINETO*, the captain, rising early as usual, was staggered on finding his telescope missing. A further search revealed that his nautical almanac and charts had gone also. It was then that the fearful suspicion dashed across his mind that part of the crew had carried out a threat and taken the skiff and put to sea. Rushing from his tent to the beach he saw the skiff half a mile away heading in a south-westerly direction. On board her were the second mate, one of the passengers and one seaman.

#### AT SEA IN A SKIFF.

The intentions of the three men were honourable

enough. Life on the islet had become unbearable to them and even though the sanction of the captain was not forthcoming they had made up their minds, after weighing all the risks, to chance the perils of the sea in their frail craft, the possibility of stranding on some island and falling into the hands of hostile blacks, and make for Australia and succour for their companions left behind.

The story of their sufferings and ultimate success is here briefly recounted.

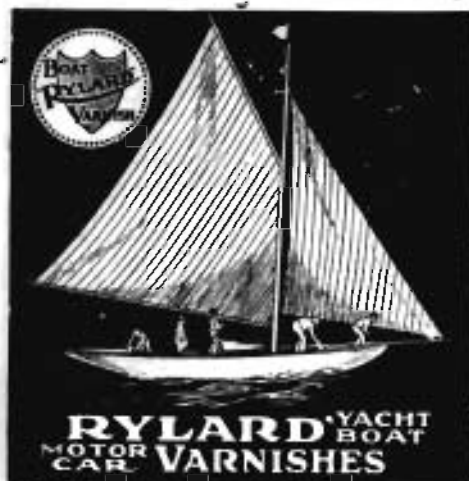
Two days after leaving their island-prison a strong breeze and heavy rain was met with and, only the unceasing vigilance and care of the crew saved their frail shell from foundering.

The next day the wind and sea abated and, with the cessation of the rain, the sun blazed out fiercely and mercilessly tortured the three men with its rays. Day after day the three men thus endured the sun; day after day they sailed, or paddled laboriously and painfully onward. Not able to move in their small unstable craft with any degree of freedom their joints became stiff and swollen, their skin already was blistered by the sun and patches of raw flesh began to show and make their presence felt and yet, suffering the torments of the damned, these plucky men persevered.

#### AUSTRALIA IS SIGHTED.

The morning of October the 6th broke clear and fine and before many hours had passed the yell of "Land Ho!" from the second mate caused so much excitement that the skiff was in danger of capsizing. The loom of it could be descried right ahead and it was the veritable promised land to their strained and aching eyes.

The welcome sight impelled them to paddle with excited and feverish haste until the blessed shore was not more than musket shot distant, when the second mate saw some natives running down to the water's edge. Two swam out to the skiff and one was taken on board. He seemed friendly, and in his limited English told the thirsty whites that there was plenty of water in the bush near by. On beaching the boat the crew, who were stiff and weak, were helped out by the blacks who swarmed about them. Hardly had this been



**RYLAND** YACHT BOAT  
MOTOR CAR VARNISHES

THE WORLD'S BEST VARNISH

Best used in 1 hour. Sets hard in 12 hours.  
Will not Crack, Peel or Blister in Harsh Seas.

SOLE AGENTS  
**G. E. CRANE & SONS LTD.**  
33-35 Pitt Street, Circular Quay.

## A. FORSYTH & CO. Ltd.

Australian Rope  
Works

Box 84 CC, G.P.O.

Cable and Telegraphic Address:  
"Rope"

CODES: A.B.C. 4th and 5th Editions  
and Bentley's

339 Kent Street,  
Sydney

**WORKS:** Bourke Street, Waterloo - - New South Wales  
Kangaroo Rope Works - Brisbane, Queensland

LARGEST MANUFACTURERS IN AUSTRALIA OF:  
White and Tanned Manila, Coir Rope, Spun Yarn, Lashings,  
Clothes Lines, New Zealand Flax and Russian Hemp Rope,  
Log Lines, Harvesting Twine, etc., Manila Drifting Ropes,  
Plain and Cable Laid Cotton Ropes, Sash Cords, etc.  
Sisal Fibre for Plaster Boards a Speciality.

**A. FORSYTH & CO. LTD.** HEAD OFFICE:  
339 KENT STREET, SYDNEY, N.S.W.

Phone: B 7302-3

Try

**H. M. Driscoll**

Timber Merchant  
and Sawmiller

Buchanan Street, Rozelle

Telephone: W 1577

W 1686

City Office.

12 Castlereagh Street, Sydney

Telephone: B 2756

Whose Prices Defy Competition.

done when the natives tried to forcibly commandeer the few rags of clothing which the sailors wore. They resisted these unwelcome attentions as well as they were able, but the blacks promptly beat them down with clubs and stripped them. All three were severely mauled; the second mate, Mr. Tough, had an arm broken and his head lacerated, while his two companions, Mr. Daintry, the passenger, and the seaman, were clubbed into insensibility, the first recovering in a few hours and the other not till next morning. Mr. Tough, in a dazed condition, crawled around on his hands and knees and was fortunate in finding a put-hole full of rain water which was instrumental in reviving Mr. Daintry. Next evening, naked and sore and fearful lest the blacks would again set upon them, they started their terrible walk towards Moreton Bay.

For four days without food they struggled on and came to a dark humpy where a black was camped. This fellow gave them fish to eat and a supply of water; when, after a day's rest, they continued their journey, the black accompanying them as a guide. Before a couple of miles had been covered Mr. Daintry and the seaman collapsed through sheer weakness and fatigue, imploring Mr. Tough to go on and seek assistance. Realising the uselessness of remaining with his mates if help was to be brought to them, Mr. Tough and his black companion went on for two days when a tribe was met with. These were friendly and gave them food and water. Moyas, the native who had guided Mr. Tough, was then sent back to look after Mr. Daintry and his fellow sufferer. Six more days, in company with one of the friendly tribe, were spent on the journey to Moreton Bay. Footsore, nearly starved and weak from his awful experiences and with only a rag as clothing given by the tribe Mr. Tough struggled to his destination and reported the loss of the *Nixoro* and the plight of his two companions to the authorities. Tough was taken to hospital, a boat was sent to search for his two comrades who had been too weak to continue. Six days later the boats returned and those in charge reported that the seaman had been found. He was very weak and ill but under careful treatment recovered. No trace of Mr. Daintry, the passenger, could be discovered and it

is not clear what happened to him. Mr. Tough, the second mate of the *Nixoro* was sent by the Moreton Bay Authorities down to Sydney where he communicated his information concerning the wreck to the Government. The then Colonial Secretary lost no time in making representations to the Senior Naval Officer at Sydney and he without delay ordered Lieut. Chimmo, in command of H.M.S. *Towen*, to prepare for sea for the purpose of searching for the *Nixoro* survivors.

Meanwhile how fares it with Captain Billings and his shipwrecked companions on Middle Hoon Island?

After the three brave men, for they were brave men, pushed off from the island in the rickety 13-foot skiff to face more than 200 miles of open ocean, hope in the breasts of those left behind sank lower. Not one man ever expected that the boat would be the means of bringing salvation to them all. They thought it a mad venture destined to end in tragedy and complete disaster. The manner of the going and the trials the crew would certainly endure was in each man's thoughts and the sole topic of conversation on the island for many a day.

Captain Billings now tried to induce his companions to help him to build a boat out of the timbers of the wreck but at that time they refused on the plea that they had no tools.

After a sojourn of two and a half months on the island and all hopes of outside assistance abandoned, Captain Billings wrote: "One of the men, Little, who had been always very willing to second me in anything I might propose, agreed to venture in the small canoe we had salvaged over to an island we had seen to the south-eastward. This island I afterwards found to be "Surprise Island," bearing 8.8 E. about 30 miles from the one on which we were. Everything was therefore arranged, and on the morning of the 7th of October we started at 4 a.m., but had to put back, the sea being too rough and the canoe filling, but at about 6.30 started again with the intention, if we could discover land to the S.E. of "Surprise Island," to stand on and endeavour to make New Caledonia. We arrived at Surprise Island at sunset that evening, completely exhausted, having had to paddle all the way against a head sea, but could see

## UNDER REDUCED SAIL.



Courtesy Sydney Mail.

ONE OF THE FAST DIMINISHING COMPANY OF DEEP SEA  
SAILING SHIPS MAKING PORT.

nothing like land to the southward. Remained the next day on the island and returned the day following.

I now again proposed to try and build a boat, and was warmly supported by Little and Spenser, the steward, whose conduct had been of the most respectful and obliging nature during the whole period of our stay on the island. The rest, however, refused to lend their assistance on account of not having any saw or chisels. I therefore made two very good saws out of a stout new iron hoop, which upon trial answered pretty well; we next fashioned two chisels out of a cutlass, when the others volunteered their assistance.

We were now very short of that necessary article, water, and it was agreed to postpone operations until we should get a supply, especially as the sky was overcast, and we were in hourly expectation of seeing it rain; nor were we disappointed, for in two days it commenced to rain heavily, and continued for seven days, enabling us to fill every available receptacle, and succeeded in saving a sufficient quantity to last us with economy about two and a half months.

### RELIEF COMES AT LAST.

During this period the wind, which continued to blow half a gale, raising a high sea on the reef, prevented us from going to the wreck.

On the 26th we were about to commence our boat, when I was informed that a vessel was in the offing. At first sight we took her to be a whaler trying out. In order to attract notice we immediately made fires on each extreme of the island, where quantities of wood had been previously placed for this purpose, and the ensign was hoisted on the flagstaff union downwards. From the various movements of the vessel, we were thrown into great suspense, fearing that our fires had not been seen, and that we were doomed to remain on this island without the hope of rescue. However, on her nearer approach, the report of a gun gave us intimation that our signals of distress had been observed, and the vessel soon advanced towards the island as near as was practicable, and sent her boats to our assistance.

The ship was H.M.S. *Torric*, and it is difficult to visualise the greeting given to Mr. Francis Hixson and his crew when they landed in the "*Torric's*" cutter. That they were literally overwhelmed with the feeling and thanksgiving of the *Nyxara's* crew is certain. All the survivors were safely conveyed to the *Torric* and kindly treated by Lieut. Chimmo, his officers, and men. Three months of terrible suspense and anxiety had ended happily, but had it not been for the initiative resourcefulness and courage of the *Nyxara's* second mate it is highly probable that the rescue would never have taken place.

## Com Potter's Apparition.

(BY "BOATSWAIN")

**M**ANY years ago the following ghost story was being told around the smoking camp of the Navy in the dog watches. None doubted its truth, since the integrity of its originator was unquestionable:

On Green's Hill, Greenwich (London) there lived a gentleman of great respectability and high attainments, of considerable mental ability, student of literature, religion and science, and holding a responsible position at Lloyds. In his household, in 1866, there was employed a young widow named Mrs. Potter. She had one son, named Tom, a bright, intelligent boy, clever, and accomplished in music; he excelled in whatever study he gave his attention to. Though he was a general favourite, he was wayward and restless, and caused many an anxious thought to his mother and her friends. The boy resented all attempts to place him at work, he being bent on going to sea. At last he had his way, and ultimately joined the Navy. Of that life he soon grew tired, and deserted, one day turning up at his Greenwich home in rags and half starving. Shortly afterwards he was arrested and let off lightly through the good offices of his former tutor, Dr. —, a Roman Catholic Priest. He was drafted to the "*Doris*," frigate, for the West Indies, and appeared at last to have settled down. Mrs. Potter then married again, her place in the family for whom she had worked being taken by a new servant. (It is here important to note that this new servant — Mary — was an entire stranger and knew neither the old servant nor her boy, nor any of the foregoing history).

On the night of September 8th, 1866, the street-door bell was rung. Mary, the new housemaid, answered it; the door was duly opened and, after a little confabulation, was closed again. This much was heard by the mistress of the home from her bedroom where she was at the moment confined with an illness. She listened, and distinctly heard and recognised the voice of Tom Potter. She was greatly surprised and called out:

"Mary, who was that at the door?"



# KIWI

## BOOT POLISHES

are now obtainable in a  
NEW EASY-OPENING TIN

*The Quality Tells*



GLOBE BRAND



## BEEF EXTRACT

FOR GRAVIES AND BEEF TEA

Such a LOT at LITTLE COST

Greatly improves the flavour of all meat dishes.

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

QUALITY GUARANTEED

8oz. for 2/6      4oz., 1/8

*"Take at night and sleep bright"*



*If you smoke a pipe, of course you smoke "Vice-Regal" Mixture in a Civic Pipe.*

W. D. & H. O. WILLS



Increasing in popularity year after year.

There is no substitute for "Vice-Regal" quality, nor for the comfort of the "Ivory tips, smooth to the lips."

Packets of 10. Eightpence  
Packets of 15. 1/-  
Air-tight tins of 50. 3/5.

"Oh, ma'am, it was a little sailor-boy: he wanted his mother: I told him I knew nothing of his mother, and sent him about his business."

"What was he like?" asked the mistress, her curiosity and not a little anxiety now aroused.

"He was a good-looking boy in sailor's clothes, ma'am," replied Mary. "His feet were bare, and he looked distressed. When I told him I knew nothing of his mother, he turned very pale and put his hand to his forehead, and said, 'Oh, dear, what shall I do?'"

Mrs. — told her husband of what had occurred, as soon as he came home, giving him the unpleasant intelligence that "she was sure that Tom Potter had deserted the Navy again."

Mr. — sent to make enquiries of the mother, but she had not seen nor heard of her boy: then they thought he was lost, and upbraided themselves for having allowed Mary to so abruptly turn him from the door. They went to Dr. —, the priest, but he assured them that it was impossible the boy could have deserted his ship and returned home: "Why it is scarcely two months since I received a letter from the boy," he said, "and he was then aboard his ship in the West Indies, and doing capitably."

Mary was sent to Dr. — to explain to him exactly what had taken place at the door between her and the boy. Dr. — produced an album, and was turning over its leaves to find a portrait of the boy, when Mary, catching sight of it before it had been shown to her, exclaimed: "That's him: I could swear to it."

Thus was removed any doubt that the girl had actually seen, and spoken with Tom Potter at the door, although she was not to know who it was. The mystery deepened: all that could be done was to wait events.

In the next month of October, Dr. — received a letter from the Admiralty, stating that they had communicated with him through having found his address in the boy's ditty-box, and it having been learned that the mother no longer lived at her original address as given when the boy joined the Navy. The letter gave the sad intelligence that on September 8th (just two days before he had



CADETS BEING TAUGHT THE CORRECT WAY TO HANDLE AN OAR.

appeared at Mr. —'s door) Tom Potter had fallen from aloft while his ship was at Jamaica and been so severely injured that he died a few weeks later, raving and calling for his mother.

The writer first heard this story from an old petty officer with whom he was shipmate, and who was a boy with Tom Potter at the time he met with the accident which proved fatal. The story was much talked about at the time the event was made public, and in the 'seventies was embodied in a work entitled "Apparitions," written by Newton Crossland, and published by Truber & Co., London, a review of which appeared in the "Literary World" of 21st March, 1873. The petty officer who told the story to the writer used to add that he remembered, when the "Doric" returned to England to pay off, Dr. — came on board and was permitted to interview all the boys who were acquainted with Tom Potter (including himself) in the vague hope that he might discover some clue to what he was convinced was the boy's apparition that had appeared at the door on that September night. But of course they could throw no light on the mystery. All that they could say that in life Tom was just a normally bright, intelligent boy.



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

### Monthly Notes and News.

Officers and cadets should muster in front of the Conservatorium of Music on Saturday, December 7, at 2.45 p.m. The inspection will take place at 3.30 sharp in the Inner Domain. Mr. S. Cooper will be Officer of the Day, assisted by Mr. R. M. Somerville.

The rowing race for the Cochrane Shield will be held on Saturday, November 30th. Crews with their boats should meet at Bay St. Wharf, Lane Cove River, not later than 3 p.m. on that date. Handicaps are shown on page 20.

The Navy League is proud of the splendid muster of officers and cadets on Nelson Sunday parade. When it is remembered that all ranks purchase their own uniforms and equipment, pay their own fares and attend voluntarily, it is truly amazing that such a high standard of smartness is maintained. All ranks are worthy of some form of public recognition for their national spiritedness.

The Birchgrove Concert Party is to be warmly congratulated on its excellent performance on

Nelson Night, the amateur artists acted well and gave a good deal of enjoyment to the large audience of cadets and friends. The Awkward Squad and other contributing artists also came in for their meed of praise. The band, too, showed what can be accomplished by persistent effort aided by enthusiasm.

Sir Kelso King unveiled a tablet commemorative of the Sydney—Australia's famous cruises—on November 9. After the ceremony Mr. L. E. Forsythe, Regional Officer, and Mr. Pickles, O.C. Drumoyne Company, conducted the visitors over the depot. All expressed pleasurable surprise at what they saw—the equipment, the efficiency, the cleanliness, the discipline. The atmosphere of the sea pervaded the place and a better depot for training purposes and for encouraging a sea-sense could hardly be imagined.

Mr. Forsythe was highly complimented on his work and on the loyal help accorded him by his colleagues and the splendid lads who make up the Drumoyne Company.

Those present included Sir Kelso King, Commander F. W. Hixson, O.B.E., Commander H. L. Quirk, R.A.N., Captain and Mrs. F. J. Bayldon, Captain O. Smith and Mr. H. Cochrane.

### Cook's River.

(Contributed by Mr. W. J. Peckham, O.C.)

