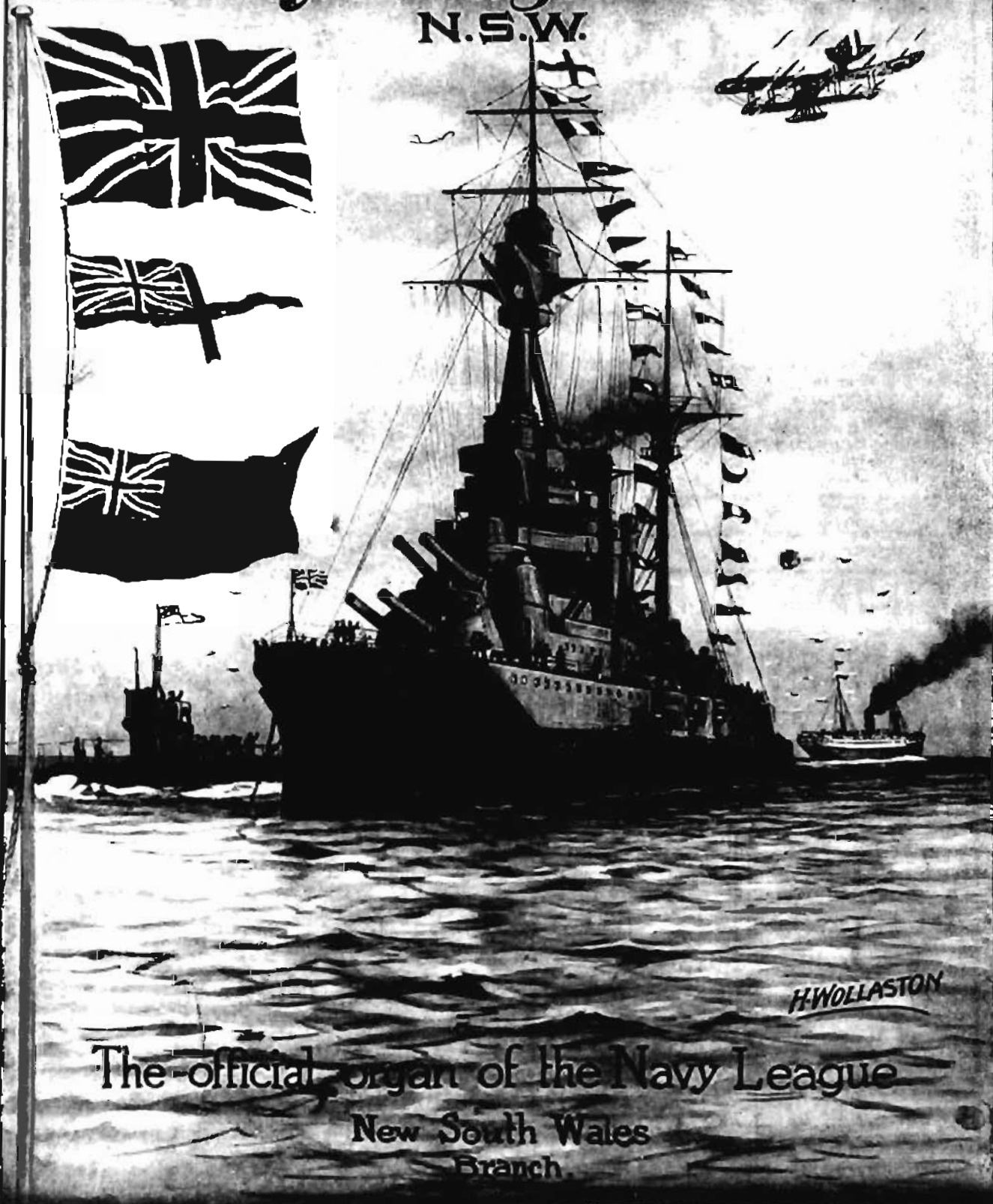


The Navy League Journal

N.S.W.

JUN 1923

SYDNEY



H. WOLLASTON

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



Commonwealth Bank of Australia

ESTABLISHED 1912.

GENERAL BANKING BUSINESS

of every description transacted at all branches in the principal cities and towns of Australia, London (2) and New Guinea (2).

SAVINGS BANK INTEREST

3½ per cent. on deposits up to £1,000. 3 per cent. on any additional balance up to £300 making a total of £1,300 on which interest is allowed.

SAVINGS BANK AGENCIES ARE ALSO ESTABLISHED AT THE FOLLOWING:—

GARDEN ISLAND (SYDNEY)
NAVAL DEPOT, WILLIAMSTOWN (VICTORIA)
H.M.A.S. TINGRA H.M.A.S. BRISBANK
" AUSTRALIA " PLATYPUS
" SYDNEY " OZANUM
" MELBOURNE " OZANUM

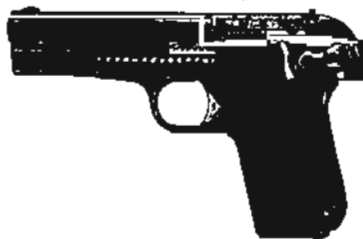
TORRWOOD BOAT AGENCY
Deputy Governor: JAS. KELL Governor: SIR DENISON MILLER, K.C.M.G.

Telephone 1443 City. Established 1884.

COWLES & DUNN

GUNMAKERS and IMPORTERS
of FIREARMS

72 KING STREET, SYDNEY.



UP-TO-DATE AND RELIABLE RIFLES,
REVOLVERS, GUNS AND AUTOMATIC
PISTOLS.

STRINGS OF PEARLS

FINEST
QUALITY

BEAUTIFULLY
MATCHED



Whole Pearl
Necklaces
with Gold Snaps
from 28/6.

Imitation Pearl
Strings
from 21/- to
25/6.

J. M. DEMPSTER LTD.

Jewellers
Silverware
Cutlery

Ayrshire House
King and York Streets,
Sydney.