Officers and cadets were present at the Mosman Bay depot when Mr. and Mrs. Currington and family were farewelled prior to their departure for England. After the Presentations had been made the cadets took part in organised games. We thank Mr. Snow for allowing us to camp at the Mosman Bay depot over the week-end, and hope to be able to return the courtesy when the Cook's River depot is in existence.

On Sunday, 20th October, we joined up with the other units in the Church Parade at St. Andrew's Cathedral. The cadets marched very well indeed, and throughout the service their behaviour was excellent.

Nelson Night at the Royal Naval House was most enjoyable. The interesting talk on "Nelson" by Captain Bayldon, and the splendid entertainment provided by the artists, especially the Birchgrove Dramatic Company, will be long remembered by the cadets.

On Saturday, 26th, we attended the Cook's River Motor Boat Association races, in which 45 boats took part.

We were heartily welcomed by the Commodore of the Club and introduced to representatives of visiting clubs, who extended invitations to us to call on them at their respective club houses. We will avail ourselves of these kind invitations as soon as possible. The races did not finish without excitement, as one speed boat "Baby Cyclone" developed engine trouble and sank abreast of where the cadets were standing. The crew swam ashore, and shortly afterwards "Baby Cyclone" was raised and beached.

The officers attended the enjoyable dance given at the Club House that evening.

Congratulations! Mosman. The barometer is now yours.

A meeting of parents and friends was convened on the 30th ult. for the purpose of forming Sub-branch and Welfare Committees.

Mr. Cooper, O.C., of Birchgrove, addressed the gathering on the work and aims of the League

and its supporters. Mrs. Cooper, as Hon. Sec. of the Birchgrove Ladies' Welfare Committee, spoke to the ladies present of the great assistance which could be rendered by an energetic Welfare Committee. A guessing competition was held to start the Company's funds and was won by Mrs. Cooper.

### Mosman Bay.

(Contributed by Mr. J. McGarry, Acting O.C.)

For the third time Mosman Bay has won the Aneroid Barometer, and this is the one trophy that they always manage to retain. Regarding the win on the 26th it would be more fitting to say that it was the result of a determined effort of a crew who had applied themselves consistently to their training. The Officer of the Day, Mr. Snow, thanks his colleagues for their co-operation.

By courtesy of the Captain (who is a friend of Mr. Snow's) a party of cadets visited the S.S. HAZARD and were very cordially received. The chief officer personally conducted them over the vessel, and they received explicit instruction in the uses and working of navigation instruments.

Will those members of the Committee who have been working very hard at the Depot doing various repairs accept the Company's thanks for the creditable result of their labours.

### Manly.

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

MANLY was unfortunately left out of the principal event of this last month. The Royal Sydney Yacht Squadron race had just started as we were about to enter. The R.O. entered a protest, which was not upheld. However, we desire to thank the Yacht Squadron for the way they entertained the cadets.

We wish Leading Seaman Cadet R. Horner success as a member of Sydney Grammar fours crew.

The card evening arranged by the committee of the Navy League company, which took place at the Dispensary Hall on Saturday evening, was a very successful event. About fifty people attended and indulged in bridge and euchre. Among those who entertained parties were Mrs. I. Green (honorary treasurer), Mrs. Dudley (honorary secretary), Mrs. Bowers, Mrs. Ferret, Mrs. Bates, Mrs. Edwards, and Mrs. Brogan. A satisfactory sum was realised.

**Leichhardt.***(Continued by Mr. M. P. Lobo, O.C.)*

Leichhardt Company is still making steady progress.

On Nelson Sunday we turned out with 58 Boys from a total of 64 on the roll. Nelson Night Concert was also largely attended, and all spent an enjoyable evening. Officers, Committee and Cadets are all pleased with the success of three of our boys in winning prizes donated by myself, and one of the Navy League's best friends, namely Mr. H. Cochrane. I might state that my prizes of Gold Medals are very hard to win, on account of the strict conditions throughout the League. First and second prizes were won by L.S., M. Litto, and L.S., W. B. Arnott. Bugler J. King was a very close runner-up, and had he attended his Company instead of being led away by several boys of another Company, I would have had to procure another medal.

Regardless of numbers, every boy who has full marks at the end of the term, will receive a prize.

We congratulate L.S., H. G. Goshio in winning the Viking Watch. Unfortunately he lost several marks for Gold Medal, on account of not dressing as a Navy League Boy should dress. Better luck next year.

Points to be gained for Company Medal are:—

Attendance Outside Parades ..	40	Points
Monthly Church Parades ..	40	"
Drill Nights ..	30	"
Appearance ..	30	"
Punctuality ..	30	"
Discipline ..	30	"
Assisting in Raising Funds ..	40	"
Selling Benefit Tickets ..	40	"
Best Dressed Cadet ..	15	"
Second Best Dressed Cadet ..	5	"

Total 300 Points

On Saturday, 26th October, we took part in the Rowing Race at the Royal Sydney Yacht Club, and we congratulate Mosman Bay on their fine win, also the other crews in filling places.

I wish to announce that our hard-working President, Mr. A. Goode, will be in uniform very

## Superior British Cut Glass



See Glass Free Sample Book  
10/11/12/13/14/15/16/17/18/19/20

WIDE ASSORTMENTS  
FOR SELECTION

### J. M. DEMPSTER LTD.

ATHENS HOUSE  
311 GEORGE STREET, SYDNEY  
NEARLY OFF NUMBER 31

J. M. DEMPSTER  
MANAGING  
DIRECTOR

## PIANOS PLAYER PIANOS

Specially constructed for Australian climate by leading English and Continental makers. Superb tone, workmanship fully guaranteed.

Large stock slightly used Pianos.  
Write for Catalogues.  
Easy Terms.

Liberal allowance on your present instrument.

### Max Wurcker Limited

Established 30 years  
99-101 YORK STREET  
SYDNEY

(Rear Cliff Service Stores)

shortly, as one of our Officers. I might also state the Leichhardt Company is open to gentlemen who wish to take a voluntary position as Signaller, or as an Officer. Hoping that this meet meet the eyes of members of the Naval Comrades Association.

We have another Lady Member on our Committee—Mrs. Bylsveld, whose son has also joined the Company.

We are holding a Dance and Social in the Temperance Hall, Belmont, on Saturday, 16th November, and hope for better weather than we had last time, as we want to swell the funds for our new Depot.

### North Sydney.

*(Contributed by Mr. J. F. Moore)*

We must congratulate Mosman on again pulling off the R.S.Y.S. race for sea cadets. The crews made a splendid showing and fought to a very close finish.

The cadets returned very tired and sunburnt after a most successful campaign at Chouarf, and wish

to thank Mr. Solomon for taking some of them out sailing.

As I was unable to march with the cadets on the occasion of the Trafalgar Church Parade I witnessed the march as a bystander, and may state that it was something of which the Navy League might justly be proud.

Cadets and parents enjoyed the Nelson Night Concert, and congratulate Birchgrove on being able to form such a splendid concert party.

During the month we took our gig to Drumoyne Depot for repairs and painting, and thank Mr. Forsythe for placing the necessary gear and tools at our disposal.

We spent last week end at the Woolwich Company's Depot. Many thanks, Mr. Tottman.

The North Sydney Company is gradually strengthening, and the newly formed committee working in earnest.

The next endeavour towards swelling our funds will take the form of a Fete at the Depot on 14th December. We can assure anyone attending the function a good time and all kinds of useful gifts at reasonable prices.

### SHIPS THAT HAVE PASSED.



*Courtesy Sydney Mail.*

A COMMON SIGHT AT NEWCASTLE, N.S.W., 30 YEARS AGO.

**Balgowlah.***(Contributed by Mr. W. A. Waterer, O.C.)*

DURING the month several new cadets have been enrolled, and have proved that they can keep up a regular attendance.

The Company's chief sport, by way of a change, has been boat drill. The cadets handled the cutter in true Navy style and put up a creditable performance at the last boat race.

Thirty-seven cadets represented the Company at the Church Parade on the 20th.

Mr. L. Entcher, our 1st Officer, has been granted leave.

Mr. Doodson, of Harbord, who has accepted the post of 2nd Officer, is keenly interested in this Boy Welfare work, and to him we extend our appreciation and thanks for joining up.

Mr. Water (jun.), who has held the position of Actg. Junior Officer since the Company's inception and never missed a drill, has been appointed 3rd Officer.

P.O. D. Martin has been appointed coxswain, and P.O. Butcher boatswain.

One of the features of the Sports to be held at North Harbour on 21st December will be the Navy League boat race over a half-mile course. Messrs. Cooper & Sans have very generously donated a handsome silver cup as the trophy, and we hope that every Company possessing a boat will enter.

With the approach of Xmas thoughts turn to camp preparations. Our camp will probably be again at Orange, and if any other Company wishes to join up with us just let me know and bring his lads in blue with him.

We congratulate Mosman Company on their Anniversary Day win. It was bad luck for Manly to have missed the race after going that long way, but better luck next time.

**Lane Cove.***(Contributed by Mr. Shepherd, Acting O.C.)*

LANE COVE representatives, who attended the concert on 21st October, unanimously voted it a most enjoyable evening and extend their thanks to the artists.

We congratulate Mosman on winning the boat

race at Kirribilli on the 26th and thus retaining the aneroid barometer. Unfortunately for us half of our usual crew were on holiday, but nevertheless the boys enjoyed the pull and also the refreshments which followed.

Our monthly parade at the Lane Cove Presbyterian Church was well attended, when the Rev. K. McDonald, our Chaplain, delivered a very excellent sermon.

In preparation for the coming races, the cadets are to have boat drills long and oft.

**Drumsgrove.***(Contributed by Mr. W. H. Hall)*

We congratulate Mosman on their win and Birchgrove as runners-up in the boat race held at Neutral Bay on 26th Oct.

Hard work and plenty of it has been the order of the depot during the past couple of weeks. A general clean up and a few energetic painters have improved things considerably and everything was at its best on Saturday, 9th November, for the unveiling of a relief to the memory of the Officers and ratings of H.M.A.S. Sydney Crew 1914-1919.

The relief is a tread plate from the entrance to the quarter-deck of H.M.A.S. Sydney and has been laid in such a position at the entrance door that members will salute the quarter-deck as they step over the tread plate to enter the Depot. The unveiling ceremony was performed by Sir Kelsa King, K.B., who gave a short and interesting address to the many visitors and the Company.

A most enjoyable dance was held in the evening, there being a good attendance—with visitors from Woolwich, Birchgrove and North Sydney.

**Elizabeth Bay.***(Contributed by Mr. F. Collins, O.C.)*

The company is progressing both numerically and in seamanship.

The boys have been busily engaged in painting the boats, re-arranging mess room and other quarters of the depot.

While recording our part in coming 4th in the recent boat race, R. S. Y. C. opening day, we wish to heartily congratulate the Mosman Crew on their win and trust that Elizabeth Bay (though only re-started some four months ago) will give an good account of themselves in the future.

**Players Navy Cut De-Luxe**

Specially imported, and of British manufacture. A cool, lasting smoke, with a fine aroma and pleasing strength, which is only obtained in Players Navy-cut De-Luxe Tobacco. Obtainable in 4 oz. tins. Price, 6. -.

**FARMER'S**

PITT MARKET AND GEORGE STREETS, SYDNEY.

**Summer days ahead!**

Days out in the open, with the sting of wind and spray on your face, bring an "open-air" thirst. Then will you have an even greater appreciation of K.B.—a true lager.

**TOOTH'S  
K B  
A TRUE LAGER**

Brewed and bottled by TOOTH &amp; CO LIMITED, King Street, Sydney.

THE  
**BROKEN HILL PROPRIETARY CO. LTD.**

**MINE OWNERS****IRON & STEEL MASTERS****MANUFACTURERS OF:**

TEE RAILS BRIDGE RAILS  
BEAMS, CHANNELS  
ANGLES, TEES, ROUNDS,  
SQUARES, PLATE  
OCTAGONS, PIG-IRON,  
INGOTS, BLOOMS AND  
BILLETS, REINFORCING  
BARS, WIRE RODS,  
BENZOL, TAR, SOLVENT  
NAPHTHA, SULPHATE OF  
AMMONIA



PRESSING RAILS BY ELECTRIC MACHINES

**WORKS:**

MOOP & SPYLL WORKS  
NEWCASTLE, N.S.W.  
IRONSTONE QUARRIES  
IRONBROOK, N.S.W.  
SILVERBAG MINE,  
BROKEN HILL, N.S.W.

**BRANCH OFFICES:**

SYDNEY  
28 O'CONNELL ST.  
ADELAIDE  
25 FRANKLIN ST.  
PERTH  
A.M.P. BUILDINGS,  
WILLIAM ST.  
LONDON  
7 Gt. WINDMILL ST.

**HEAD OFFICE:** STOCK EXCHANGE BUILDING,  
422 LITTLE COLLINS STREET MELBOURNE

**Cochrane Shield.**

**HANDICAPS.**

Entry	Handicap	Starting Star
Lane Cove Cutter Gig 10 sec.	Green	
Woolwich Whaler 20 "	Yellow	
Elizabeth Bay Whaler 25 "	Red and Yellow	
Manly Cutter 30 "	Black and White	
Drummoyne Cutter 40 "	Red White, Blue	
Hirelgrave Cutter 50 "	Red	
North Sydney Gig 70 "	White	
Mouman Gig 80 "	Blue	
Leichhardt Gig 80 "	Blue	
Drummoyne Gig 80 "	Blue	

Course, 4 mile. Officer of Day and Starter, Mr. J. E. Forsythe; Timekeeper, Mr. H. Watson; field; Judge, Mr. S. Cooper.

Officers are requested to see that their respective crews are uniformly dressed.

**Defence.**

The following correspondence has passed between the Secretary of the Navy League, N.S.W. Branch and the Federal Minister for Defence.

Writing to the Minister on November 4 the Secretary stated: "The Navy League cannot criticise the Government on its decision to abolish compulsory training. The League believes that an intelligently conceived and efficiently *practical* system of voluntary national training (except for a nucleus permanent staff of up-to-date specialists) will be immeasurably superior to the unpopular system which the Government has had the boldness and the vision to scrap.

What form of frightfulness will be adopted by belligerents should unhappily another war burst upon us can only be imagined, but that aircraft, based when necessary on shipboard, will be detailed to drop gas and incendiary bombs on centres of civil population, can hardly be doubted. The Navy League is pleased to know that the Government has not lost sight of the probability of such a happening.

It may interest the Government to know that the form of voluntary training adopted by the Navy League some years ago in fruitful of good results and we forward for information a copy of the *Spitby Mail* of March 13 showing on pages 26 and 5 some of the activities of our Sea Cadet Corps in Sydney. A copy of our regulations is enclosed.

The Navy League Sea Cadet Corps has never received any assistance whatsoever from Federal or State Governments."

The Minister replied as under: "I have to acknowledge, with thanks, the receipt of your letter of 4th November, on the subject of compulsory training.

The Government hopes to develop a scheme of defence which will meet the needs of Australia better than the present system, and I have read your remarks with the greatest interest."

Subsequent to the monthly meeting of the Navy League Executive held on Nov. 11 the Secretary wrote to the Minister: "At the monthly meeting of the Navy League Executive held yesterday those members present resolved that you should be informed that they did not share the views expressed in my letter of the 4th inst. addressed to you.

They cannot look with equanimity upon any proposal to weaken the defences and quit with interest the expression of any proposal for the adequate defence of Australia."

**R.A.N. Appointments.**

Rear-Admiral: William Munro Kerr, C.B., C.B.R., as First Naval Member of the Naval Board, to date 31st August, 1929.

Captain: John R. Stevenson, C.M.G., to "Penguin" as Captain Superintendent, Sydney, and Captain in Charge, New South Wales, to date 26th October, 1929. Henry F. Cayley to "Cerberus" II as Commandant Naval Representative, London, to date 8th November 1928.

Commander: John E. B. Cardlake to "Cerberus" additional for passage to England per S.S. "Oryx" for reversion to the Royal Navy, to date 29th October, 1929. Charles Fitzgibbon-Smith to "Australia," to date 29th October, 1929.

Lieutenant-Commander: (N) Arthur J. G. Tate to "Canberra" additional to date 19th October, 1929.

Lieutenant: (N) Kenneth J. D'Arcy to "Cerberus" additional for passage to England per S.S. "Ulysses" for reversion to the Royal Navy, to date 26th October, 1929. (N) Franklin H. Morris to "Anzac," to date 26th October, 1929. James B. S. Barwood to "Cerberus" additional for passage to England per R.M.S. "Mongolia" and "Nahara," to date 5th November, 1929. James K. Walton to "Onaway," to date 16th October, 1929.

Sub-Lieutenant: George D. Tancred to "Oxley," to date 25th October, 1929. Leslie A. Emsom-Campbell to "Penguin," to date 23rd October, 1929.

Engineer-Commander: Alec B. Doyle to "Australia" additional as S.E.D., to date 21st November, 1929. Oscar A. Ireland to "Albatross," to date 14th November, 1929.

Lieutenant-Commander (E): Robert C. Spencer to "Penguin" as Armament Assistant (for Gunnery duties) to Engineer Manager, to date 18th November, 1928. Otto F. McMahon to "Penguin" as Armament Assistant (for Torpedo duties) to Engineer Manager, to date 18th November, 1929.

Lieutenant (E): Charles C. Clark to "Penguin" as 2nd Assistant to Engineer Manager, to date 1st November, 1929.

Chaplain: Reverend Leo M. Jones to "Cerberus," to date 23rd October, 1929.

Paymaster-Lieutenant: Bernard F. Blackwell to "Franklin" for R.A.N. College, to date 20th October, 1929.

Commissioned Gunner: (T) William J. Cleave to "Cerberus" additional for passage to England per S.S. "Ulysses" for reversion to the Royal Navy, to date 23rd October, 1929.

Commissioned Signal Boatman: John A. Coleman, M.S.M., to "Cerberus" and for Signal School additional, to date 1st November, 1929.

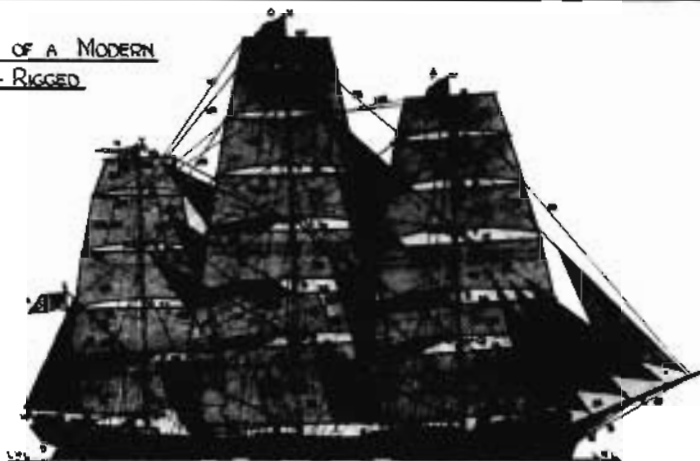
Signal Boatman: Reginald S. Booth to "Australia," to date 1st November, 1929. Alexander E. L. MacLeod (Acting) to "Canberra" additional, to date 1st November, 1929.

Promotions: Lieutenant Henry H. Palmer to Lieutenant-Commander, to date 15th October, 1929. Sub-Lieutenant Max J. Clark to be Lieutenant, to date 30th September, 1929. Sub-Lieutenant Arnold H. Green to be Lieutenant, to date 30th October, 1929. Midshipman (R) Noel A. C. Letch and Sydney K. Gallehawk to be Acting Sub-Lieutenants (R), to date 1st September, 1929.

**PLAN OF A MODERN**

**FULL-RIGGED**

**SHIP.**



NEW PLAN OF MODERN FULL-RIGGED SHIP.

A MAIN B FOREMAST & BOOM C MAINMAST D STAYERS E HEADS F BOOM G DECKHOUSE H LIGHTHOUSE J FORECAST K MAINMAST L MIZENMAST M DECK K. HULL FORECAST O HULL P BULK HEAD Q FORECAST R DECKHEAD S MIZENMAST T FORECAST U MAINMAST V DECKHEAD W FORECAST X MAINMAST Y MIZENMAST Z HULL

SPARS	SAILS	STARTING RIGGING	PLANNING GEAR
1 Fore Lower Mast	33 Furling Jib	45 Fore Sails	74 Furling Jib Sheets
2 Topmast	39 Jib	46 Fore Backstays	80 Jib Sheets
3 Topallant Mast	40 Main Jib	47 Topallant Backstays	86 Main Jib Sheets
4 Fore Mast	45 Foretopmast Stay	48 Fore Backstays	90 Foretopmast Sheets
5 Fore Lower Mast	57 Main Stay	49 Main Sails	96 Fore Backstays
6 Topmast	58 Topmast Stay	50 Fore Topmast Backstays	98 Fore Lower Topmast Backstays
7 Topallant Mast	53 Main Jib	51 Topallant Backstays	100 Lower Topmast Backstays
8 Fore Mast	40 Topallant Stay	52 Fore Backstays	102 Lower Topallant Backstays
9 Mizzen Lower Mast	41 Mizzen Stay	53 Mizzen Sails	104 Mizzen Backstays
10 Topmast	42 Mizzen Stay	54 Mizzen Backstays	105 Mizzen Backstays
11 Topallant Mast	46 Topmast Stay	55 Topallant Backstays	107 Mizzen Lower Topmast Backstays
12 Fore Mast	47 Mizzen Stay	56 Fore Backstays	108 Mizzen Backstays
13 Fore Yards	48 Mizzen Stay	57 Mizzen Backstays	109 Mizzen Lower Topmast Backstays
14 Lower Topmast Yard	49 Mizzen Stay	58 Mizzen Backstays	110 Mizzen Backstays
15 Upper Topmast Yard	47 Fore Gallews	59 Mizzen Backstays	111 Mizzen Backstays
16 Lower Topallant Yard	45 Lower Topmast	60 Mizzen Backstays	112 Mizzen Lower Topmast Backstays
17 Upper Topallant Yard	46 Mizzen Topmast	61 Mizzen Backstays	113 Mizzen Backstays
18 Fore Yard	50 Lower Topallant	62 Mizzen Backstays	114 Mizzen Backstays
19 Mizzen Yard	51 Mizzen Topallant	63 Mizzen Backstays	115 Mizzen Backstays
20 Lower Topmast Yard	52 Mizzen Topallant	64 Mizzen Backstays	116 Mizzen Backstays
21 Upper Topmast Yard	53 Mizzen Topallant	65 Mizzen Backstays	117 Mizzen Backstays
22 Lower Topallant Yard	54 Mizzen Topallant	66 Mizzen Backstays	118 Mizzen Backstays
23 Upper Topallant Yard	55 Mizzen Topallant	67 Mizzen Backstays	119 Mizzen Backstays
24 Fore Yard	56 Mizzen Topallant	68 Mizzen Backstays	120 Mizzen Backstays
25 Mizzen Yard	57 Mizzen Topallant	69 Mizzen Backstays	121 Mizzen Backstays
26 Mizzen Yard	58 Mizzen Topallant	70 Mizzen Backstays	122 Mizzen Backstays
27 Mizzen Lower Topmast Yard	59 Mizzen Topallant	71 Mizzen Backstays	123 Mizzen Backstays
28 Mizzen Lower Topmast Yard	60 Mizzen Topallant	72 Mizzen Backstays	124 Mizzen Backstays
29 Mizzen Lower Topmast Yard	61 Mizzen Topallant	73 Mizzen Backstays	125 Mizzen Backstays
30 Mizzen Lower Topmast Yard	62 Mizzen Topallant	74 Mizzen Backstays	126 Mizzen Backstays
31 Mizzen Lower Topmast Yard	63 Mizzen Topallant	75 Mizzen Backstays	127 Mizzen Backstays
32 Mizzen Lower Topmast Yard	64 Mizzen Topallant	76 Mizzen Backstays	128 Mizzen Backstays
33 Mizzen Lower Topmast Yard	65 Mizzen Topallant	77 Mizzen Backstays	129 Mizzen Backstays
34 Mizzen Lower Topmast Yard	66 Mizzen Topallant	78 Mizzen Backstays	130 Mizzen Backstays
35 Mizzen Lower Topmast Yard	67 Mizzen Topallant	79 Mizzen Backstays	131 Mizzen Backstays
36 Mizzen Lower Topmast Yard	68 Mizzen Topallant	80 Mizzen Backstays	132 Mizzen Backstays
37 Mizzen Lower Topmast Yard	69 Mizzen Topallant	81 Mizzen Backstays	133 Mizzen Backstays
38 Mizzen Lower Topmast Yard	70 Mizzen Topallant	82 Mizzen Backstays	134 Mizzen Backstays
39 Mizzen Lower Topmast Yard	71 Mizzen Topallant	83 Mizzen Backstays	135 Mizzen Backstays
40 Mizzen Lower Topmast Yard	72 Mizzen Topallant	84 Mizzen Backstays	136 Mizzen Backstays
41 Mizzen Lower Topmast Yard	73 Mizzen Topallant	85 Mizzen Backstays	137 Mizzen Backstays
42 Mizzen Lower Topmast Yard	74 Mizzen Topallant	86 Mizzen Backstays	138 Mizzen Backstays
43 Mizzen Lower Topmast Yard	75 Mizzen Topallant	87 Mizzen Backstays	139 Mizzen Backstays
44 Mizzen Lower Topmast Yard	76 Mizzen Topallant	88 Mizzen Backstays	140 Mizzen Backstays
45 Mizzen Lower Topmast Yard	77 Mizzen Topallant	89 Mizzen Backstays	141 Mizzen Backstays
46 Mizzen Lower Topmast Yard	78 Mizzen Topallant	90 Mizzen Backstays	142 Mizzen Backstays
47 Mizzen Lower Topmast Yard	79 Mizzen Topallant	91 Mizzen Backstays	143 Mizzen Backstays
48 Mizzen Lower Topmast Yard	80 Mizzen Topallant	92 Mizzen Backstays	144 Mizzen Backstays
49 Mizzen Lower Topmast Yard	81 Mizzen Topallant	93 Mizzen Backstays	145 Mizzen Backstays
50 Mizzen Lower Topmast Yard	82 Mizzen Topallant	94 Mizzen Backstays	146 Mizzen Backstays
51 Mizzen Lower Topmast Yard	83 Mizzen Topallant	95 Mizzen Backstays	147 Mizzen Backstays
52 Mizzen Lower Topmast Yard	84 Mizzen Topallant	96 Mizzen Backstays	148 Mizzen Backstays
53 Mizzen Lower Topmast Yard	85 Mizzen Topallant	97 Mizzen Backstays	149 Mizzen Backstays
54 Mizzen Lower Topmast Yard	86 Mizzen Topallant	98 Mizzen Backstays	150 Mizzen Backstays
55 Mizzen Lower Topmast Yard	87 Mizzen Topallant	99 Mizzen Backstays	151 Mizzen Backstays
56 Mizzen Lower Topmast Yard	88 Mizzen Topallant	100 Mizzen Backstays	152 Mizzen Backstays
57 Mizzen Lower Topmast Yard	89 Mizzen Topallant	101 Mizzen Backstays	153 Mizzen Backstays
58 Mizzen Lower Topmast Yard	90 Mizzen Topallant	102 Mizzen Backstays	154 Mizzen Backstays
59 Mizzen Lower Topmast Yard	91 Mizzen Topallant	103 Mizzen Backstays	155 Mizzen Backstays
60 Mizzen Lower Topmast Yard	92 Mizzen Topallant	104 Mizzen Backstays	156 Mizzen Backstays
61 Mizzen Lower Topmast Yard	93 Mizzen Topallant	105 Mizzen Backstays	157 Mizzen Backstays
62 Mizzen Lower Topmast Yard	94 Mizzen Topallant	106 Mizzen Backstays	158 Mizzen Backstays
63 Mizzen Lower Topmast Yard	95 Mizzen Topallant	107 Mizzen Backstays	159 Mizzen Backstays
64 Mizzen Lower Topmast Yard	96 Mizzen Topallant	108 Mizzen Backstays	160 Mizzen Backstays
65 Mizzen Lower Topmast Yard	97 Mizzen Topallant	109 Mizzen Backstays	161 Mizzen Backstays
66 Mizzen Lower Topmast Yard	98 Mizzen Topallant	110 Mizzen Backstays	162 Mizzen Backstays
67 Mizzen Lower Topmast Yard	99 Mizzen Topallant	111 Mizzen Backstays	163 Mizzen Backstays
68 Mizzen Lower Topmast Yard	100 Mizzen Topallant	112 Mizzen Backstays	164 Mizzen Backstays

O. G. S. N. November 1922

## European Naval Notes

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

### THE END OF A FAMOUS CRUISER.

A VERY famous British cruiser has finally come to the end of her days and with a good deal of difficulty the training ship *EXETER* has been coaxed into Blythe Harbour on the Northumbrian coast to be scrapped. For she was originally the *POWERFUL* of 1895 and with her sister the *TRIDENT* was the pride of the British public and the annoyance of the Navy. These two giant ships—their full load displacement was nearly 19,000 tons—were given a protective deck only, the then high speed of 22 knots and rather weak armament. The Admiralty had got rather badly rattled over the renowned cruisers of the *HURIC* type which the Russian Navy was building, and after they had spent a colossal sum on the *POWERFUL* it was very galling to find that these ships were a hopeless failure when subjected to Japanese fire. But the landing of the *POWERFUL*'s naval brigade and some of the *TRIDENT*'s guns saved the situation in the Boer War and justified the cost of the ships many times over.

### THE CANCELLED WARSHIP CONTRACTS.

British shipyards whose contracts have been cancelled under the present Government's reduction scheme are wondering if there is any way of cutting, or at least of reducing, their losses. The situation is particularly serious in the case of Messrs Beardmore, who have had a very hard struggle to maintain their position lately and to whom the cancellation of the contract for the submarine *Royalist* was a very severe blow. Work was suspended the day after the Government's order, a very severe hardship on the men employed, but although the hull of the ship is well advanced no move has yet been made to scrap her. Immediately the Armistice was signed several submarines which were under construction by Messrs. Armstrong, Whitworth & Company on the Tyne were promptly stopped, but as the shipways which they occupied were not urgently required the company very wisely abstained from breaking them

up and left them as they were. A certain amount of money was also spent in preventing them from deteriorating, but the reward came when the Jugoslav Navy saw them and, finding that they could easily be made to suit their requirements excellently, had them completed on their account. The *ROYALIST* type is a development of the *O* type, and Vickers-Armstrong of Barrow-in-Furness have already built some underwater craft which are practically sister ships for the Chilean Navy. Naturally, both employers and workmen on the Clyde hope that it will be possible to find a similar purchaser for the *ROYALIST*. There would appear to be no objection to finishing her off for one of the minor Navies, for her construction is not yet so advanced that anything particularly secret is embodied in it, except that the present Pacificist policy of the Government might cause difficulties to be raised.

### AIR ATTACK ON BATTLESHIPS.

As is only natural, the Admiralty has maintained the greatest secrecy concerning the experiments which it has carried out off the Yorkshire coast in conjunction with the Air Ministry. The only official announcement was that civil and military pilots were warned to keep away from the sea coast between Flamborough and Spurn Head, and at least twelve miles out to sea. But the fact that H.M. target ship *OSYRION* went to the Humber accompanied by three destroyers and the sloop *SNAPDRAGON*, with her wonderful cinematograph apparatus on board, told its own story and the forces at least will have further information concerning the chances of an aeroplane hitting a moving ship. When the *AGAMEMNON*, the first British target ship to be fitted with wireless steering gear, was submitted to a hail of flour-bag bombs the number of hits to misses was very small indeed, and when the results were published they gave a very comfortable sense of security with regard to the air menace. But aeroplanes have improved tremendously since those days'

## The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

AUTHORISED CAPITAL	£12,000,000.
CAPITAL PAID-UP	£4,739,012 10 0
RESERVE FUND	£4,200,000 0 0
RESERVE CAPITAL	£4,739,012 10 0
	£13,678,025 0 0

### DIRECTORS:

GEORGE JUDAH COHEN (CHAIRMAN); HON. JAMES ASHTON, M.L.C.; OWEN ESMOND FRIEND;  
MAJOR-GENERAL THE HON. JAMES WILLIAM MACARTHUR UNSLOW, V.D., M.L.C.;  
EDWARD RITCHIE KNOX.  
GENERAL MANAGER: J. R. DRTHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICE: 18 BIRCHIN LANE, LOMBARD STREET, E.C. 3.

LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK LIMITED;  
BARCLAYS BANK LIMITED; NATIONAL PROVINCIAL BANK LTD.

Branches throughout QUEENSLAND, NEW SOUTH WALES, VICTORIA, SOUTH AUSTRALIA and of CANBERRA  
(Federal Territory), Agencies throughout AUSTRALIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD

### SAFE DEPOSIT.

For care of Title Deeds Insurance Policies, Bonds and other Valuable Documents, Jewellery, Plate, etc. Rent sentral to the Bank's own Customers RENTALS OF SAFES range from 2/- per annum upwards. YOUNG MEN and Friday, 9 to 11 a.m. Saturday 10 to 11 a.m. in C.A.B. m. Holidays accepted. Further particulars on application. Inspection invited.



### When you need LEATHER for any Purpose

Remember that it pays to purchase  
the best possible quality—

### "MANGROVITE"

Scientifically tanned and of absolutely  
reliable quality.

Leather or Rawhide Belting  
Rigging Leather  
Mechanical and Pump Leathers  
Sole Leather  
Scrap Leather

Consult us about your requirements  
we can supply any leather goods to  
specification.

### Mangroovite Belting Ltd.

Charles Lubrowicz, Managing Director

48 York St. (Wynyard Square) Sydney

particularly in the matter of slow flight and aiming gear, so that constant experiments under conditions as nearly akin to war as possible are vitally necessary. There is little doubt that in the case of the CENTURION the proportion of hits will be very much greater, while bombs falling in the water close alongside will be duly recorded by the STAFFORDSMAN's films, and the damage that they are likely to do will be ascertainable, whereas in the old days it was only direct hits which could be reckoned at all. Against this it must be remembered that the post-war improvement in anti-aircraft work has probably been greater than in any other department of the Royal Navy, and it stands to reason that the experiments have been carried out by flyers who are untroubled by the barrage that would certainly be out up against them in wartime, a hail of two-pounder, 3-inch and 4-inch shells, and the heavy explosion of 8-inch and even 18-inch projectiles that are now available against aircraft in certain circumstances.