(J. M. Dempster - Managing Director)

CATALOGUE OF GIFT SUGGESTIONS
POST FREE.



The Navy League Journal

VOL. III. No. 8.

SYDNEY, JANUARY, 1923.

PRICE 3d.

Sea-Power and National Characteristics

By A. M. POOLEY, M.A.

(Late Scholar of Clare College, Cambridge)

THE extent to which a country can develop sea-power is dependent very largely upon certain national characteristics. These are—Geographical position; Physical conformation; Extent of territory; Population; Character of people; Character of the Government. With each of these characteristics I will deal briefly:—

Geographical position is a prime factor in the development of sea-power. The nation which, like Britain, has no land frontiers and is dependent upon the sea for its communications with the world, must naturally have the greatest incentive to the creation of maritime interest, mercantile and naval. But this interest will be largely proportionate to the distance of the great producing centres from the sea-board. In the United Kingdom, the nearest sea is never more than a couple of hundred miles distant from the most remote part. In Australia, which is also and equally dependent on the sea, the distance is many times more, and those who live most remote from the coast have at best only an academic interest in maritime affairs. In America this is strikingly exemplified by the positive antipathy of the people of the Middle West, which is almost entirely dependent on shipping for its economic life, to the creation of an American mercantile marine. A nation which has land as well as sea frontiers must divide its energies between the two, devoting the greater share to land or sea as may be most

important for the satisfaction of its economic and political requirements. In France the division of maritime interests between two seas, the Mediterranean and the Atlantic, whilst it has necessitated heavy expenditures on naval armaments, has contributed a real weakness of French sea-power, which in any case had to be subordinated to land requirements. The same condition prevailed in the cases of Germany and the United States, previous to the construction of the Kiel and Panama Canals. A similar project for the union of the Mediterranean with the Atlantic by a Canal having its terminals at Marseilles and Bordeaux has long been urged in France, and so far back as 1906 I went over the proposed route, but nothing has been done. It is worth noting that the decision to construct the Kiel and Panama Canals launched both Germany and America on important Imperialistic policies. Indeed it is doubtful if any nation can become a sea-power without at the same time being Imperialistic. This can be readily seen from the failure of Spain and Portugal to retain the Empires their explorers obtained for them and from the modern histories of Germany, the U.S.A. and Japan, as also of the British Empire. The U.S. built the Panama Canal originally for reasons of naval strategy but once she had it she was obliged to largely expand her navy, which in turn necessitated the acquisition of naval bases in the Pacific and the Caribbean, in

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

G. C. GALE
THO. J. MARKS.
A. E. JAGGERS, CHAIRMAN.
J. M. ATKINSON.
L. J. DAVIES.

FIRE, MARINE, ACCIDENT AND SICKNESS, WORKMEN'S
COMPENSATION, BOILER EXPLOSION, MOTOR CAR,
PUBLIC RISK AND PLATE GLASS INSURANCE. —

Losses by Lightning, Bush Fires and Gas Explosion Paid. Be Patriotic—Insure Australian Property in an Australian Insurance Company.

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY.

KELSO KING, MANAGER.

Modern Passenger Steamers:

KATOOMBRA
CANBERRA
LEVUKA
ZEALANDIA
KARoola
WYREEMA
BOMBALA
DUMBOOLA
COOMA
WODONGA
WYANDRA
ARAWATTA
ARAMAC

Interstate Steamship Sailings

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	- 9520
A. U. S. N. Co.	- 7 Bridge Street, Sydney	- 10685
Australian Steamship Ltd.	- 350 George Street, Sydney	- 8221
McMurdoch, McEachern Line	- 61 Pitt Street, Sydney	- 7568
Huddart, Parker, Ltd.	- 10 Bridge Street, Sydney	- 9568
Melbourne Steamship Co. Ltd.	- Cr. Clarence and Barrack Streets	8213

TELEPHONE

order to have that local military preponderance essential for the safety of the Canal. At the present time there is a resolution before the American Congress to purchase from France and Britain the whole of their West Indian possessions.

The island kingdom has a distinct advantage for the purposes of sea-power, and these are the greater if situated close to the enemy or possible enemy. On the contrary distance from the enemy considerably diminishes the force of sea-power, unless that distance can be overcome by the acquisition of strong bases within striking distance of the enemy and covering the trade routes. It was to obtain these that Britain acquired Malta and holds on to Egypt, Aden and Hongkong. It was for the same reason that the United States bought the Virgin Islands from Denmark, acquired Hawaii, the Philippines and Guam, and that Japan took Formosa from China. Every stage of the influence of sea-power on history can be studied in the Mediterranean, where more of the history of the world has been played than in any other sheet of water. The control of the Mediterranean means the control of the Eastern trade routes. The real secret at the bottom of the near Eastern trouble of to-day is the control of the Mediterranean!

Physical conditions play an important part, both potentially and actually in the problem of sea-power. The depth of water round the coasts, the adequacy of ports, the suitability of rivers for inland water traffic, the necessity of defending river mouths, the character of the sea bed in adjacent waters, a matter of no small importance since the arrival of the submarine, are all actual conditions. Climate and soil also can be of great influence. The climate of Britain has done much to drive people to the sea owing to its harshness, especially in the North. In Holland the poverty of the soil has had the same effect, for folk who could not drag a living from the land have drawn it from the waters. It was the secret of curing fish which made Holland a maritime nation, and, for a while, the sea carriers of the world. In Norway, too, similar conditions have and still prevail. The backbone of Norwegian shipping, the most important industry in the country, has been fishing. Some physical conditions may prove distinct drawbacks to maritime developments. In Great Britain the agricultural decline, which makes

the country dependent on foreign imports for food supplies, has been due to over-reliance on sea power. Holland became so great at sea that industry was neglected, and is of only comparatively modern growth. A coast line which is too long is a weakness. Italy has a coast line out of proportion to the national defensive resources, and many times in history this has resulted in hostile raids, which have severed the jugular vein of inland communication. The U.S.A. possesses a similar weakness owing to the Floridan coast, though the acquisition of a naval base at Guantanamo in Cuba has to some extent saved the situation. The division of a kingdom by Straits is a fatal weakness, unless there is a mercantile marine to unite the severed portions and a strong navy to protect them, or both parts are defensively and economically self contained. St. George's Channel, separating Ireland from Britain, is a case in point. The Straits of Messina and of Tsushima are others that come to mind. Equally dangerous is the division of a kingdom or empire by water or land. The fall of Spain was due to the possession of Naples and the Netherlands by the Spanish Crown, unable to defend them and too proud to let them go. Should a war ever occur between Japan and the United States a similar position would be created in regard to the Philippine Islands!