#### ADMIRAL SIR RICHARD PHILLIMORE.

The appointment of Admiral Goodenough to be first and principal Navy A.D.C. to the King foretells the retirement of Admiral Sir Richard Phillimore, which must come very shortly under the unemployment clause unless a special Order-in-Council is passed. Although he has not been actively employed for several years past his retirement will be a distinct loss to the Navy, for he is the son and brother of flag officers and belongs to a family illustrious in naval records. He entered the Navy as a cadet in January, 1878, went to sea in 1880 in the famous old five-master MINOROOK in the Channel Fleet and was promoted sub-lieutenant in 1886. He was promoted out of the Royal Yacht in the Admiralty's usual manner of giving a chance to a particularly brilliant young officer, and made his mark in gunnery. He got his fourth rise in 1904 after distinguishing himself in the Boxer Rising and Somaliland Campaign, and when war broke out he was Chief of Staff in the Mediterranean Fleet. He was given the command of the INFLIXITUS to rush to the Falklands under Admiral Sturdee, and in that action he had the opportunity of avenging his old friend, Christopher Cradock, who was a midshipman with him in the MINOROOK. Promoted Rear Admiral in 1915,

again after distinguishing himself as Beach Master in the Dardanelles he was attached to the Russian headquarters for some time and then returned to the battle cruisers with his flag flying in H.M.S. REPULSE. In March, 1918, he was Rear Admiral in the FURIOUS, and as such was the first flag officer to command an aircraft division in the British Navy. Since then he has had many important appointments, the command of the Reserve Fleet, the command at Plymouth and several others. All the time he has taken every opportunity of showing the keenest interest in the men under him and has been one of the moving spirits of the Royal Naval Benevolent Trust.

#### BRITISH AIRCRAFT CARRIERS.

There is a general shuffling of aircraft carriers on the board and except for the China Station there is not the least doubt that it will lead to a very considerable increase in strength and efficiency. The GLOUCESTER, built by Harland & Wolff of Belfast as a "hush, hush" cruiser, is relieving the Armstrong-built CUCULIUS in the Mediterranean and after a refit the latter vessel is going into the Atlantic Fleet, where she will be a worthy counterpart to the FURIOUS which is practically a sister ship. When the strength of the principal home fleet is thus increased the ARGOUS will be relieved and will go out to China after a very complete refit and modernisation to relieve H.M.S. HERMES.

#### H.M.S. ARGOUS.

The ARGOUS was laid down by Beardmores before the war as the Italian Liner CORSA ROSSO and converted into an aircraft carrier shortly before the armistice. Incidentally she is the first ship of her type to do without funnels, a great convenience to the airman using her but a serious disadvantage to her ship's company who have to live in a most uncomfortable atmosphere of oil fumes. In the Atlantic Fleet she is very seriously handicapped by her lack of speed and in exercises generally she has to carry out a roving commission protected by light vessels which could very seldom be spared. As the duties of an aircraft carrier on the China Station seldom entail her steaming with the fleet her speed of twenty knots is a comparatively small disadvantage, particularly as the 10,000-ton County cruisers will probably soon all

## COUGHS

### Quickly Stopped

—if treated promptly

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

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

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

ELLIOTT BROS. LTD.  
6'CONNELL STREET, SYDNEY

## PEARSON'S

### CARBOLIC

## SAND SOAP

DOES ITS WORK  
WELL

USE NO OTHER

PHONE 8 4517

## H. T. DUNN & CO.

PRINTERS

for

ALL YOUR PRINTING,  
BOOKBINDING and  
STATIONERY, Etc.

HARRINGTONS BUILDINGS

53-55 GEORGE ST. NORTH.

SYDNEY

PRINTERS OF THIS JOURNAL.



## FIBROLITE

FOR your new home, seaside or mountain bungalow—specify "FIBROLITE" asbestos Cement Sheets for Exterior Walls, Interior Walls and Ceilings and "FIBROLITE" Slates for Roofing. "Fibrolite" costs no more than weatherboards and Hoop boards and is superior in every respect. It is Fire Retardant, White Ant Proof, and Improves with Age.

Write for Free Catalogue.

James Hardie & Coy. Ltd.

"Asbestos House"

York and Barrack Streets, Sydney.

be equipped with catapult launching gear. On the other hand the *HELIOS* has a speed of 25 knots, and although to begin with she was very seriously handicapped for the purpose of recovering aircraft by her comparatively small displacement of 11,000 tons, this has to a large extent been overcome by improved landing devices. It is understood, however, that when she returns to home waters the *HELIOS* will be very considerably improved and will be in dockyard hands for a considerable time before she joins the Atlantic fleet. Considering the tendency among naval officers in the British and other navies to turn towards smaller aircraft carriers the presence of the *HELIOS* in the fleet which carried out most British experiments will be distinctly advantageous. Added to which of course the *Arcus* is a far cheaper ship to maintain on a foreign station, which is a big consideration in these days of economy.

#### THE NAVY AND THE MERCHANT SERVICE.

There appears to be one extreme feature in the much-condemned system of trooping by cruiser, and that is that on these long voyages H.M. ships have by far the best opportunity of practising signalling with merchantmen, which is a most important matter whose necessity is now generally realised. Over 1,500 successful exercises and only 26 failures show that the Mercantile Marine realises the importance of easy communication with H.M. ships, as shown very particularly with the working of the convoy system during the war. Of these exercises far and away the most were carried out by three cruisers on trooping service, the ship which did the least having carried out over 20 per cent. more than the next ship on the list. The exercises appear to be neglected most by ships in home waters and in the Mediterranean Fleet. The only unit in the former category which is mentioned in the list at all is the first minesweeping flotilla, while the *CALEDON* and *VALIANT* in the Mediterranean Fleet carried out 30 exercises apiece. While it is admitted that the ships on these stations spend far more time in port, there would certainly appear to be a lack of interest in the big squadrons which is to be deplored. After all, it is infinitely more trouble for the merchant

ship to answer a signal with her limited means, particularly if she is a two-watch ship and the officer of the watch has to divide his attention between the look-out and a score of other jobs that have to be done than it is for one of H.M. ships with her big signal staff always on the alert. Considering the very excellent standard which is now attained by many merchant ships, it has been suggested more than once that this very commendable exchange of signals should be encouraged by the presentation of an annual prize.

#### THE R.N.V.R.

It is an interesting point in the various combined manoeuvres between the Army and the Navy, frequently with the assistance of the Air Force, which have been held this summer that whenever geographically convenient the local Royal Naval Volunteer Reserve has been called in and has invariably proved itself capable of doing very useful work. The question is whether it is not very well worth while to enlarge this scheme, even if it entails the transport of the "Wavy Navy" over a considerable district. Combined operations, particularly when associated with a landing force, are just the occasions in war-time in which the R.N.V.R. is likely to prove itself most useful, as witness the history of the Gallipoli campaign. They are, in fact, the old job men of the Navy and into this role they have fitted excellently whenever they have been called upon to show their worth. The force is particularly valuable in any work involving signalling, and there are many who believe that in this direction even more attention ought to be paid to training than is the case at present. It must not be forgotten that an R.N.V.R. rating was signal boatswain in the *QUEEN ELIZABETH* when she was fleet flagship of the Grand Fleet, and there are many ratings in the force who are quite capable of being trained to a similar pitch of efficiency. But encourage in everything in peace-time, and the proof that they can take their full share of these combined exercises should have a very excellent effect on the enthusiasm of the force.

#### THE ERSATZ PREUSSEN.

One of the most interesting of the many papers read before the Institution of Naval Architects during their meeting in Rome was by Professor

William Hovgaard, the well-known professor of naval construction, who compares the relation between the armament and protection of the 10,000-ton cruisers of the Washington type and the German 10,000-ton pocket battleship *ERSATZ PREUSSEN*. In the course of his paper he gave a good deal of new and very useful information and he drew a number of interesting deductions. Most naval authorities will be inclined to agree with him that in ordinary circumstances it would be of doubtful wisdom to build a single ship to combine such two widely differing purposes as those of Baltic service and commerce raiding and destroying on the high seas. The German Navy at the present moment is not passing through ordinary circumstances and they at least consider that they are justified in breaking all the rules of naval architecture. Whether they are justified or not only the future can show. At the same time there is a lot in what the professor said, a point that is usually omitted in the very general appreciation of the design of that remarkable ship, that as a platform for 11-inch guns she may be found very wet and unsteady for ocean service. The real point in the design of the ship is the unsettled question as to whether the experimental Diesel engines will prove reliable for long voyages. As regards the protection, the weights given in the paper are most interesting—hull without armour 3,700 tons, armour on ship and guns 2,700, auxiliary machinery 480, equipment and stores 430, propulsive machinery 1,150, armament and ammunition, without armour, 1,700, fuel 3,500, reserve feed water 40, giving her a full load displacement of 13,700.

#### SYLLABUS OF TRAINING FOR SEA CADETS.

1. Character Building.
2. Squad drill and marching.
3. Mariner's Compass—construction and uses.
4. Helm—construction and uses.
5. Anchors—construction and uses.
6. Boat management—oars and sail.
7. Knots, bends, hitches and splices.
8. Rule of the road.
9. Lead-line and markings.
10. Semaphore signalling.
11. Morse Signalling.
12. Encouragement of swimming & healthy sport.

PLEASE SUPPORT OUR ADVERTISERS

## WEEDS

Kill the weeds on your Paths,  
Gravel Spaces, Hard Tennis  
courts with

## COOPER'S WEEDICIDE

Do not spoil the surface by  
hoeing etc.

PINTS—QUARTS—GALLONS—EVERYWHERE

## 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 last day of the month of issue.

PHONE: B 7808.

## Service Printing Co.

Publishers, Printers, and  
Bookbinders

40

Balfour Buildings,  
51 Liverpool Street,  
Sydney.

PHONE: MA 2820

ERIC A. SOLOMON  
PROBATIONER





## The Navy League

### PATRONS—

H. E. THE GOVERNOR GENERAL THE RT. HON. LORD STONEHAVEN, P.C., G.C.M.G., D.S.O.  
H. E. THE STATE GOVERNOR ADMIRAL SIR DUDLEY DE CHAIR, K.C.B., M.V.O.

### PRESIDENT—

THE HON. SIR W. P. CULLEN, K.C.M.G., M.A., LL.D.

### EXECUTIVE COMMITTEE—

CHAIRMAN: HIS HONOR JUDGE A. P. BACKHOUSE, M.A.

EDWARD W. KNOX  
SIR KRISTO KING  
P. W. HIXSON, O.B.E., S.S.D.  
G. E. FAIRMAN, B.A., LL.D.  
E. P. SIMPSON  
A. CASSEY STURROCK  
CAPTAIN A. W. PRADDER, F.R.G.S.

SIR F. G. WALKY, K.B.E.  
SIR A. MACCORMICK, M.B.E.  
J. PAYNE  
SIR A. W. MERKS, K.B.E., M.L.C.  
G. M. C. SHANNON  
HARRY SHELLEY, S.S.D.

W. A. MACKAY  
HON. J. LANE MULLENS, M.A.  
S. PORTER-NEWLANDS  
T. H. SIEK, A.M.I.C.E., M.I.N.A.  
H. COCHRANE, S.S.D.  
CAPTAIN O. BRITW  
CAPT. J. R. STRINGER

SIR KRISTO KING, S.S.D.

HON. TREASURERS—  
C. M. C. SHANNON

HARRY SHELLEY, S.S.D.

HON. SECRETARIES—

F. W. HIXSON, O.B.E., S.S.D.

H. COCHRANE, S.S.D.

HONORARY AUDITOR—

ROBERTSON, CHANE & GIBBONS, 14 Martin Place, Sydney.

SECRETARY, AND EDITOR OF JOURNAL—W. W. BRUCE, O.B.E.

## Aims and Objects of the League.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

### ITS OBJECTS ARE:—

- 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.
- To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL SECURITY.
- To bring home to young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE NAVY, WELDS US INTO A POWERFUL WHOLE.
- To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to BECOME GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect.

For AUSTRALIA and the EMPIRE."

WHOLELY PRINTED AND PUBLISHED BY ADAMSON'S BY E. T. SMITH AND CO., 62 DE SPOON STREET, NORTH, SYDNEY.

## SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED  
Managing Directors: Sir G. Talbot, K. J. Talbot, and Frank Talbot.

HER MAJESTY'S

"SHOW BOAT"

CRITERION THEATRE

"LOMBARDI LTD."

PALACE THEATRE

WORLD'S ENTERTAINERS  
ANN PENN  
JERRY

## Woodrows HATS

For Style

For Quality

For Durability

OBTAINABLE AT ALL HATTERS  
and OUTFITTERS.

## The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

SOUTH BULLI COLLIERY, SOUTHERN  
COAL DISTRICT, N.S.W.

Steam Collier Fleet and Hulkage capacity,  
including Mechanical Discharging Plant,  
6,500 tons. Colliery waggons and bunker  
storage, capacity 6,000 tons.

Total 12,500 tons.

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

OFFICES:  
SCOTTISH HOUSE, 19 BRIDGE ST.  
SYDNEY.

## "PACIFIC"

Is splendid Household and  
STEAM COAL

BRIGHT BURNING and  
GREAT HEATING  
POWER.

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.

*Are you in the League?*

*Why not?*

*The Navy League is*

*a WATCHDOG of National and Imperial  
security,*

*an ENEMY of apathy in all matters naval  
and maritime,*

*a TRAINER of the citizens of to-morrow,*

*a PRESERVER of our glorious sea heritage.*

PLEASE WRITE TO THE NAVY LEAGUE, 100, WATERLOO PLACE, LONDON, W. 1.

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

# *The* Navy League Journal

SYDNEY



H. WOLLASTON

The official organ of the Navy League  
New South Wales  
Branch.

## What Does Spending Cost?

How much does it cost you to spend £100? The answer is £100 down and at least £4 per annum for the rest of your life.

Yet what man would knowingly spend £100 that put him under obligation to pay £4 per year for life.

None, perhaps, but many do it unconsciously when they spend money that might otherwise have earned interest at 4% indefinitely.

Every pound you spend has attached to it an invisible string of pennies which you spend with it.

Keep your money in a Savings Account and earn, not spend, 4 per cent. interest per annum.

**Commonwealth Savings Bank of Australia**  
(Guaranteed by the Commonwealth Government.)

## THE AUSTRALIAN BANK OF COMMERCE LIMITED

Authorized Capital £5,000,000  
Capital Paid-up and Reserves £2,451,870  
Aggregate Assets at 30th June, 1929 £11,900,701

Directors: SIR MARK SHERIDAN, K.B.E., Chairman;  
FRANK S. YARWOOD; H. R. LYBAGHT, O.B.E.;  
OSWALD J. BAY, M.B.E.; JAMES COL. T. L. F. RUTKIDGEE;  
JAMES KEEL.

General Manager: C. M. G. SHANKS.  
Chief Inspector: W. G. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 14 PLACES IN NEW SOUTH WALES.

BHISBANE:—261 Queen-St. Chief Inspector for Queensland—L. AVRYARD. Manager—G. E. ALEXANDER.  
BRANCHES AND RECEIVING OFFICES AT 26 PLACES IN QUEENSLAND.

MELBOURNE:—225 Collins-St. Manager—M. B. FINNEY.  
ADELAIDE:—35 Rundle-St. Manager—H. T. MOODIE.  
PERTH:—

1281 George Terrace, Manager—K. V. R. BOCALAN.  
LONDON:—12 Bishopsgate St. E. Manager—A. F. JENKINS.

Agents throughout the rest of Australia, Tasmania and New Zealand, and at all Chief Cities throughout the World.

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.



## The Navy League Journal

Vol. X. No. 8.

SYDNEY, DECEMBER, 1929.

PRICE 3s.

## Armaments and Human Nature.

SINCE the Armistice, Great Britain has reduced its naval tonnage by approximately 2,160,291 tons, but the Great Republic of America which, alone of all countries, is in a position to maintain itself quite independently of Europe, Asia, Africa and Australia, has actually increased its Naval Armaments as have Japan and Italy.

On 31st of May, 1929, the total naval tonnage of the U.S.A., was 1,202,000 tons and Great Britain 1,097,000 tons, and the Air Services of the first named were incomparably greater than Britain's. It must not be forgotten that the U.S.A. if it desired could easily outbuild the British Empire in ships and other war-like equipment. Again, Britain's sea communications are absolutely vital to its existence, whereas the ocean highways are not of supreme consequence to America.

No process of reasoning on the basis of ton for ton or unit for unit will ever enable us to make a true and just comparison of the naval, military and air requirements of the two nations, for their geographic, strategic and economic positions are as wide apart as the Poles. We submit that total disarmament is the only basis on which America and our Empire (and the rest of the world) can arrive at an understanding agreeable and fair to all.

There are many sane people who believe that as long as nations build the machinery of destruction the possibility of war is not remote: there are others who with equal sincerity maintain that human nature being the same to-day, yesterday and for ever, though the whole world scraps its war paraphornia, there will still be war. Time conceals the truth.



## INSURE WITH THE MERCANTILE MUTUAL

INSURANCE CO., LTD.

An Australian Insurance Co. Established 1878

### FIRE, ACCIDENT, MARINE and WORKERS' COMPENSATION INSURANCE

MOTOR-CAR, PUBLIC RISK, BOILER EXPLOSION, PLATE GLASS, BURGLARY,  
ACCIDENT AND SICKNESS, LOSS OF RENTS, LOSS OF PROFITS,  
FIDELITY GUARANTEE, PLUVIUS (RAINFALL) INSURANCE.

AGRICULTURAL INSURANCE, CROPS, HAYSTACKS, FENCING,  
WOOL FROM SHEEP'S BACK TO WAREHOUSE.

HOUSEHOLDERS' AND HOUSEOWNER'S COMPREHENSIVE (PROTECTALL)  
INSURANCE.