The extent of a nation's territory has to be considered from the two aspects of population and resources. Some countries, as Norway, the Confederate States of America, Australia particularly, and Italy in part, have a coast line out of all proportion to population, and in the event of war are liable to invasion which they would not or could not possibly resist. Such a coast line is an eminent source of weakness, unless there is adequately mobile and effective naval defence, and also the necessary internal communications for land defences to be concentrated at the threatened spot. Again, extent of territory is important in relation to the productive capacity of the population, the ability to feed itself, to defend itself, both with men and armaments, and to raise the necessary revenue without overstraining to provide for sufficient defence in addition to the ordinary administrative services of the country.

With population and government I will deal in the concluding article of this series.



THE ABERDEEN LINE

Regular Service
between Australia
and London via
South Africa.
Highest Class
Steamers on the
Route.

Fitted with Wireless
Telegraphy and
Submarine
Signalling Gear.

"EURIPIDES"	-	-	15,000 Tons
"THEMISTOCLES"	-	-	11,250 "
"DEMOSTHENES"	-	-	11,250 "
"SOPHOCLES"	-	-	12,500 "
"DIOGENES"	-	-	12,500 "

* New Steamer.

First and Third Class
Passengers
Carried.

Full particulars of Fares, Rates of
Freight, Sailings, &c. on application

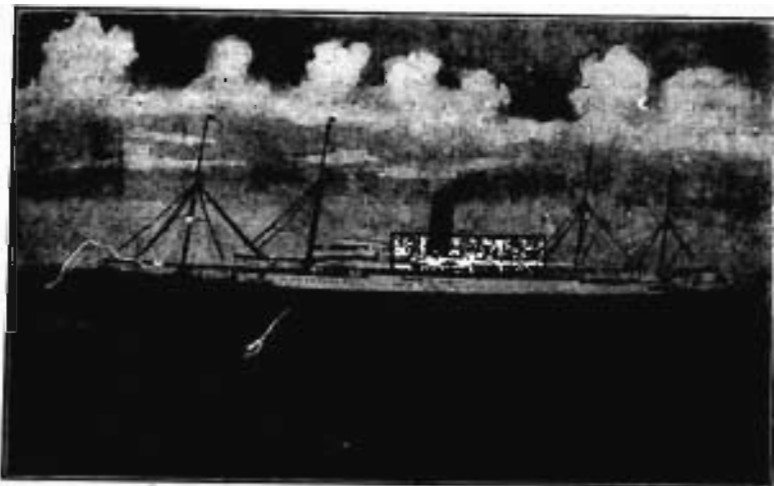
DALGETY & COMPANY, LIMITED

At all Australian
Ports

WHITE STAR LINE

CABIN
Passengers
Only.

Australia to
Southampton,
London and
Liverpool via
South Africa.



Regular Sailings of the Fine and Popular Steamers	"CERAMIC" - 18,500 Tons (Largest Steamer in Australasian Trade)	"PERSIC" - 12,000 Tons	Also Cargo Steamers at Frequent Intervals.
	"MEDIC" - 12,000 Tons	"RUNIC" - 12,500 "	
		"SUEVIC" - 12,500 "	

For Full particulars as to Freight
and Passage Money apply to

DALGETY & COMPANY, LIMITED

At all Australian
Ports

Where Should Australasia's Naval Base be?

BY LIEUT.-COMMANDER C. H. HOLLINGTON, R.N. (RETIRED).

SECOND only in importance to the decision that there must be a British Naval Base in the Southern Pacific is the selection of the right place to establish that base.

At the outbreak of the Great War England's Naval bases were at Plymouth, Portsmouth and Chatham. Rosyth base, in the Firth of Forth, was uncompleted, and the necessity for sending ships from the north of Scotland to the south of England for refits and docking seriously hampered the refitting programmes, besides depriving the Fleet for many possibly vital days of the services of very necessary ships, while the latter were on the long trip from the Orkneys round the west of Ireland to Plymouth or Portsmouth. In other words England found herself at the beginning of the war without an east coast naval base. The work at Rosyth was, therefore, accelerated. A large floating dock was sent to Invergordon in Cromarty Firth, and eventually the problem was solved, but not before, I think, every important unit of the Grand Fleet had been forced to make at least one trip to the south of England, during which she was anything from eight to ten days absent from the Fleet on passage only.

An ideal place for Fleet headquarters was found in Scapa Flow in the Orkney Islands, and had there been docking and repairing facilities there—a properly equipped Naval Dockyard in fact—the place would have been ideally perfect in every respect. As it was, however, the Grand Fleet, assisted by an incomprehensible German inactivity, did a good deal more than just muddle through, and I have only touched on the problem more or less briefly in order to bring out the very great importance of Australasia making a correct selection of the position for her Naval Dockyard. And if Australasia can combine a Fleet base for war purposes with a Naval Dockyard all the better.

In my last article I endeavoured to show that New Zealand's harbours could not fill the bill really efficiently, that Rabaul, though situated ideally from the geographical point of view, was

unsuitable on account of earthquakes, even if the League of Nations permitted a base being established in Mandated Territory, and that, therefore, the coast of Australia must be examined for the most suitable harbour.

I do not pretend that this subject has not been discussed before, and I propose to take the most recent suggestions on the matter that have come to my notice, namely, in evidence given before the Cockatoo Dock Commission. At that time Admiral Clarkson mentioned Port Lincoln, Hobart, Jervis Bay and Gladstone. Port Lincoln would be an idiotic place for the primary naval base. Why should ships damaged in action somewhere up by the Equator—the most likely locality—be obliged to go right away down to South Australia for repair, thereby running the risk of submarine attack for hundreds of unnecessary miles?

Much the same applies to Hobart.

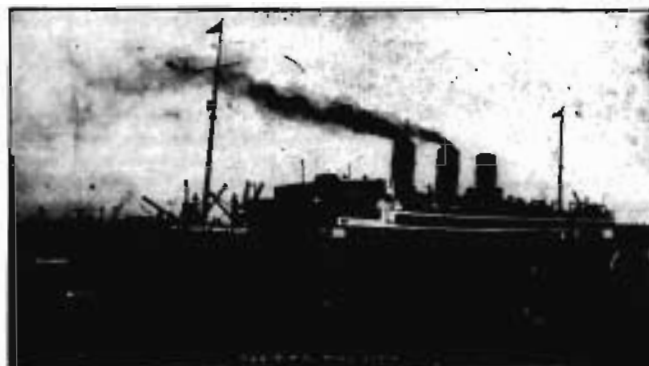
Jervis Bay is better situated strategically, but it is, as Sir William Clarkson inferred, little more than an open roadstead, and a huge breakwater would have to be built before ships could lie there or take in coal or oil during an easterly or southerly blow. As an instance, it may be mentioned that the 34,000-ton "Renown" rolled several degrees each way while anchored in Jervis Bay after only a moderate blow was over; and it would have been impossible for a collier or oil tanker to have lain alongside with safety.

Gladstone is still better situated from the strategic viewpoint; but it is in the tropics where the white man would break down if called upon to do any excessive amount of hard work—such as a dockyard is required to do in war time, and where even the ordinary manual work of a dockyard under peace conditions would be deleterious. In time of war it would probably be exceedingly useful to have a big floating dock at Gladstone for emergency use, but Rabaul or Port Moresby would be better for this purpose.

P. & O.

ROYAL MAIL STEAMERS

TO CEYLON, INDIA, EGYPT, MEDITERRANEAN PORTS
and LONDON.



First and Second Saloon Only.

LUXURIOUS 16,000 TONS STEAMERS. CABINS DE LUXE.
ELECTRIC LIFTS.

For Fares and all further particulars apply to

MACDONALD, HAMILTON & CO.
AGENTS

Tel. City 6321.

Union House, 247 George Street, Sydney.

Cockburn Sound which has also been mentioned is on the wrong side of Australia.

Admiral Clarkson's statement that Australia wants both an east coast and a west coast base may be true, though I fail to see any urgency about the western one. But, inferring that we cannot have both, the idea of "splitting the difference," as it were, and making the base in South Australia is particularly foolish. If the scene of the next naval war is to be west of Australia, then, other things being in its favour, Cockburn Sound would do splendidly. But if that war—should it come—is to take place east of Australia, which any sensible person will admit, then Australia's base must be on the east coast. When Australia is expecting an attack from the inhabitants of the Antarctic Continent—penguins and seals presumably—then Port Lincoln can come into its own. Meantime, for heaven's sake, let us shed the light of a little common sense on the question.

The man in the street may say: "Why not Sydney?" The reasons are many—and most of them are of minor importance, but when added together become formidable. Firstly—Sydney is a big city, and one of the great advantages of Scapa Flow in the Great War was that the conveniences and temptations of civilization were out of reach. Therefore, being unattainable they were largely out of mind, with the result that both Officers and men were thrown back, willy-nilly, on the necessity of training and perfecting themselves and others in the arts of war, and keeping pace with developments, if for no other reason, then at least for the sake of having something to do. I venture to say that when Lord Beatty moved the Fleet to the Firth of Forth after he succeeded Lord Jellicoe as Commander-in-Chief, the efficiency of every Officer, man, and boy suffered severely by reason of the distractions provided by Rosyth, Dumfries, Edinburgh, golf links, wives and a hundred and one other factors connected with civilisation. Thank heaven, there was no more fighting to speak of after the change of base was made.

Again, Sydney is a Commercial Port, and the Fleet if based there would be under the eyes of goodness knows how many foreign agents who might be able to report its movements.

Also, it is open to doubt if Sydney Harbour could really accommodate the Fleet that should be based on Australia. It certainly could not hold a small fraction of what constituted the Grand Fleet during the war.

In the opinion of the writer only one place fills the bill—Port Stephens. And in many respects I would compare it favourably with Scapa Flow—the ideal. The actual area to high water mark is about twice that of Scapa, but the shores of the latter were steep to all round, while Port Stephens contains large areas of sand banks and shoal water. In spite of this, however, the Australian harbour possesses a very large area of deepwater anchorage, with plenty of room for ships to manoeuvre. Being also divided into two approximately equal halves there is a decided advantage at Port Stephens, in that the big seas that used to get up in Scapa Flow and cut off inter-ship communication are impossible. The writer was in a 22,500-ton battleship—the "Collingwood"—at anchor at Scapa Flow when such a big sea was running that not only could no boats be hoisted out, to the detriment of Fleet communications, but the seas were actually washing in through the main deck ports. The place was too big, thus enabling the prevailing strong winds of the Orkney's nine-month winter to get up a big sea and hamper operations, besides endangering the ships themselves, owing to the frequent dragging of anchors. This could not happen at Port Stephens.

But Scapa's principal asset as a Naval base was the natural protection afforded to it by the strong—very strong—tides of the Pentland Firth, which sweep past the entrances and render the place almost impossible of attack by enemy submarines.

Port Stephens has only one entrance with a narrow deep water channel and anti-submarine protection in spite of the difference between Pentland Firth and Port Stephens tides, would be a matter of simplicity.