Be Patriotic Insure Australian Property in an Australian Insurance Co.

HEAD OFFICE: 117 PITT STREET, SYDNEY. KELSO KING,  
Managing Director.  
Agencies in all Suburban and Country Centres.

## Travel Interstate by Sea

Modern Passenger  
Steamers:

ORMISTON  
KATOOMBA  
WESTRALIA  
ORUNGAL  
CANBERRA  
ZEALANDIA  
KAROOLA  
MANUNDA  
DIMBOOLA

The lure of the sea is ever present so when you need a holiday, travel to other States by the wonderful passenger fleet available.

FOR FULL PARTICULARS APPLY TO

Adelaide Steamship Co. Ltd. - 22 Bridge Street, Sydney City 8520  
A. U. S. N. Co. - 7 Bridge Street, Sydney B 7508  
Australian Steamship Ltd., Kumbia Buildings, Margaret St., Sydney B 7011  
McBurnie & McEachern Ltd. - 18 Bridge Street, Sydney BW 1047  
Huddart, Parber, Ltd. - 10 Bridge Street, Sydney BW 1441  
Melbourne Steamship Co. Ltd., Cr. Clarence and Barrack Streets BW 1804

TELEPHONE

## James Patrick & Co. Ltd.

SHIPOWNERS



Interstate Cargo Service between Sydney, Melbourne and Newcastle.

Regular Weekly Sailings every Friday.  
Full Particulars of Freights, etc., on application.

Head Office: SCOTTISH HOUSE, BRIDGE ST. SYDNEY

Wharves: No. 27 Bay View Wharves (East of Railway Street)

Also at 35 William Street, Melbourne, and Bolton Street, Newcastle.

Phone B 6138  
(3 Lines)

J. R. PATRICK  
(Managing Director)

## BIRT & CO. LTD.

No. 4 BRIDGE STREET, SYDNEY

REFRIGERATORS, EXPORTERS, SHIPPING AND INSURANCE AGENTS.

AGENTS IN AUSTRALIA FOR

Federal Steam Navigation Co. Ltd.  
The New Zealand Shipping Co. Ltd.  
Osaka Shosen Kaisha  
Australind S.S. Co. Ltd.  
American & Australian Line  
Roderiktsbolaget Transatlantic Co.  
Williams & Mordey, Cardiff

CARGO SERVICES FROM AUSTRALIA TO UNITED KINGDOM AND CONTINENT AND THE EAST.

Taking Wool and General Cargo and Refrigerated Cargo at Lowest Current Rates.

Full particulars on application.

Agents for Van Hecke & Elmhuis's Anti-Corrosion and Anti-Fouling Compositions for Ships' Bottoms

## War, Pacifism and Christianity.

By The Rev. I. SARGINSON of New Zealand

With acknowledgments.

THE anti-war propagandist usually fails to capture the mind by reason of his habitual reluctance—one might almost say refusal—to face the actual situation. When he has harrowed the soul to its speechless limit by graphic accounts of the horrors of the battle front, and worked great conventions and other gatherings into an agony of protest against war as the climax of wickedness, he has not carried us far towards the consummation so devoutly to be wished. I should be sorry to suggest that he has done nothing, though he leaves us in a state of exasperation, chewing our wrath against a monstrous evil that, as in a nightmare, we would destroy, but cannot grapple with.

Still, though war evidently springs from social, national and international conditions that have their root in human nature as it is, one cannot but appreciate the impassioned protests of the anti-war idealist, notwithstanding his habitual ignoring of the actual situation as if it had no existence, though, of necessity, it is the world in being, the here and now, that constitutes the field of operation for statesmen and others charged with the safety of their country. We may even thank God that, while there are so many whose hopes and whose energies are paralysed by an undue sense of difficulty, there are others who are able to restore the balance, so to speak, by laughing at impossibilities, and persisting in the teeth of facts. The appeal to the emotions is, indeed, concerned with results rather than with causes, but it must be some advantage to have the horrible realities of war driven home to every mind and heart. If the reported German war-films, revealing with ghastly realism the hideous scenes in trenches under intensive bombardment, could be shown in every city of the world, and everybody compelled to view them, it is more than conceivable that a powerful check would be given to the war spirit wherever it might exist. But when this species

of protest and appeal has done its uttermost, the heart of the war problem remains intact. Statesmen as humane and as idealistic, and with as deep a horror of war as any Quaker or president of a peace society, are unable to live in the abstract like irresponsible theorists. They have to meet by practical measures concrete situations that brook no delay. The truth is that, in the last analysis, war does not spring either from ignorance of its frightful cruelties and other evils, or from a callous indifference to such evils.

Of late, the economic disaster even to the victor, involved in war under modern conditions, has been strongly emphasised—a line of appeal that has considerable force. If the colossal expenditure and destruction of material and trade, and the succeeding years of crushing indebtedness and general dislocation involved in a serious war were duly pondered, it would probably put a different complexion upon many a critical situation. But even the appeal to the pocket would not, of itself, be sufficient to restrain a country from hostilities if it were deeply enough stung by a sense of wrong either suffered or threatened, especially if it appeared probable that the game was worth the candle.

My purpose in these few pages is mainly, if not entirely, expository. I want to show where we are; what it is that, after the world-tragedy out of which we are so painfully emerging, makes war such a possibility, while everywhere the air is ringing with demands that war be outlawed and abolished; and what we must be prepared to sacrifice if we would have our public professions credited with seriousness and sincerity.

Let me explain that by the term "pacifist" I denote not merely a person who is conspicuous as a lover of peace and a hater of war. In that sense both Viscount Grey and the late Earl of Oxford and Asquith were called pacifists by the German Ambassador in London, Prince Liechnowsky, in his



## The Blue Funnel

AND

## White Star—Aberdeen

JOINT SERVICE

Regular Sailings to ENGLAND—via DURBAN, CAPETOWN & CANARY ISLANDS

*A combined service offering Unequalled Facilities at fares to suit all Travellers*

### BLUE FUNNEL LINE

S.S. "NESTOR" - 14,547 tons    S.S. "ASCANIUS" - 10,148 tons  
S.S. "ULYSSES" - 14,626 tons    S.S. "ANCHISES" - 10,000 tons

(First Class Passengers Only)

### WHITE STAR—ABERDEEN LINE

S.S. "CERAMIC" - 18,495 tons    S.S. "EURIPIDES" - 15,000 tons  
S.S. "RUNIC" - 12,663 tons    S.S. "THEMISTOCLES" 11,250 tons  
S.S. "DEMOSTHENES" 11,250 tons

First and Third Class Passengers carried  
(For Third Class Fares apply  
Dalgety & Co. Ltd. only)

"Cabin" Class Passengers only.

Inclusive Tours to South Africa at reduced rates.

Passengers from New Zealand can be booked by local New Zealand Agents.

Fares and further particulars on application.

#### JOINT AGENTS:

BRISBANE—Wills, Gilchrist & Sanderson Ltd. and Dalgety & Co. Ltd.  
SYDNEY—Gilchrist, Watt & Sanderson, Ltd. and Dalgety & Co. Ltd.  
MELBOURNE—John Sanderson & Co. and Dalgety & Co. Ltd.  
ADELAIDE—George Wills & Co. Ltd. and Dalgety & Co. Ltd.  
ALBANY—Henry Wills & Co. and Dalgety & Co. Ltd.  
PERMANTLE and PERTH—George Wills & Co. Ltd. and Dalgety & Co., Ltd.

celebrated manifesto on the outbreak of the war. If reluctance to draw the sword makes a pacifist, we are all entitled to the distinction, the only difference being that some are more reluctant than others, more difficult to convince that hostilities are inevitable. By the term "pacifist" I refer to those persons who condemn as wrong and unnecessary all war as such, especially any and every war in which their own country may be engaged, and who hold their own country responsible for any and every crisis that either issues in war or threatens to do so.

#### THE ARRAIGNMENT.

After the protracted agony of the Great War, anti-war agitation may well be a distinguishing feature of our public life. The League of Nations, the Locarno Treaty, and the Washington Conference on the reduction of naval armaments are some of the outstanding symbols of a new horror of war, more intense and widespread than any previously known. Statesmen, publicists, economists, journalists, not to mention clergy and reformers of every kind, are ever reminding us of the waste, savagery, and wickedness of war. It is an all-round reproach to our civilisation, and ought to be impossible in our enlightened time. It must also be said that, in self-righteous mood, some arraign the supposed criminals responsible for wars—capitalists and manufacturers of war material for their greed, patriots for their devotion to country, statesmen for their aggressiveness and bungling, professional soldiers for their military ambition, and Christian churches for their blindness, apathy, and moral cowardice. Those who profess to stand apart from, and superior to, all this anarchy of greed, indifference, and jingoism, piously thank God that they are not as other men; that they are the sane, humanitarian, peace-loving innocents in a quarrelsome, selfish, wicked world.

#### WHENCE COME WARS?

It is commonly imagined that war always springs directly from the fighting spirit, from the disposition and will to war; and that, apart from such disposition and will, there would be, could be, no war. This is tacitly assumed in the usual peace propaganda—pamphlets, speeches, sermons, the exchange of international visits and compliments. All these are good; let them grow from more to

more. But just as events and circumstances may compel the most peace-loving and meek individual to defend himself against wrong and insult, so, without any will or disposition to fight, a nation may be pushed by events into a declaration of war. Even in the absence of such provocatives as national megalomania, jealousy, suspicion, envy and greed, war may spring from actual, concrete situations, irrespective of what men may think, feel, or say—situations, that is, which, in the inevitable clash of interests, must be settled somehow, and cannot wait until the countries are sufficiently developed in magnanimity and the self-sacrificing spirit to welcome every opportunity of suffering wrong cheerfully. Without any premeditated act of aggression, individual interests have a natural tendency to collide in the course of their development and progress, and the most cultured and Christian of men often enough fail to adjust their conflicting interests without any appeal to the law, which, of course, means ultimately an appeal to force. Now, a great, self-conscious political aggregation or unit—*i.e.*, a nation, has real personality, with all the attributes of the individual—the sense of soul and responsibility, the instinct of self-preservation, self-expression, dignity, honour, ambition, resentment of injuries and insults, etc. In themselves all these are normal and innocent, but they involve the possibility, almost the certainty, of collisions with other units similarly constituted, collisions resulting from the ordinary processes and concomitants of living, and necessitating, by the best, or, it may be the only, means available, the continual readjustment of relations.

#### IS ANYTHING WORTH FIGHTING FOR?

The Quakers declare that a war policy is always wrong, always wicked, and not a few divines in other communions have committed themselves to the position that war can never be justified. Accordingly, it must be wrong for a country to defend itself, whatever the provocation, and whatever the alternative. Thus, fighting, as such, comes to be regarded not only as an evil, but as the worst of all evils, to be avoided at all costs. And, correspondingly peace takes the supreme place among all human interests, a thing that ought to be preserved even at the cost of all other inter-

# P. & O.



LEAVING Australia, the Royal Mail Liners of the P. & O. fleet make a stately tour through the East to the West from Sydney to London, via Wonderlands of color, sunshine and antiquity. This is an interesting route and may be thoroughly enjoyed under comfortable travelling conditions.

Rates,  
Sailings  
etc., from—

Macdonald, Hamilton & Company—Agents,  
Union House, 247 George Street, Sydney

ests, whether material or moral. Thus, nothing can be really worth fighting for—neither life, liberty, nor honour. But, surely, peace must always have a moral quality, varying according to the conditions that produce and maintain it. Peace must not be accorded the highest place as a moral achievement just because it is negation of war. The mere fact of peace argues nothing. It may mean the patient endurance of the saint, the disgrace of the sluggard, the ignominy of the coward, the temporary respite of the procrastinator, the fool's paradise of the dreamer, a reign of oppression that has the semblance of peace for the sole reason that it is not resisted in the interests of righteousness. Internationally, a time of peace may mean a condition of equilibrium in which the might of some countries has the effect of suppressing the legitimate aspirations, and frustrating the reasonable desires, of countries that are too weak to assert themselves. Such a balance of power can be dignified with the name of peace only because there is no actual fighting, though at the heart of it there may be a wrathful ferment over disregarded rights and unredressed wrongs.

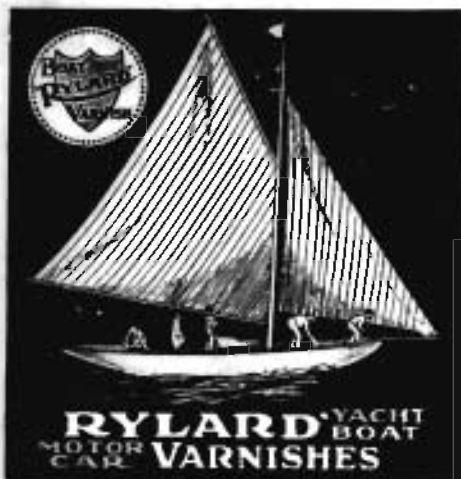
#### PEACE AND POWER.

Some have been impressed, even fascinated, by the idea of a universal peace dictated and guaranteed by some paramount Power or irresistible Alliance. Such an idea has ever fired the imagination of great conquerors in the zenith of their success and fame. In his work, "De Monarchia," Dante contends for the theory of a divinely ordained government of the world by a universal emperor in the temporal, and a universal Pope in the spiritual affairs of mankind. And it is far from improbable that the supreme ambition of Germany in the Great War was to dictate peace to the world through a smashing victory, and maintain it by the consolidation of her might in such overwhelming armaments that any disturber or combination of disturbers would be summarily crushed. But the world will never consent to a peace dictated by some despotic super-nation, though it must be granted that all the peace we know anything about is in some way associated with power. The peace of an idyllic village, a great city, or a country, is maintained by power. Let that power become vacillating, ineffectual, discredited and

contemptible, and the latent predatory and other aboriginal instincts of man will break out in convincing fashion. Sweet reasonableness and goodwill can never be relied upon unless they are responded to by like qualities.

What then, is to be done when a spirit of fairness and conciliation is met by dogmatic hostility? To avoid war by submission to a great and manifest wrong would mean the creation of a dangerous precedent, a presumption that you would do it again. Especially in a serious crisis, when so much was at stake, the adoption of a pacifist policy would mean the affirmation of a principle for application on all occasions, and would amount to the meek acceptance of a first push on the defenceless aversi. If peace is to be anything better than a sluggish insensibility to national humiliation, disaster, and disgrace, it must be associated with a dignified self-regard that will secure respect, and not invite imposition and contempt. Hence the feeling that the League of Nations can never say the final word to a refractory country while it has no means of enforcing its decisions: which is to say that the very international institution that exists for the preservation of peace cannot function efficiently unless it is equipped with power to compel respect, that is, to fight. If it be asked why the League lacks such power, the answer must be that the constituent nations have not sufficient faith in it, or in each other—perhaps even in themselves—to furnish it with adequate forces. A conspicuous illustration of this drawback was provided in the affair between Italy and Greece, occasioned by the murder of an Italian officer, allegedly by a Greek, when serving on a boundary commission. Mussolini scorned to submit the dispute to the League on the ground that it was for Italy a matter of national honour, of which Italy herself must be the sole guardian, and that the insult called for swift and severe measures.

In more than one respect this was the heaviest blow the League had sustained. Nor can the significance of the incident be discounted by a reference to Mussolini's well-known temperament. The principle has been enunciated in cold blood by our own Foreign Secretary. In a speech delivered in Birmingham, Sir Austen Chamberlain said that "it seemed to Great Britain, the



### THE WORLD'S BEST VARNISH

Best proof in 2 hours. Fully hard in 12 hours.

Wash and Clean, Paint or Varnish As Desired.

SOLE AGENTS **G. E. CRANE & SONS LTD.**  
33-35 Pitt Street, Circular Quay.

## A. FORSYTH & CO. Ltd.

Australian Rope  
Works

Box 86 CC, G.P.O.

339 Kent Street,  
Sydney

Cable and Telegraphic Address:  
"Rope"

CODES: A.B.C. 4th and 5th Editions  
and Bentley's.

**WORKS:** *Boorbs Street, Waterloo* - *New South Wales*  
*Kangaroo Rope Works* - *Brisbane, Queensland*

**LARGEST MANUFACTURERS IN AUSTRALIA OF:**  
White and Tamed Manilla, Coir Rope, Spun Yarn, Lashings,  
Clothes Lines, New Zealand Flax and Russian Hemp Rope,  
Log Lines, Harvesting Twines, etc., Manilla Driving Ropes,  
Plain and Cable Laid Cotton Ropes, Sash Cords, etc.  
Sisal Fibre for Plaster Boards a Speciality.

**A. FORSYTH & CO. LTD.** HEAD OFFICE:  
339 KENT STREET, SYDNEY, N.S.W.

Phone: B 7302-3

Try

**H. M. Driscoll**

*Timber Merchant  
and Sawmiller*

**Buchanan Street, Rozelle**

Telephone: W 1377  
W 1666

City Office:

**12 Castlereagh Street, Sydney**

Telephone: B 2755

*Whose Prices Defy Competition.*

United States, and other Great Powers, that there were some questions so vital to the honour, even to the life of a nation, that they could not be referred to arbitration." Quite so, and when we remember that it is the nation that is supposed to feel its honour pricked that is to decide whether it is its honour, or, in reality, its greed or its hyper-sensitive amour propre that has been offended, we begin to see one at least of the main obstacles to the League's usefulness. Moreover, if any parliamentary cabinet is sure to be distrusted, suspected, and subjected to virulent abuse by hostile portions, how is it to be expected that the racially composite court and judiciary of the League of Nations will inspire such universal confidence that its decisions will be accepted in the absence of any serious consequences following their rejection!