Another very great advantage of Scapa Flow was that the harbour was so big that extensive gunnery practices could be carried out inside the harbour, thus reducing the necessity of taking the fleet or individual ships outside the anti-submarine defences except for practice with the heaviest guns.

Rolled in Jervis Bay.



The 34,000 ton battle-cruiser RENOWN mentioned in Commander Rolleston's article.

Burns, Philp & Co. Ltd.

Consult our Tourist Department for Passages to—

ENGLAND also
AMERICA Round the World Tours
AFRICA Round Pacific Tours
INDIA Round Eastern Tours
CHINA Round Australia Tours
JAPAN and Island Tours.

Passengers booked by all lines, in any class and by any route.

For itineraries and Pamphlets write or call our

Tourist Department
11 BRIDGE STREET, SYDNEY.

"The first drink of the day."

ELLIOTT'S FRUIT SALINE

taken every morning acts as
a mild laxative and blood
purifier.

It is effervescent and pleasant
to take.

All Chemists and
Storekeepers sell

ELLIOTT'S FRUIT SALINE
AT

2s. 6d. per bottle.

Port Stephens is not so ideal in this respect but a very good light gun range could be laid out and "sub-calibre" practices could be handled to a certain extent.

Another immense advantage of Port Stephens is its proximity to coal and the Newcastle Steel Works—these are quite patent advantages and need no elaboration.

Lord Jellicoe reported very favourably on Port Stephens, and no Naval man will, I think, deny that this magnificent harbour is fit to rank with Scapa as a base for a big fleet. Who knows how soon Australia and the Empire may want such a base?

Why then has the area at Salamander Bay, Port Stephens, which was earmarked for Naval purposes been abandoned as such? Because in my opinion politics, and more particularly the vested interests of Sydney and Newcastle, have set their faces against the development of the most magnificent harbour on the east coast of New South Wales. Many people are afraid that if a Naval base is established at Port Stephens, commercial development will follow, the New England farmers will save scores of thousands of pounds yearly in railway freight on his produce by shipping from Port Stephens instead of Sydney, and Sydney interests will suffer in consequence; ships will be diverted from Newcastle when there are railways and wharves at Port Stephens, and Newcastle will suffer. No other reason for the absolute neglect of Port Stephens can be seen, and if the people of Australia are going to allow vested interests and commercial advantages to interfere with the necessities of Naval Defence, then Heaven help Australia.

ADMIRAL SIR LEWIS BEAUMONT'S ESTATE

ADMIRAL SIR LEWIS ANTHONY BEAUMONT, G.C.B., K.C.M.G., of St. George's, Harpers Point, Sussex, formerly Commander-in-Chief in the Pacific, at Devonport, and on the Australian Station, and Principal A.D.C. to the King in 1913, when he retired, who died on June 19 last, aged 75 years, left property of the value of £12,953, the net personalty being £31,169. After directing the executors to return his Collar and Badge of the Grand Cross of the Bath to the Chancellor of the Order, he gives:—

£200 to William Joseph Bailey, his butler and steward since 1890, and £100 to his wife, and £50 to his sister, Nellie Elizabeth Blake; £200 to Walter F. King, his cookman since 1890; and £100 to his daughter, Elsie Mabel King, "my wife's godchild"; and a year's wages to each of his indoor servants.

GLEANINGS FROM MEMORY.

BY W. W. HEALD, D.R.E. (MIL.)

II.—CHILE.

THE earthquake in Chile brought that country into world-wide prominence unasked, unsought, by its citizens.

Nearly eight thousand miles away from the centre of the great disaster, yet it was recorded in Sydney, and its violence gauged.

When such an appalling catastrophe overwhelms thousands of women, children and men, together with bird and animal life, and property totalling in value immense sums of money, it strikes thoughts into our being that stir our wonder at a people that, after each upheaval, rebuild and settle again in the danger zone.

News of an earthquake or a flood always recalls to the writer's mind a tribe of ants located in their skillfully tunnelled mounds on a patch of red earth,

in a long dried up bed of a shallow creek in north west Australia. One day when the myriads of ants were engaged at their daily tasks, a severe storm let loose its pent up fury, and the waters rushed down that old creek completely destroying several of the mounds and drowning thousands of the unfortunate tenants. A few days later the watercourse was perfectly dry again and the survivors vacated the mounds which had withstood the fury of the surging torrent and sought higher ground about fifty yards distant, and there the remnants, still numerically strong, were industriously employed for many weeks building new homes well out of reach of any further watery onslaughts by way of the creek.

The human survivors of the great earth-shock on the other side of the Pacific have set to work to remove the debris and will build again, too. But they, unlike the ants, will erect their dwellings over the

THRIFT

BUILDS UP CHARACTER, A SAVINGS
ACCOUNT, HAPPINESS, AND
FINANCIAL SUCCESS.

REMEMBER ANY PERSON CAN

OPEN AN ACCOUNT IN THE

Government Savings Bank
OF N.S.W.

DEPOSITS ACCEPTED FROM 1/-
4% Interest paid up to £500 and 3½%
on Excess up to £1,000.

PERSONAL, JOINT, TRUST AND
CHILDREN'S ACCOUNTS OPENED

153 BRANCHES AND 518 AGENCIES

WHITE WINGS BRAND ON CORNS GUARANTEES
SUPERIORITY

White Wings Pure and Popular
SELF RAISING FLOUR

White Wings Delicious
MALTO PEPSIN WHEATEN
BREAKFAST MEAL

White Wings
ROLLED OATS
FLAKED OATMEAL
GROUND OATMEAL Corns & Flax

White Wings Specially Prepared
WHEATMEAL and WHOLEMEAL
In 3 grades—Course, Medium and Fine

MANUFACTURED AND PACKED BY
H. L. BUSSELL & CO., LIMITED
WHITE WINGS MILL
20-26 MEAGHER STREET, SYDNEY.

CHAMPION



HIGHEST GRADE

CUT & PLUG

TOBACCO

AROMATIC
NATURAL FLAVOUR

DARK
FULL FLAVOUR

TINS OR PACKETS

Champion De Luxe Mixture

PACKETS OR AIR-TIGHT TINS

scarcely healed scars of the very places where they, so recently, were smitten. However, as the whole of Chile is more or less subject to periodic earth-shocks of varying degrees of intensity and danger, it would seem that foresight in the inhabitants would be of little avail against the unheralded ravages of such a terrifying and uncertain visitant.

This South American land, this Republic of Chile, is an extraordinary country. Stretching as it does, from the Southern boundary of Peru, in or about 18 degrees South latitude to the storm lashed waters of the great grey Southern Pacific Ocean, where the rock sheathed point of the far famed Horn pierces its flank under cover of dripping, rolling mists; this ribbon of territory, this Chile, knows a wide range of climates. It swelters in the north under the rays of a torrid sun which glares day after day and month after month from a cloudless heaven; while in the South central uplands a climate equal to any on earth, a climate that is at once delicate, subtle, elusive as some rare perfume, fills the senses with an overflowing satisfaction and an indefinable peace; and in the extreme South, fogs and frosts and

dripping days make gloomier the gloomy earth. It is slightly smaller in size than New South Wales—its interior is almost wholly given up to agriculture, and mining for copper ore and nitrate of soda. The nitrate fields are very extensive and of incalculable value, immense quantities being transported to the coast for export to many parts of the world for fertilising purposes and for the manufacture of explosives.

Prior to the Great War, Chile's best customer in the nitrate market was Germany.

On some of the islands off the coast where rain is unknown, are vast deposits of guano, another source of untold wealth to the owners.

As Chile does not produce coal herself it is of course necessary for her to import it. In this connection it is interesting to relate that not so very many years ago Newcastle Harbour was almost constantly crammed with ships of many nations, sail and steam, with sail predominating, waiting their turn to load coal for the West Coast of South America, the bulk of it for Chile.

There is much beautiful and rugged scenery in Chile, but along the coast north from Valparaiso

MANGROVITE WATERPROOF HALF SOLES

You want your boots as solid as long as the uppers are worth it. But the longer a pair of soles wear the better off you are, and less your shoes lose in shape. Mangrovite Solid Leather Soles last as long as two pair of ordinary soles and on the score of economy will save you many shillings in the year. Men whose footwear is subjected to extra hard conditions are enthusiastic over the value they give.

Mangrovite Soles are made in three varieties.

Mangrovite Ordinary Half Sole, Men's	1/3 per pair, postage 1d
" Women's and Youth's 11d	3d
" Children's 1/2d	3d
Mangrovite Waterproof Half Sole, Men's	2d
" Women's and Youth's 1/2d	3d
Mimstone Waterproof Half Sole, Men's	2d
" Women's and Youth's 1/2d	3d

Obtainable from all shoekeepers or direct from us. Write for our Leather and Grindery Catalogue.

MANGROVITE BELTING LTD.
CHARLES LUDWIG, MANAGING DIRECTOR
49 YORK ST. (WYNYARD SQUARE) SYDNEY

**MOST SKIN TROUBLES QUICKLY DISAPPEAR
UNDER THE HEALING INFLUENCE OF**

SOLYPTOL MEDICATED SOAP

Whether for the Toilet,
the Nursery, or the
Surgery
SOLYPTOL SOAP will be
found excellent.

PRICE: 1/- PER TABLET
2/6 BOX OF THREE

FROM ALL CHEMISTS
AND STORES

F. H. PAULDING & CO. LTD.

6 O'CONNELL STREET, SYDNEY

"IF IT'S PAULDING'S—IT'S PURE"

to the boundary line of Peru it is rugged without beauty. Hardly a vestige of green can be seen from seaward in the 1,000 mile journey, the whole of the brown mountainous coastline presenting the most barren, dreary, and forbidding aspect imaginable.

At Coquimbo, Caldera and Talca, then onward again to Calta Colosa and Morena Bay where Antofagasta, once the port of Bolivia, staggers to earth-shocks, and sleeps and wakes under a mask of dust, there is a sameness and deadly monotony which knock Australia's bush towns right out of the running.

In Morena Bay when the surf is not booming dangerously, the loud mouthed lanceros man their nitrate laden lighters, or swarm upon the struggling tow-boat as it points its nose towards a ship at anchor in the bay hungrily waiting for its nitrate cargo, and straining at its anchors as though anxious to get away from the uninviting place.

Inland from Antofagasta, on the line to La Paz, the capital of Bolivia, trains of pack mules with tinkling bells, and swartly muleteers to urge them on with the mighty oath and the sting of a lash, are sights common enough. While in the agricultural districts teams of oxen take untravelling Britishers' thoughts back to medieval times.

Leaving the great white cross in the hills above Antofagasta on the starboard quarter and making a wide sweep round the headland which connects with Mount Morena, the ship heads north and passing the small ugly town of Mejillones and the great nitrate port of Iquique, comes to Arica formerly belonging to Peru, but now Chile's northern seaport.

In one or other Chilean ports, may be seen the market steamer loaded with all kinds of vegetables from Valparaiso or Talcahuano, for vegetables are a luxury in the upper ports of Chile, and when the market steamer lowers its gangways it is stormed from the clustering, swaying surf-boats by prospective purchasers eager to select from the vendors the cream from the floating vegetable market.

For an excellent reason, the prevalence of earthquakes, buildings in the cities and towns of Chile are not designed to vie with the skyscrapers of Chicago or New York. They are invariably lightly constructed of wood, or mere shells of laths and plaster, or laths and mud over a wooden frame-



Horse Shoe RED ALASKAN Salmon

Is readily digested and as a food
contains more protein than meat,
eggs and bread.

There is no waste with HORSE
SHOE SALMON—every particle is
edible and enjoyable.