### LOYALTY TO THE LEAGUE DECISIONS.

As a preventative of war, the utility of the League depends upon the spirit in which its officers are invoked, and its decisions received, and the loyal acceptance of adverse decisions by the strongest, as well as by the weakest nations. It is too generally assumed that an international peace court that effectively prevented war, would be sure to confirm Great Britain in its enormous advantages, and secure us an indefinite lease of our world-position, while saving us most of the worry and expense of holding it, the League thus acting as a reliable bulwark between us and possible enemies. But if the League is to take root as at once the most potent and beneficent of all our progressive institutions, the strongest and most advanced nations will have to discipline themselves to a true world-view, and will have to be prepared to abide by adverse verdicts. Are they so prepared? When a dispute between individuals is referred to arbitration the result disappoints one of them, but "he grins and bears it." Can great nations in like circumstances be trusted to "grin and bear it" when the arbitrator is the judiciary of the League, even if they have gone so far as to invoke the League's offices? Can we safely lay down for the regulation of international relations a principle that exalts peace above every other consideration? Not "let justice

be done though the heavens fall!" but "let peace be patched up though the heavens fall!"

The peace of our dreams is a state of universal contentment and good-will. But where are we to get either the good-will or the contentment? And, in complicated political issues, who can reduce the argument to a single point clearly demonstrative of the validity of a claim on this side or that? It has been said that the tragedy of history is not conflict between right and wrong but the conflict between right and right. For, apart from the fact that, in actual human affairs, the only idea of right some people reveal is getting all they can, problems are complicated by the intrusion of personality, with its bias, and a host of secret postulates and assumptions and other subtle factors that vitiate argument and prejudice negotiation. So the rights or wrongs of a claim or policy in international affairs are rarely demonstrable; they are largely, and may be altogether, a question of attitude and view-point, incapable of final decision by appeals to official documents, written laws, and irrefutable logic. Here, again, national personality creates the difficulty.

### HOW PREVENT WAR?

The haunting horrors, and the stupendous destruction of every kind connected with the last war make the soul sick at the bare thought of another, but in what direction is the world to look for final deliverance from the age-long curse? Nearly forty years ago the quiet and reserved Alfred Nobel, the Swedish chemist who invented dynamite, told an intimate friend that, while experimenting in his laboratory in the production of explosives for war purposes, he was earnestly considering the subject of world peace, and sincerely believed it was hastening that happy consummation by inventing new terrors. He recognised his failure, but, realising the almost unlimited possibilities of the coming scientific terrors in warfare, and pessimistic on the moral and spiritual aspect of things, he declared that the only thing that would ever prevent mankind from engaging in war was terror. Of course, this would suggest the moral bankruptcy of the race; it would mean "peace" without "good-will," and the exaltation of the most up-to-date humanity exterminator far



### Alterations on the P. & O. "Mooltan"



WHEN the P. & O. liner MOOLTAN reaches Australia towards the end of December, the extensive reconstruction of cabin accommodation in the First and Second Saloons will be noted with interest by the traveling public, according to a Press Cable.

An extra deck of cabins with the most modern equipment, has been added in both Saloons. All cabins, which were originally three berth, are now two berth, and all original two berth cabins are single. In spite of the additional decks taken up for passengers, only 37 more passengers are carried and as heretofore all can be accommodated at one sitting in the Dining Saloon.

In the First Saloon there are 114 single berth cabins, 118 two berth cabins, and six cabins-de-luxe, and the

size of the cabins is the same as when originally two and three-berth cabins. Blocks of cabins with connecting doors are available for family parties. All First Saloon cabins are fitted with cot beds. Music, Lounge and Smoking Rooms in each Saloon have been redecorated.

Second Saloon accommodation now consists of 72 two-berth cabins, 14 three-berth cabins, and 27 four-berth cabins, and the number of passengers carried will not be greater than before. Their comfort has been increased by the erection of a glazed veranda.

The MOOLTAN now has 236 cabins in the First and 123 in the Second Class, a total of 359 in all, which in the off season can be used as single berth cabins.

### Navy League Sea Cadets Get Plenty of Thrills



These Mizenmen boys are on their way to an inter-Company rowing race. Each race is eagerly looked forward to by the cadets who, as members of a crew, strain every muscle to win; or, as spectators, shout their encouragement to the competitors. The principal events of this kind are for service boats—cutters, whalers and gigs—and include the McMaster Cup, Harold Cochrane Shield and the Royal Sydney Yacht Club Trophy. As many as 14 boats have taken part in one of these races each with a double crew of cadets. If more suitable boats were available they, too, would take their places on the starting line manned by crews of earnest vigorous lads who give the lie to croakers who assert that the Australian boy has no sea-sense.

above moral reformers and humane progress as the hope of world-peace.

The idea is not attractive, but undoubtedly things seem to be tending in that direction. It is often complained that the elimination of the fear of hell—"a hangman's whip to haul the wretch in order"—from religious teaching has had some regrettable results. It would appear, however, that it has only changed its field of beneficent operation, that it has entered upon a new lease of life in the mundane sphere, and that the world is to be saved from war by a fear of hell very much more real and concrete than the old classical bugbear. In that case the chemist is destined to establish a stronger claim to our everlasting gratitude than the world-wide agencies of the Church, and we may well pray that he may be blessed in discovering and inventing means of frightfulness tenfold more staggering to the mind than those with which we are already acquainted. But, after all, the hell with which we are threatened, in the event of another war, cannot do more than kill, the especially appalling thing about it being due to the extreme difficulties of defence, and the swiftness and unparalleled extent of the destruction, not only of armed combatants, but of whole populations. Still, God has so made us that any man conscious of a soul would prefer death to living in disgrace. And if, as in the case of the individual, the soul of the people is sufficiently aroused, and clearly enough aware that the only way of escape is the way of dishonour, it is capable of daring and defying the most dreadful prospects "in scorn of consequence."

If, however, the prevention of war is a moral and humanitarian problem, it is pertinent to ask how far we are prepared to go in an effort to solve it? "Peace hath her victories no less renowned than war." But it must not be forgotten that peace has its penalties which may be no less disastrous, and far more galling, than those of war. Is there, then, ought there to be, any limit to the price we are prepared to pay for peace? To urge, as so often is done, that God would take care of us if we refused to fight, even in the clearest case of self-defence, would be sheer fanatical trifling, impossible to any responsible statesman. God has never worked that way. The assumption

is in the teeth of all history and experience, and finds no countenance in Christianity. It really means that God will see to it that our Christianity has no Cross in it, and costs us nothing. But it has never been God's way to indemnify us for losses incurred at His service, either as individuals or as nations, and woe to the country that stakes its safety on any such supposition! Our Lord does indeed speak of spiritual compensations—"thou shalt have treasure in heaven"—but that is not enough for some people: they would have substantial guarantees both ways, material as well as spiritual, on earth as well as in heaven.

Nor is it customary for the pacifist to take such risks and manifest such heroic consistency in his private affairs. He carries a bunch of keys! He entrusts his country to the divine vigilance, but he requires other security for his home, his money and his documents. He indeed objects to fighting, but if the enterprising stranger within his gates at 2 a.m. is proof against gentle remonstrance, the pacifist will hardly object to a policeman trying conclusions with him. So, I can indulge my pacifist theories, emotions, and protests with impunity while statesmen are making provision for my safety, and a great fleet rides the seas to keep the coasts of my country inviolate. If I choose, I can use or abuse my pulpit by fulminating against even a defensive war, while my fellow-citizens are dying in heaps to keep both me and my pulpit from being blown to atoms, and my country from being devastated, and its soul enslaved by a relentless and insatiable conqueror. The Quakers easily acquire and enjoy the reputation of being the mints of the earth for their traditional condemnation of war, so long as their wealth and liberties are protected by other people who think there is something worth fighting for. But their reputation would not be quite so secure if they had to face the responsibility of shaping and carrying out a national policy in a perilous crisis. It is a common inconsistency. The exquisiteness that shrinks from the rough and repulsive work of the world is quite content to enjoy the superiority of its own sensibilities at the expense of others. So the pacifist can afford to play his superior role only because more practical men are holding an umbrella over his head.

T. J. BE CONTINUED.

# KIWI

## BOOT POLISHES

are now obtainable in a

### NEW EASY-OPENING TIN

*The Quality Tells*



GLOBE BRAND



## BEEF EXTRACT

FOR GRAVIES AND BEEF TEA

Such a LOT at LITTLE COST

Greatly improves the flavour of all meat dishes.

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

QUALITY GUARANTEED

8oz. for 2/6

4oz. 1/8

*"Take at night and sleep bright"*

## Wreck of the "Dunbar."

BY CAPTAIN F. J. HAYLOR, R.N.R.

THE ship **DUNBAR**, 1,321 tons register, 1,980 tons burthen, left England on 31st May, 1857, under the command of Captain James Green, with 63 passengers and crew of 59 all told, carrying a full general cargo for Sydney.

Between 7 and 8 p.m. on 20th August she very slowly passed Botany Bay, in an E.S.E. gale with heavy squalls, showers of rain, and rough easterly sea. The land was in sight at an estimated distance of about 8 miles, but perhaps was actually not more than 6, for in such weather an error of a few miles might easily be made.

She stood on Reeling about N.N.E. close hauled on starboard tack, under close reefed fore and main topsails, and foresail. Sydney South Head revolving light was frequently seen between the showers, but the night was very dark, no land was visible; weather conditions grew worse and ship made several points of leeway, so that her course really made good, would be about N.N.W. and her speed only 3 miles per hour.

Shortly after 11.30 p.m. when South Head light was a point or two abaft the beam, the ship was probably reckoned to be about 6 miles outside the entrance to the port (but actually she was within 2 miles) all hands were called on deck, the ship was kept away to the westward for the Entrance, running before the wind with her yards almost square and the South Head light slightly on her port bow. The foresail was hauled up and a very sharp lookout kept for North Head which was not seen by them, but a few minutes later breakers were seen right ahead. At once the Master knew he was close in to Outer South Head, ordered the helm to be put hard a port and the yards braced sharp up on the starboard tack, in hopes of clawing off the land again to the north eastward. His orders were promptly carried out, but with wind and sea setting her strongly to leeward the ship was too close in and carried too little sail, and though she started to turn to the northward, about two minutes later her port bow struck the rocks and she was hurled almost broadside on to the cliffs just north of the Signal Station, almost midway between the lighthouse and the Gap, the time being shortly after midnight.

With the first shock the topmasts went overboard, directly afterwards the sea broke over her starboard side carrying away people, boats, bul-

warks, masts and in a very short time she had crashed to pieces. There was only one survivor, a young able seaman named James Johnson who had been on deck since 8 p.m. and it is from his clear and intelligent evidence given at the Inquest held four days later that the above account has been compiled.

Next day floating smashed wreckage showed people of Sydney that a vessel had been wrecked. Her position was soon found and many bodies were seen being dashed about by the heavy seas, the sprays from which drenched the men on top of the cliffs. On the following day Johnson was seen and rescued, having spent 36 hours on a ledge of the cliffs, and during succeeding days wreckage of all descriptions with numbers of mutilated bodies were found scattered along beaches of Middle and North harbours.

At the inquest held on 24th August, the jury returned the verdict that "there may have been an error in judgment in the vessel being so close to the shore at night in such bad weather, but they do not attach any blame to Captain Green or his officers for the loss of the "Dunbar."

In 1910 a number of relics were obtained from the wreck, such as anchors, cables, chainplates, copper bolts, coins, etc., which are now preserved in the adjacent suburb of Watson's Bay.

In the popular idea that the "Dunbar" was lost because her Captain had somehow mistaken the small indentation called the Gap for the mile wide Entrance, there is neither a vestige of truth nor the remotest probability.

The reason why Captain Green attempted to run into the Port on such a night may have been because he knew, from the leeway the ship was making, that she could not possibly weather the land but must inevitably be blown ashore and wrecked within a few hours, hence his only chance for safety was to run into Port and anchor. Had he continued only one mile further to the northward before rounding for the Entrance he would have taken his ship safely in, and this slight error in reckoning was most probably due to the current setting to S.S.W.

The foregoing article is published, verbatim, in the new Australian Encyclopedia, under the heading "DUNBAR, Wreck of the"



Increasing in popularity year after year.

There is no substitute for "Vice-Regal" quality, nor for the comfort of the "Ivory tips, smooth to the lips."

Packets of 10, Eightpence  
Packets of 15, 1/-  
Aeright Boxes of 50, 3/5.

If you smoke a pipe, of course you smoke "Vice-Regal" Mixture in a Civic Pipe.

W. D. & H. O. WILLS



For the *BOY, AUSTRALIA and the EMPIRE.*

### Monthly Notes and News.

The Navy League Executive extends to all members, officers and cadets its cordial good wishes for a happy Xmas and a prosperous New Year.

Officers and cadets and local committees have been exceptionally busy during the last few weeks. Birchgrove and Mosman have held most successful bazaars and netted substantial sums which will greatly benefit the two companies. Not only have the officers and cadets freely given their services but the members of their sub-branch and welfare committees have been splendid in every way.

Bay Street wharf, Lane Cove River, was the meeting place for cadets and their friends on November 30th, when the annual rowing race for the Harold Cochrane Shield was held. There were ten starters and Birchgrove Cutter's crew won by four lengths from Drummoyne (the holders of the trophy) with North Sydney a quarter of a length away third. Woolwich whaler and Leichhardt gig finished practically in a line with the lads in the North Sydney and Artarmon boat. Indeed, it was only possible for the Judge to separate them, as at the most there were only a few inches between them.

It is the best handicap the cadets have had and if the winners had been back four or five seconds

the race would have been a thriller and worth going many miles to see.

We congratulate the coxswains and the crews for the splendid showing they made.

Birchgrove lads have tried hard to win the Cochrane Shield, but until this year success has just managed to elude them.

The informal tug-of-war held ashore after the race also provided plenty of excitement. The heats were won by North Sydney, Mosman, Birchgrove and Drummoyne. The two last named contesting the final, which proved to be a terrific struggle. First Drummoyne and then Birchgrove gained an advantage and finally after the most strenuous match seen in the Navy League, Drummoyne by a supreme effort just managed to haul their doughty opponents an inch or so over the mark. It was a battle royal between modern gladiators.

The starter's job in a rowing race where there are a number of competitors is not a happy one, but Mr. Forsythe and Mr. Waterfield performed their task well. They might be induced to take the job on whenever the League has a boat race.

We were glad to notice among the spectators Mrs. Cooper, Birchgrove; Miss Richardson, Drum-

### N.S.W. NAVY LEAGUE CADETS AT THEIR FIRST CAMP



HELD AT KILLARNEY, MIDDLE HARBOUR—XMAS, 1923.

moyno; Mesdames Addison, Dillon and Scott, Mosman; Mrs. Darcey, Lane Cove; Mrs. Tottenham, Woolwich and a number of gentlemen among whom were Messrs. Dillon, King, Cochrane (Viking), and Addison. Regional Officers present were Messrs. Cooper, Forsythe, Snow and Somerville together with officers from all the competing companies.

A number of supporters followed the race in hunches but it was impossible to distinguish them and if they are not mentioned it is because they were not seen by our contributor.

The painful accident which befel Mr. Pickles' O.C., Drummoyne Company, on the 30th November, was most unfortunate and it is hoped that he has quite recovered from it.

P.O. M. Latta, son of the O.C., Leichhardt Coy., was recently knocked down by a motor car and received nasty injuries and a severe shaking necessitating his removal to Balmain Hospital. His many colleagues will be glad when he is well and with them again.

Captain J. B. Stevenson, C.M.G., R.A.N., Captain Superintendent of H.M. Naval Establishments Sydney, inspected 450 cadets on December 7th, representing 12 of the 16 companies of cadets in New South Wales. They were Woolwich, Birchgrove, Drummoyne, Leichhardt, Mosman, Lane Cove, North Sydney, Manly, Balgowlah, Elizabeth Bay, Cook's River and Auburn.

The total number of Navy League boys in uniform is approximately 600 and there are about 150 others who have not yet got into uniform.

All the officers, instructors and cadets are unpaid volunteers and it says much for their interest and enthusiasm to find that only a small percentage absent themselves from City parades due chiefly to distance and high cost of travelling.

Since the cadet movement was inaugurated in 1921 more than 200 cadets have gone to sea—a record which compares more than favourably with any other individual branch of the League in the British Empire.

Mr. S. Cooper was the officer in charge of the Parade on the 7th inst. and he and all those associated with him and with the various Companies are to be sincerely congratulated on a very excellent turn-out.

The Sea Cadets Corps is not a spectacular movement and does not aspire to the precision and machine like movements of a brigade of Guards, but it does good work and acquires much that is of practical value to the lads. Some time ago a Mercantile Marine Captain of repute picked on one of our Cadets and questioned him closely on the lead-line, compass, helm, Rule of the Road and boat management, and was amazed at the lad's knowledge. He then requested that boy to make certain knots, bends and hitches, which he did without the slightest hesitation—the meanwhile

explaining their uses. Long, short and eye splices were also made, and the worthy Master Mariner walked away vastly impressed.

The Cadets, of course, are not all so versatile as the one under discussion, but a large number of them could teach the craft of seamanship to some of our present day sailors.