Horse Shoe Salmon is packed and
cooked in an exclusive way, which
brings it to you always savory
and delicious ready to serve straight
from the tin.

Ask for Horse Shoe Salmon always.

Sold by all stores
everywhere.

work. A severe rainstorm (where it does rain) usually plays havoc with the outer walls.

Lack of space has precluded a comprehensive survey of the country and its people, but before concluding we would mention three things which all men are not given to see:—The island of Juan Fernandez, wooded and hilly, less than 40 square miles in extent and about 300 miles west from Valparaiso, celebrated by Defoe as the home of the castaway "Robinson Crusoe."

Secondly, the fine statue of a manly figure representing Christ the Redeemer standing on its pedestal on a lonely height of the solemn Andes. There the scribbles and pharises and users of our vaunted civilization are not. And there with the holy silence of the great mountains crowding upon him, the awed wayfarer will attune his soul to the wholesome sweetness of the inspiring breath of the Infinite, as Moses on Mount Sinai may have done ages ago, and fortify his faith in God.

Lastly, as seen from the Pacific, the mighty dome of Mount Aconcagua the culminating peak of the Andes, pearl swathed and capped with silver—a jewel of rare earthly beauty set in the unpillared arch of flawless blue immensity more than 23,000 feet above ocean level, silhouetted seaward by the rays of the rising sun—this august isolation of America's highest grandeur sits thrown in a mantle of eternal snow, while in its rock ribbed loins slumbering fires lie.

ACROSS SOUTH AMERICA.

Years ago the writer journeyed by train from the very excellent seaport town of Valparaiso, the Vale of Paradise of the early Spanish settlers, to Santiago de Chile the capital of the Republic, distant about 100 miles to the east-south-east and probably 80 miles inland from the Pacific coast as the crow flies, and from there with a friend footed it to Rosario *via* Mendoza, finishing the journey to Buenos Ayres on the Atlantic side by train. It took two months to accomplish the whole journey of about 1,000 miles.

In a subsequent issue of the journal the story of how 700 miles was covered on "shanks" pony; how work was obtained on the great hacienda or ranches of the rolling pampas of the Argentine, and how death overtook a thief in our camp, will be told.

—W.W.B.

NAVY LEAGUE



SEA CADETS

The Navy League is Non-Sectarian. The Navy League is Non-Political.



DRUMMOYNE CUTTER, No. 1.

The Senior Officer will inspect each Corps during a class night every month.

Every facility should be given to Mr. Mellor, who will endeavour to give every assistance, or make any reasonable recommendation regarding the Corp's wants, to Navy League Headquarters.

Semaphore Flags have been ordered for Richmond and North Sydney Corps. One dozen pair of flags will be ready for each Corps by middle of month.

A Swimming Carnival will be held at Woolwich Baths, Lane Cove River, on the 10th February. The Navy League Sea Cadets have been invited to participate. A handicap race over 50 yards, for which Mr. Harry Shelley has promised three prizes (1) 30s., (2) 15s.; (3) 7s. 6d., has been arranged. Any Navy League Cadet who wishes

to enter may do so by paying 6d. entrance fee. Entries close with the Senior Officer (Mr. Mellor) on January 28th.

At the meeting of the Executive Committee of the Navy League held at Royal Naval House, Sydney, on the 8th inst., the Committee expressed itself as "well satisfied with the progress made by the Sea Cadet movement during the year 1922." The Committee also "thanks all the Officers, Petty Officers and Cadets for helping to make it possible to develop and carry on such a splendid movement."

There were present at the meeting, his Honor Judge Backhouse (chair); Mr. Kelso King (Hon. Treasurer); Sir Alfred Meeks, Mr. G. E. Fairfax, Mr. Harry Shelley, Mr. C. M. C. Shannon, Messrs. A. G. Milson, and F. W. Hixson (Joint Honorary Secretaries), and the organiser, Capt. Beale.

IN RECESS.

The Balmain, Drummoyne, Richmond and North Sydney Units have been in recess for the Xmas Holidays. To every Unit we wish a happy and prosperous New Year.

Messrs. Harry Shelley and A. G. Milson are very kindly presenting a ten guinea set of cricketing material as the prize for the winning crew in the Navy League Sea Cadets' cutter race on Anniversary Day.

training for the year 1923 arranged. We have every hope that the new year will be a prosperous one.

The formation of a Parents and Supporters Committee will be of great assistance to the O.C.

Sailing is proving popular with cadets and officers. The afternoons of Wednesdays and Saturdays of each week are usually devoted to giving the boys instruction in the handling of a boat under sail. Trips down the Harbour as far as Clifton Gardens and Shark Island have been taken.

THE LADS IN BLUE.



Some of the Officers and Sea Cadets of the Navy League, New South Wales Branch.

Drummoyne Corps.

Officer-in-Charge (Actg.):

MR. G. WALLACE.

NEW ENTRIES—Frank Hopkins, Douglas Hopkins, Jeffery Harry.

DISCHARGES—Leslie Johnstone (left District), William May (own request).

CLASS NIGHTS—On Fridays the Bugle Band and Signal Section Parade for Instruction. Seamanship Classes on Wednesdays. Swimming Parade held every Saturday morning at Drummoyne Baths at 7 a.m.

After a successful year the Corps went into recess for a month. During that period stores and equipment have been surveyed and syllabus of

Sails and masts for the second cutter are now ready, much to the delight of cadets who were unable to get into No. 1 crew.

Mr. A. C. Wood, M.A., has volunteered portion of his services to this Unit as Physical Training Instructor. Mr. Wood served with the A.I.F. with the rank of Sergeant. He holds excellent P.T.I. certificates, having qualified at Aldershot Camp in 1916.

Arrangements are being made to form a squad of 24 cadets for the purpose of giving a display of Swedish exercises at the next sports meeting.

A miniature ship's mast, with metal Int. Code Bags, has been made by the O.C.; this will be an asset to the Signal Section, which will commence this subject early in January.