Navy League members extend their congratulations to Cadet R. Collison of Woolwich Company for his splendid action in saving the life of Cecil Brownlow, a five year old boy who while playing fell into the Lane Cove River near Gale St. wharf recently. Collison without the slightest hesitation plunged fully clothed into the deep water and, diving, recovered the drowning boy and swam to the shore with him. The deed is all the more meritorious when it is remembered that Cadet Collison is not yet fourteen years old. The rescue has been brought to the notice of the Royal Humane Society.

### Mosman Bay—Navy League Fete.

The Mosman Town Hall was gay and festive with banners of red and gold, the colours of the local branch of the Navy League, on Friday and Saturday, 8th and 9th Nov., when a successful Fete was held to assist the Building Fund for the new depot.

With all their flags flying, the Mosman Sea Cadets looking epic and span under the command of their R.O., Mr. H. Snow, assembled outside and formed a guard of honour to Mrs. H. E. Pratten (accompanied by Miss Pratten), who in a very appropriate speech declared the Fete open.

The Mayoress (Mrs. Buckle), Dr. Richard Arthur (Minister for Health), Mr. Archdale Parkhill, M.P., and Mrs. Parkhill, Captain W. W. Beale (Headquarters Secretary), Captain J. R. Stringer (President Committee), Mr. S. King (Hon. Secretary), Mr. C. Dillon (Hon. Treasurer) and Mrs. Dillon (Hon. Organiser), were also present.

The Balgowlah Sea Cadets marched up in splendid style with drums and fifes, under their O.C., Mr. Waterer.

The Lane Cove Company was represented by Mrs. Dacey, and Mr. Moore O.C. North Sydney.

## A Serviceable Xmas Gift



Superior Swiss Lever Watch fully jewelled with Engraved Metal

2ct Gold, £20. Silver 15.

A WIDE RANGE FOR SELECTION

J. M. DEMPSTER LTD.

APPROXIMATELY 1000  
211 GEORGE STREET, SYDNEY  
NEARLY OPP. MURDER ST

J. M. DEMPSTER  
MANAGING  
DIRECTOR

## PIANOS PLAYER PIANOS

Specially constructed for Australian climate by leading English and Continental makers. Superb tone, workmanship fully guaranteed.

Large stock slightly used PIANOS.  
Write for Catalogues.  
Easy Terms.

Liberal allowance on your present instrument.

### Max Wurcker Limited

Established 40 years

99-101 YORK STREET  
SYDNEY

(Near Civil Service Stores)

Depot was also present.

The various stalls were pretty and attractive with their brightly coloured floral decorations.

The stall holders were:—

**PRODUCE STALL:**—Mrs. E. Scott, assisted by Mesdames Dargan, Doney, and Kenderdine and Madam Parkin.

**FANCY STALL:**—Mrs. B. Addison with Misses H. Barker and P. Mewton.

**CAKE STALL:**—Mesdames Stringer and Wiltshire.

**MISCELLANEOUS STALL:**—Mrs. and Miss Aldred.

**SWEET STALL:**—Mrs. G. Watson assisted by Mesdames Flatau and Oxenbould.

**HUOPLA:**—conducted by members of the Younger Set:—they were the Misses Marjorie Weymark, Beryl and Hazel Scott, Popsy Murt, Phyllis Tunge, Betty Bragg, Dorothy Averil, Joy McKern, Edna Fraser, Peggy Baird.

**REFRESHMENTS:**—Mesdames Thomas and Dillon Serr.

The many side shows were conducted by the Sea Cadets.

Mr. B. Snow (O.C.) took charge of the dancing in the small Town Hall.

A good profit should go to the Building Fund from this effort.

### Cook's River.

(Contributed by Mr. W. J. Paulkerr, O.C.)

SUPPORTERS and cadets are delighted with the news that an acre of land suitable for a training ground is to be leased to the Company. The chosen place adjoins Cook's River and the Prince's Highway.

We have had a busy month with route marches; interesting residents in our work; calling on city houses for donations; attending boat races; practicing single stick exercises; taking part in a general parade and performing ordinary routine work.

Our sincerest thanks are tendered to the under-mentioned for according to this new unit of ours something more than lip service—they have expressed their interest in us in tangible tokens of

usefulness. Mr. R. Walder, of Sydney, for two magnificent gift flags; Messrs. Griffith Ltd., 77, Liverpool St., Sydney, 3 fine brass tridents; Messrs. W. H. Paling Ltd., 3 bugles and 1 side drum; Messrs. Albert & Son, a bugle; Mr. R. Beale, of Messrs. Beale & Co., one guinea; Mr. Lane, of Smith & Lane, half a guinea; Messrs. Penfold, a rubber stamp and pad; Mr. M. Mitchell, 139, Bathurst St., 2 cutlasses, 5 sword bayonets, 2 spring bayonet rifles; Mr. H. Solomon, Commodore Outley Bay Motor Boat Club, 2 gold medals for competition.

We also thank the President and Committee of the St. George's Motor Boat Club for a very enjoyable afternoon spent as their guests.

The goodwill and help met with to date has encouraged us greatly, and we hope to make this Company the pride of the district.

At Drummoyne depot on December 18th, at 8 p.m., a screening of the cadets who paraded on the 7th inst. for inspection, will be shown. Tickets of admission are 1s. each, and officers wishing to help Mr. Forsythe to pay off the debt on his depot should ring him (MA 1411) for tickets.

### Thanks.

At the meeting of the Navy League Executive, held on the 9th inst., a vote of thanks was passed to Mr. H. Cooper and all the honorary officers of the Sea Cadet Corps for the excellent parade of cadets on the 7th inst., and for their splendid work generally in connection with the movement.

A large number of supporters of the Sea Cadet Movement were present at the parade held on December 7th. Of the total strength of Sea Cadets in N.S.W. 76 per cent. were on duty, and 90 per cent. of their officers and instructors. Of the Navy League Executive only 15 per cent. of its members were able to attend. Those present being Commander F. W. Hixson, O.B.E., Mr. Harold Cochrane and Captain O. Smith.

Apologies for non-attendance, owing to prior engagements, were received from Judge A. F. Backhouse, Sir Kelso King and Mr. T. H. Silk of the Executive. The Federal Minister for Defence and the State Minister for Works also sent

messages to say that they regretted they were unable to be present.

The muster for a Saturday afternoon was very satisfactory when it is remembered that Sydney people like to devote the day to recreation.

We were pleased to see Mr. S. J. Lea-Wilson at the big parade. His large camera "clicked" frequently, and no doubt many good pictures of the boys will result.

### Manly.

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

The Company continues to progress, and although this year has been one of great general financial depression throughout Australia, the Sub-branch Committee has been responsible for the monetary assistance required and can still show a credit. My thanks on behalf of the cadets go to the few active and loyal workers who have done so much to assist in making this Company what it is to-day.

The Welfare Committee have just taken over the good work of the Sub-branch, and with the assistance of members of the last named are accomplishing a great deal.

It is expected to have our Depot by June, 1930, and as this venture will cost about £300 the supporters and officers have to be prepared for a very busy six months.

The principal event of the past month was the rescue by Cadet R. Collison, who saved a boy from drowning in Lane Cove River. Woolwich Company have good reason to be proud of Cadet Collison.

The Navy League race for service cutters under sail, arranged by Mr. L. E. Forsythe, was won by Manly crew with Mr. A. M. Ricketts at the tiller. These events give heavy cutters with light crews a fair chance, also parents' confidence to allow cadets to go sailing when they realise the officers are competent.

Our thanks to Mr. L. E. Forsythe, R.O., for the presentation of the Blue Ensign to the winning crew, and to the Prince Edward Yacht Club for the trophy.

Manly congratulate Birchgrove on their success for the Cochrane Shield, also Drummoyne on winning the Tug-o-war. This unit was unable to attend these events.

The auxiliary Welfare Committee, assisted by the Sub-branch members, will hold the 1st Annual Fete on Friday and Saturday, 13th and 14th December, at the Big Wheel grounds, Manly. Birchgrove Cadet Band will play.

A picture benefit for the Company will be held on January 15th at the Olympic Theatre. A lot

functions such as this will materially help our Committee toward the realisation of its ambition—the Depot for the boys.

The Company wish all supporters of the League a Merry Xmas and Happy New Year.

Navy League enamel and gilt badges may be obtained from Headquarters at 1/- each.

### Birchgrove.

Mr. S. Cooper writes from Birchgrove Company: "I must apologise for omitting to send any notes for the last issue of the JOURNAL. The truth is that owing to our many activities, they were forgotten. Among other things we have been engaged preparing for our bazaar, examinations for leading seamen, competition for efficiency medals, improving our depot by making club-room additions for our Felix girls and Welfare Committee, also accommodation for the Company's petty officers. In addition to all this pleasurable work we trained our cutter's crew to such purpose that it succeeded in winning the Cochrane Shield from our redoubtable opponents, Drummoyne Company, and eight other League competitors. It was a great race and our fellows had to pull all they knew from start to finish. The main difficulty with which this Company has to contend is TIME: there are not enough week-ends in a month, or nights in a week to satisfy our enthusiastic and lusty workers. The bazaar was a great success in every way. Those present included Lady and Miss Olive Kelson King, Sir Robert Gordon, Mr. Payne (manager of Cockatoo Island Dockyard), Mr. and Miss Carment and Mr. David Carment, Mr. Rutley, Mrs. Heine senr., and Mr. W. Heine and party of Messrs. John Heine & Son, Mr. J. J. Booth, Mr. E. A. Solomon, Miss Summerville, Mrs. Faulkner and Mrs. Melvor. Mrs. T. H. Silk (wife of our President), in the absence of Mrs. E. R. G. R. Evans (wife of Rear-Admiral Evans) graciously opened the bazaar. Little Doreen Font presented Mrs. Silk with a lovely bouquet, and Baby Ray Cooper presented our Pilot-Goldmother with a basket of Delphiniums. The cheery smile of Mr. Harold Cochrane, who was first at the depot, set everyone at ease. This gentleman on this occasion was at his best, and had a word with everyone and a hearty handshake. Mr. Silk, our president, and Mrs. Mayne, acted as host and hostess right royally. Owing to lack of space we are unable to publish the names of all those individuals and firms who so generously assisted us with donations of different kinds, but they can rest assured the Birchgrove Company appreciates the magnificent help rendered by them all. All Companies join with Birchgrove in tendering their deepest sympathy to Capt. and Mrs. Beale in their sad bereavement. We are also

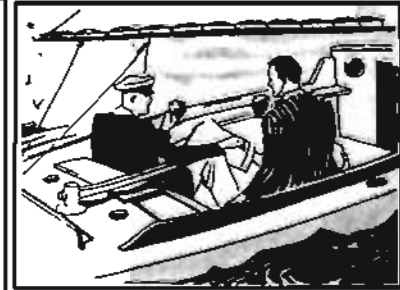


### Players Navy Cut De-Luxe

Specially imported, and of British manufacture. A cool, lasting smoke, with a fine aroma and pleasing strength, which is only obtained in Players Navy-cut De-Luxe Tobacco. Obtainable in 4 oz. tins. Price, 6/-.

## FARMER'S

PITT MARKET AND GEORGE STREETS, SYDNEY.



### There's a treat in store

when the burning sun and keen wind have raised a healthy outdoor thirst. It lies in the enjoyment of a glass or two of K.B. Lager... mild and mellow... pure and thirst-quenching, as a true lager should be.

## TOOTH'S K.B. LAGER

Brewed and bottled by TOOTH & CO. LIMITED.  
Kent Brewery, Sydney.

## THE BROKEN HILL PROPRIETARY CO. LTD.

### MINE OWNERS

### IRON & STEEL MASTERS

#### MANUFACTURERS OF:

TEE RAILE BRIDGE RAILE,  
BEAMS, CHANNELS,  
ANGLES, TEES, ROUNDS,  
SQUARES, PLATE,  
OCTAGONS, FIG-IRON,  
INGOTS, BLOOMS AND  
BILLETS, REINFORCING  
BARS, WIRE ROPE,  
MERCURIAL TAR, SOLVENT  
NAPHTHA, SULPHATE OF  
AMMONIA

#### WORKS:

IRON & STEEL WORKS,  
NEWCASTLE, N.S.W.  
IRONSTONE QUARRIES,  
IRON KNGB, N.S.W.  
SILVER-LEAD MINE,  
BROKEN HILL, N.S.W.

#### BRANCH OFFICES:

SYDNEY: 35 O'CONNELL ST.  
ADELAIDE: 35 FRANKLIN ST.  
PERTH: 2 & 3 BUILDING,  
WILLIAM ST.  
LONDON: 25 ST. WINCHESTER ST.

HEAD OFFICE: STOCK EXCHANGE BUILDING  
422 LITTLE COLLINS STREET MELBOURNE

very sorry to hear of the serious accident which befell Leading Seaman Cadet Litto, and sincerely hope that his injuries may not be so severe as reported. As Officer of the Day, on the occasion of review and inspection by Captain J. B. Stevenson, I wish to thank all officers and cadets who turned out and made such a very creditable showing. Capt Stevenson during his career has reviewed many hundreds of parades, and he expressed himself as pleased with what he saw, particularly as it was not possible to arrange a series of rehearsals beforehand. I also wish to thank Messrs. Sommerville and Forsythe for their great help. The season's greetings to all."

### Woolwich.

(Contributed by Mr. C. Toltman, O.C.)

We are pleased to report the enrolling of five new cadets during the past month, and are hopeful of a further increase in numbers by Xmas.

Does any one know "Tulip?"

The week-end camp spent up the Lane Cove River was most enjoyable.

The Rev. Mr. Dudley, of the Woolwich Presbyterian Church, delivered a most helpful sermon on the occasion of our initial Church Parade.

We congratulate Birchgrove on their fine win in the Cochrane Shield Race. Our boys are in great heart, and are looking forward to the next races. If they don't win it won't be for the want of trying.

### Mosman Bay.

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

INTER-COMPANY activity has occupied our time and general training has suffered somewhat. Owing to the rig of our cutter we were unable to make the Pile Light at Watson's Bay on the occasion of the sailing race on November 15th, and consequently were not entitled to the position allotted to us in the daily press. We hope to have the cutter re-rigged before the next sailing race. We congratulate Manly on their very fine performance.

Bad luck dogged us in the Cochrane Shield Race. After many nights of strenuous practice we arrived full of hope, but our hearts sank when stroke oar split the first pull. It says much for Cadet Doney's control that he continued to stroke the boat half way down the course and maintain a short lead on Drummoyne and Leichhardt gigs till the low oar snapped clean in two. Stroke then broke his oar, and with only four oars left we managed to hold our position. Our thanks are due to all who assisted in arranging a really enjoyable afternoon.



SOME OF US WOULD LIKE TO BE THINER  
THIN WEATHER.

We regret very much losing the services of our acting O.C., Mr. McGarry, on November 9th, owing to pressure of other engagements. We trust that at some future date Mr. McGarry's services will again be at the disposal of the League. At the moment Mosman Bay Company is without officers, and the Regional Officer would appreciate offers from any gentlemen with the requisite ability and enthusiasm to assist him in maintaining this Company.

We were pleased to see Mr. A. B. Proud at the parade on 7th inst. Nothing is a trouble to him and he is ever willing to lend a hand anywhere.

Mr. R. M. Sommerville, O.C., and Mr. A. Shepherd, acting O.C., and the Lane Cove Company are holding their own and have been present at all inter-company events during the year.

Prior to the Cochrane Shield race our crew expended much energy in helping to save one of the Greenwich Flying Squadron boats.

### Drummoyne Workers at Play.



Aided by the proceeds from dances this progressive company expects to defray part of the cost of their splendid depot.

### Auburn.

(Contributed by E. Tough, Acting O.C.)

Four of our company paid a visit to Drummoyne Depot on November 16th. They received a warm welcome and had an enjoyable time; accepting an invitation to accompany Drummoyne to Rose Bay to see a sailing race between Manly, Mosman, and Drummoyne Companies.

We congratulate Manly on a fine win, also Drummoyne No. 1, who were not far behind, second.

The return trip in Drummoyne's cutter, No. 2, was a thrilling experience for the Auburn boys on account of the rough weather, the like of which they have not experienced on the Parramatta River.

Our company is only making slow progress owing chiefly to the fact that we do not possess a suitable boat. However, every effort is being made to obtain one, and in the near future we hope to report success in this direction. This accomplished our membership will assuredly increase.

It is reported that our popular O.C., Mr. Roy Klein, who recently went to South Australia on business, is returning shortly.

We have not yet attended any public parades because only a few boys possess complete uniforms, but they expect to be fully equipped early in the New Year.

Please pass this Journal to a Friend

## Strange Meetings

### In Strange Places

By "JACK PROST."

THERE are those who, having spent a lifetime in the Navy, will growlingly complain that it was so much time wasted; that it was a hum-drum existence, a ceaseless carrying out of a little-varying routine aptly expressed in the lower deck phrase: "Turn in, turn out; lash up and stow, and muck about."

I, myself, had sometimes lapsed into that pessimistic mood; but, now stranded on the beach, when I hark back upon the quarter of a century spent in the Navy; when I contemplate on the wealth of reminiscence gathered during that career, I am forced to admit that whatever pleasure, or excitement, or knowledge I failed to grasp was due to a lack of imagination, and an incapacity to take the fullest advantage of the many opportunities that presented themselves. And that so many of those opportunities were allowed to slip by me is evidenced by the fact—an experience common to all of us, I imagine—that to-day, the brightest of my accumulated reminiscences can be gathered from those experiences which, at the time of their happening, seemed to be the most unpleasant and therefore least of all worth storing in the memory. Sailors, above all people, are too prone to nurture that proverbial contempt that is bred from familiarity; their lives are so crammed with incident that their senses are dulled to the value of it; they cannot see woods for trees; and so they condemn a seafaring life for its monotony. But it is when, at long last, they find themselves stranded on the beach, like fish out of water, that they are disillusioned in discovering that events which had seemed so commonplace on board ship, are matters of moment to the landlubbers.

Among other realisations that have come home to me since leaving the sea is that of the great number of associations that twenty-five years' service in the Navy made possible. Serving in this depot and that; passing from this ship to

that, in so many years a man must make many thousands of more or less close acquaintances, whereas, in the same period, the average man on shore can number his acquaintances only by the score or by the hundred at most. Thus reflecting, it will be readily understood that in whatever part of the Empire, if not of the world, an ex-naval man shows his face, he is pretty certain sooner or later to run up against an "old ship." That has been my experience, anyhow.

Resurrections! Some of these strange reunions are almost literally so! Why, only two years ago, in Martin Place, Sydney, I met an old shipmate who, in 1894—33 years back—fell overboard from H.M.S. *Crescent* and was drowned on the voyage from Sydney to Portsmouth! The man was so much drowned, at least, that a search for him with lifeboats for several hours was unavailing. He was logged as "drowned at sea"; his name was struck off the ship's books; his kit was sold by auction before the mast; his estate was wound up; and his credit balance, plus one day's pay, that each of the crew contributed to the swelling of it, was duly paid over to his next-of-kin on the ship's arrival in England. Where lay the mystery of that resurrection! I cannot tell you. When I bumped against him in Martin Place, I don't know which of us received the greater shock. He turned green under the electric light. At first he denied his identity. But it had so happened that, forty years before, we both had been tattooed on the wrist with the same design and by the same artist. When I extended my hand and said: "Can you match that!" he grinned and ceased further bluff. He promised to meet me on the following night; but he assuredly "got the wind up," for I have never seen nor heard of him from that day to this!

Now, if that had been the experience of an untravelling landman he would never have ceased

## The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

AUTHORISED CAPITAL	£12,000,000.
CAPITAL PAID-UP	£4,739,012 10 0
RESERVE FUND	£4,200,000 0 0
RESERVE CAPITAL	£4,739,012 10 0
	£13,678,025 0 0

### DIRECTORS:

GEORGE JUDAH COHEN (CHAIRMAN); HON. JAMES ASHTON, M.L.C.; OWEN ESMOND FRIEND;  
MAJOR-GENERAL THE HON. JAMES WILLIAM MACARTHUR ONSLOW, V.D., M.L.C.;  
EDWARD RITCHIE KNOX.

GENERAL MANAGER: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICE: 18 BIRCHIN LANE, LOMBARD STREET, E.C. 3.

LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK LIMITED;  
BARCLAYS BANK LIMITED; NATIONAL PROVINCIAL BANK LTD.

Branches throughout QUEENSLAND, NEW SOUTH WALES, VICTORIA, SOUTH AUSTRALIA and of CANBERRA  
(Federal Territory); Agencies throughout AUSTRALIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD

### SAFE DEPOSIT.

For sale of Title Deeds, Insurance Policies, Bonds, and other Valuable Documents, (Cash, etc.) held and confined in the Bank's own strongrooms. RENTALS OF SAFES range from £1-6- per annum, upwards. HOURS: Monday to Friday, 9 A.M. to 5 P.M. Saturday 9 A.M. to 12.45 P.M. Holidays accepted. Further particulars on application. Inspection invited.



## When you need LEATHER for any Purpose

Remember that it pays to purchase the best possible quality—

## "MANGROVITE"

Scientifically tanned and of absolutely reliable quality.

Leather or Rawhide Belting  
Rigging Leather  
Mechanical and Pump Leathers  
Sole Leather  
Scrap Leather

Consult us about your requirements we can supply any leather goods to specification.

## Mangroovite Belting Ltd.

Charles Ludowici, Managing Director  
49 York St. (Wyndham Square) Sydney

talking about it; and one can imagine what a fuss would have been made of the story under the scare headlines of the Sunday newspapers! I grant you that that was an exceptionally strange meeting; but meetings of "old ships" in strange places and under strange circumstances, in after years, are the frequent experiences of ex-seamen of the Navy with long service to their credit.

#### MY OLD SCHOOLMISTRESS.

It was in 1873 that I shed petticoats, donned knickers, and made my first bow to the Infants' School in the village of my birth. It was winter; and I well remember that I was almost paralysed with cold when the headmistress—Miss Currie led me to the huge fire and allowed me to remain there throughout the long day's lessons. As the fire warmed my freezing body, my heart warmed for Miss Currie's kind action, and to this day its warmth has not ceased. But before the next winter came, my benefactress had married and with her husband had gone abroad. In a vague way I understood that they both had gone to take up an appointment in a school in China. Where China was, my infant mind had no idea, other than that it was a mysterious land of mysterious peoples somewhere near the Moon. Scarcely less mystified were the grown-up village rustics who knew China only as a land of tea and pirates, just as they understood Australia to be a land of bush-rangers, convicts, and gold-diggers; for in the seventies few people travelled far from home.

It was twenty-five years later (1898) when my ship—the *Howe-fut*—was at Wei-Hai-Wei in the North of China, that she was besieged by a number of English ladies who had come north to escape the trying summer of Shanghai. They had been attracted to Wei-Hai-Wei which had then only just become a new British possession, my ship being the first to hoist the Union Jack and to garrison the place. As I was going about my work near where a group of ladies were standing chattering, I thought I heard a voice that I recognised. I listened and again heard that voice, and was then certain that I had heard it many, many years ago; but I could not place its owner, nor had I yet seen her face. Of Miss Currie, my old schoolmistress, I had long ago lost recollection. But, prompted by curiosity that the voice had

awakened within me, stirring up my dim childhood's past, I took a closer observation. I again heard the voice; I saw the speaker; and, instantly, I recognised her as Miss Currie! As I presented myself before her, the recognition was mutual. You may be sure that it was a very happy meeting. She had married the head schoolmaster of my village, his name being Lanning. She informed me that they kept the "Lanning College," at Shanghai, a high-class institution much patronised by the British colony in that important eastern city. When, many years afterwards, I paid a visit to the village of my birth, the rustics listened with rapt attention to my tales of travel; but none of those tales so interested and mystified me as did that in which I explained how I had unearthed Miss Currie at the other end of the globe, verified by photographs of that lady which I had taken of her, her handsome college, her grown-up children, and her small army of Chinese servants.

#### THE SALVATION ARMY CAPTAIN'S BROTHER.

In 1886 I was a boy in the training-ship *Lion*. I was on Christmas leave with my parents who lived in the same village to which already I have alluded. One day the local Salvation Army Captain called and inquired if she might speak with me.

"I so much wanted to meet you, hearing that you were in the village," she began. "I have a brother in the Navy," she said. "I wonder if you know him? His name is Arthur Cherry." There was great anxiety in her eyes and voice; and she seemed deeply disappointed when I replied that I did not know any sailor boy of that name.

"Oh! he is not a boy," she explained. "I think he is an able seaman; and when last we heard from him he was in the *Riflesman* on the East India Station."

I promised that I would not forget such an uncommon name; and that if ever I came across a man by that name I would ascertain whether he was the brother she was so anxious about.

Ten years later (1896) I was in the *Melpomene* at Zanzibar. There were other warships present all of which had just recently taken part in the

## COUGHS Quickly Stopped —if treated promptly

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

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

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

ELLIOTT BROS. LTD.  
O'CONNELL STREET, SYDNEY

## PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK  
WELL

USE NO OTHER

'PHONE B 4517  
**H. T. DUNN & CO.**  
PRINTERS

for

ALL YOUR PRINTING,  
BOOKBINDING and  
STATIONERY, Etc.

□

HARRINGTONS BUILDINGS  
53-55 GEORGE ST. NORTH,  
SYDNEY

PRINTERS OF THIS JOURNAL.



**FIBROLITE**

FOR your new home, seaside or mountain bungalow—specify "FIBROLITE" Asbestos Cement Sheets for Exterior Walls, Interior Walls and Ceilings and "FIBROLITE" Slates for Roofing. "FIBROLITE" costs no more than weatherboards and lining boards and is superior in every respect. It is Fire Retardant, White Ant Proof, and Improves with Age.

Write for Free Catalogue.

**James Hardie & Coy. Ltd.**  
"Asbestos House"

York and Barrack Streets, Sydney.



bombardment of the Sultan of Zamilar's Palace. One night I was on shore and had come down to the beach too late to catch the ship's boat. I had engaged a native waterman and was just about to push off, when down came a belated bluejacket.

"Do you want to go on board your ship?" I asked.

He replied in the affirmative, and I invited him to share my boat. As he sat down in the stern-sheets alongside me, he took off his cap and laid it crown down on the thwart. As you all must know a sailor's name is always stamped in white paint on the inside of the crown of his cap. By the light of the lantern in the stern-sheets I caught a glimpse of my fellow passenger's hat: it was A. CHERRY.

"Yes," he said, after I had told him where and under what circumstances I had heard the name before, "every time my sister writes she asks me if I have not a sailor named JACK FROST; but I never expected to run you down in such an outlandish place as this, and at such a late . . . ." He glanced at his wristlet watch: "Cripes!" he exclaimed, "it is nearly eight bells, and I'm quartermaster of the middle watch!"

#### A BELATED MESSAGE.

I never think of my old village school and my old school master but that I am reminded of Goldsmith's "Deserted Village" and the beautiful descriptive lines in which occur:—

"Beside yon straggling fence that skirts the way,  
"With blossoming furze unprofitably gay,  
"There, in his noisy mansion, skilled to rule,  
"The village master taught his little school.  
"A man severe he was, and stern to view,  
"I knew him well, and every truant knew;  
"Well had the budding tremblers learnt to trace  
"The day's disasters in his morning face.

Such a one was my old schoolmaster; he who was chiefly instrumental in getting my acceptance for the Royal Navy.

"Yet he was kind, or if severe in ought,  
"The love he bore to learning was in fault.

When, in 1886, I was leaving home for the first time to join my first ship, my schoolmaster handed to me a sealed letter.

"That is a letter of introduction to my brother," he said. "If during your travels in the years to

come, you should ever visit Australia, you will find my brother at that address in Sydney. Take this letter to him. He will be very pleased to see you."

To a boy in his teens five years is an interminable spell; but all those years elapsed before I visited Sydney; and with only a tiny ditty box in which to stow my private knick-knacks, it was little wonder that in all my strange vicissitudes during that five years' I should have lost my letter of introduction. On arriving at Sydney I had not the remotest recollection of the address of my schoolmaster's brother: it never occurred to my inexperienced mind that there was such things as directories to which I might profitably have turned for guidance. And as I let the thing rip, and, as years went on, forgot all about it. After spending about four years in Australia, I returned home, and during the next dozen years or so visited many parts of the world before again coming to Australia.

A few months ago I was at my city club in a corner of which a number of veteran athletes were discussing the good old days, and fighting their battles over again. I was an interested, attentive listener. Of a sudden, I heard a name mentioned which sounded familiar.

"What did you say his name was?" I asked the speaker.

"Lidbury—Mr. Lidbury, who was the Mayor of Lidcombe at the time of which I am speaking," he replied.

It is a very uncommon name, that of Lidbury; and it at once occurred to me that in that name—which was that of my old schoolmaster—I should at last be able to trace the person who for forty-three years I had been seeking. And my surmise proved correct. Up to the moment of writing I have not had the pleasure of meeting Alderman Lidbury, but hope shortly to do so. Meantime, I have delivered by post the message to him that was entrusted to me by his brother—my old schoolmaster, in August of the year 1886. The one consolation I have is the knowledge that in the course of forty-three years' hard travelling, that message, unlike the proverbial rolling stone, has gathered much moss.

(TO BE CONTINUED)

### Our School Gate.

By F. WILKIN, 1A, N.B. Boys' High School.

Through this our gate, an calm and unpretentious,  
The way has ever lain to scholars' fame;  
Year after year, new boys have joined our numbers,  
With quickening hopes and eager hearts aflame  
And I, amid the throng of rushing students,  
Wonder what present friends and boys to be  
The 'centebion of our school in time will furnish,  
With noble deeds in air, on land or sea.

How many hands now divers tasks performing,  
This sturdy gate impatiently have slammed;  
How many feet, now ways divergent treading,  
This gate of ours contemptuously have runned

### A Brush with the Naup.

The following frank tribute to the prowess of the Navy appears in "The Falcon," the official organ of the North Sydney Boys' High School:—

"Members who went to the Conservatorium to witness a performance of Henry the Fifth did not wax exceedingly mirthful when Henry came in with his antique suit of tin, but conducted themselves with truly admirable propriety and were shining examples to the younger and less cultured members of the audience. And it is sad to relate that after such exemplary conduct, some of our members, on the way to Circular Quay, were repulsed with heavy losses in a brush with the Navy."

Please ask a Friend to Join the League

### Service Printing Co.

Publishers, Printers, and  
Bookbinders



Ballour Buildings,  
61 Liverpool Street,  
Sydney.

PHONE, MA 2480

ERIC A. SOLOMON  
MANAGER

### SYLLABUS OF TRAINING FOR SEA CADETS.

1. Character Building.
2. Squad drill and marching.
3. Mariner's Compass—construction and uses
4. Helm—construction and uses.
5. Anchors—construction and uses.
6. Boat management—oars and sail.
7. Knots, bends, hitches and splices.
8. Rule of the road.
9. Lead-line and markings.
10. Semaphore signalling.
11. Morse Signalling.
12. Encouragement of swimming & healthy sport.

PLEASE SUPPORT OUR ADVERTISERS

### WEEDS

Kill the weeds on your Paths,  
Gravel Spaces, Hard Tennis  
courts with

### COOPER'S WEEDICIDE

Do not spoil the surface by  
hoeing etc.

PINTS—QUARTS—GALLONS—EVERYWHERE

### 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.

PHONE: B 7808.



## The Navy League

### PATRONS—

H. E. THE GOVERNOR-GENERAL THE RT. HON. LORD STONEHAVEN, P.C., G.C.M.G., D.S.O.  
H. E. THE STATE GOVERNOR ADMIRAL SIR DUDLEY DE CHAIR, K.C.B., M.V.O.

### PRESIDENT—

THE HON. SIR W. P. CULLEN, K.C.M.G., M.A., LL.D.

### EXECUTIVE COMMITTEE—

CHAIRMAN: HIS HONOR JUDGE A. P. BUCKHOFF, M.A.

EDWARD W. KNOX

SIR KIRLO KING

F. W. HIBSON, O.B.E., S.S.D.

G. E. PATRAN, B.A., LL.D.

E. P. SIMPSON

A. CONNERY STERPHIN

CAPTAIN A. W. PRASSE, F.R.U.S.

SIR F. G. WALKY, K.B.E.

SIR A. MACDONALD, M.D.

J. PAYNE

SIR J. W. JONES, K.B.E., M.L.C.

C. M. C. SHANNON

HARRY SHELLEY, S.S.D.

W. A. MACKAY

HON. J. LANK MELLING, M.A.

S. FORTER-NEWLANDS

T. H. SHAW, A.M.L.C., M.L.N.A.

H. COCHRANE, S.S.D.

CAPTAIN G. SMITH

CAPT. J. R. SPRINGER

### HON. TREASURERS

SIR KIRLO KING, S.S.D.

C. M. C. SHANNON

HARRY SHELLEY, S.S.D.

### HON. SECRETARIES

F. W. HIBSON, O.B.E., S.S.D.

H. COCHRANE, S.S.D.

### HONORARY AUDITORS—

ROBERTSON, CHANE & GIBSON, 14 Martin Place, Sydney.

SECRETARY, AND EDITOR OF JOURNAL—W. W. HEALE, O.B.E.

## Aims and Objects of the League.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

### ITS OBJECTS ARE:—

- 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.
- To convince Australians that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL SECURITY.
- To bring home to young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE NAVY, WELDS US INTO A POWERFUL WHOLE.
- To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the BOYS TO BECOME GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect.

"For AUSTRALIA and the EMPIRE."

## SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors - Sir G. Talbot, K. J. Tait, and Frank Tait.

HER MAJESTY'S

"SHOW BOAT"

CRITERION THEATRE

"LOMBARDI LTD."

THEATRE ROYAL.

"THE COCK-EYED WORLD"

## The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

SOUTH BULLI COLLIERY, SOUTHERN COAL DISTRICT, N.S.W.

Steam Collier Fleet and Hulkage capacity, including Mechanical Discharging Plant, 6,500 tons. Colliery waggon and bunker storage, capacity 6,000 tons.

Total 12,500 tons.

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

### OFFICES:

SCOTTISH HOUSE, 19 BRIDGE ST. SYDNEY.

## Woodrows HATS

For Style

For Quality

For Durability

OBTAINABLE AT ALL HATTERS and OUTFITTERS.

## "PACIFIC"

Is splendid Household and STEAM COAL

BRIGHT BURNING and GREAT HEATING POWER.

### HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.

*Are you in the League?*

*Why not?*

*The Navy League is*

*a WATCHDOG of National and Imperial  
security,*

*an ENEMY of apathy in all matters naval  
and maritime,*

*a TRAINER of the citizens of to-morrow,*

*a PRESERVER of our glorious sea heritage.*

---

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