THE MORSE CODE OF SIGNALS.

A	---	N	---	1	---
B	---	O	---	2	---
C	---	P	---	3	---
D	---	Q	---	4	---
E	---	R	---	5	---
F	---	S	---	6	---
G	---	T	---	7	---
H	---	U	---	8	---
I	---	V	---	9	---
J	---	W	---	0	---
K	---	X	---		
L	---	Y	---		
M	---	Z	---		

THE SHORT FLASH IS OF ABOUT ONE SECOND DURATION: THE LONG FLASH OF ABOUT THREE SECONDS. THERE SHOULD BE AN INTERVAL OF A SECOND BETWEEN EACH FLASH OR GROUP OF THREE SECONDS BETWEEN EACH LETTER, AND OF SIX SECONDS BETWEEN EACH WORD OR GROUP.

THE SIGNAL OF DISTRESS BY MORSE CODE.

S . O S

PEARSON'S

CARBOLIC

SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER

TO KEEP FIT



eat only pure foods that are
wholesome and nutritious.
You can ensure this if you

USE

AUNT MARY'S

BAKING POWDER

for making scones, cakes, pastry,
and puddings. Made from the
finest cream of tartar and free
from adulterants. Goes farther
than inferior preparations and
gives better results.

COSTS A LITTLE MORE.
WORTH A LOT MORE.

£100 in Cash Prizes — Save the lids.

A. FORSYTH & CO. Ltd.

Australian Rope
Works

Box, 86 G.P.O.
Cable Address: "Rope"

339 Kent Street,
Sydney

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

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

LARGEST MANUFACTURERS IN AUSTRALIA OF:—

White and Tarred Manila, Coir Rope, Spun Yarn,
Lashings, Clothes Lines, New Zealand Flax and Russian
Hemp Rope, Log Lines, Harvesting Twine, etc., Manila
Driving Ropes, Plain and Cable Laid Cotton Ropes, etc.

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

Phones: City 10115 and City 341



BRIG "LIZZIE WEBBER."

From a painting in the possession of
Mr. W. M. H. Goring

Through Southern Seas.

Brig "LIZZIE WEBBER."

The Lizzie Webber, a brig of 214 tons, left
Sunderland, England, on the 1st of August, 1852,
for Australia. Her passengers totalled 65 souls.
She called at Capetown on the voyage out, and
left there on the 2nd November for Melbourne,
where she arrived on the 15th December. For
the size of the vessel and the nature of the weather
encountered, the passage was considered satis-
factory. There was very little sickness on board,
and only one death.

The Lizzie Webber was under the command of
Captain S. Rowntree, and arrived in Sydney from
Melbourne in ballast on 21st January, 1853, after
a passage of eleven days, due to delay at Western-
port, where she sought shelter from the heavy
weather raging along the coast. Present day
passengers prefer to face the long journey on
sumptuously fitted steamers of 10,000 tons and
upwards.

Naval Notes.

Commodore H. M. Edwards, R.N., who for the last three years has been the Commodore Superintendent of H.M.A. Naval Establishments at Garden Island, expects to leave Sydney in March on his return to England.

Captain Crasford, R.N., has been selected to take over from Commodore Edwards.

The visit to Sydney of the French cruisers, Jules Michelet and Victor Hugo, under the command of Admiral Gilly, created a tremendous amount of interest. The Admiral, his officers and men were most enthusiastically welcomed by Frenchmen in Sydney, and also by Australian admirers of France.

All the commissioned ships of the Royal Australian Navy are at present in port at Sydney.

Commander Alick Stokes, R.N., has been lent to the R.A.N. as Director of Naval Ordnance, Torpedoes and Mining.

NEW DISTRICT NAVAL OFFICER.

Commander H. L. Quick, R.A.N., recently succeeded Commander Bracegirdle, D.S.O., R.A.N., as District Naval Officer of New South Wales.

To meet Commander Quick is to meet a magnificent specimen of a Briton—an inspirer of confidence.

Formerly an officer in the world-famous P. & O. Company, and holding a commission in the Royal Naval Reserve, Commander Quick was appointed to the Australian Navy in February, 1913. He served as assistant gunnery lieutenant on H.M.A.S. Australia on the arrival of the first Australian fleet in Australia. Upon the outbreak of war he continued to serve on the flagship in the New Guinea and Pacific operations, and afterwards when that vessel was flagship of the Second Battle Cruiser Squadron, in the North Sea, until August, 1916. From November, 1916, to September, 1919, he served as first lieutenant of the boys' training ship "Tingira," and for a year after that with the same rank on the Encounter, the seagoing training ship. From September, 1920, to April, 1921, he acted as naval representative on the Central War Gratuity Board in Melbourne, and was then appointed chief staff officer for naval reserves at naval headquarters.

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

Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in **MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH**, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that **SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.**
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, **IN CONJUNCTION WITH THE AIR FORCE**, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that **THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEIGHS US INTO ONE IMPERIAL WHOLE.**
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the **BOYS TO BECOME GOOD CITIZENS OF THE EMPIRE**, by learning discipline, duty and self-respect in the spirit of their Motto—**"FOR GOD, for the KING, for the EMPIRE."**
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.



CABIN-DE-LUXE—S.S. "ULYSSES."

GILCHRIST, WATT & SANDERSON, LTD.
5 O'CONNELL STREET. AGENTS.

P. & O. BRANCH SERVICE

FLEET OF TWIN SCREW STEAMERS

"HALLARAT"	13,300 Tons	"BORSA"	11,150 Tons
"RAJAHANAL"	13,300 "	"REKHA"	11,150 "
"RAHABINE"	13,300 "	"RELTANA"	11,150 "
"RAHABOOL"	13,300 "	"REKALLA"	11,150 "
"REKIDGO"	13,300 "		

To LONDON via
DURBAN and
CAPETOWN.

Third-Class
Passengers only
carried.

A popular and
cheap way of
travelling.

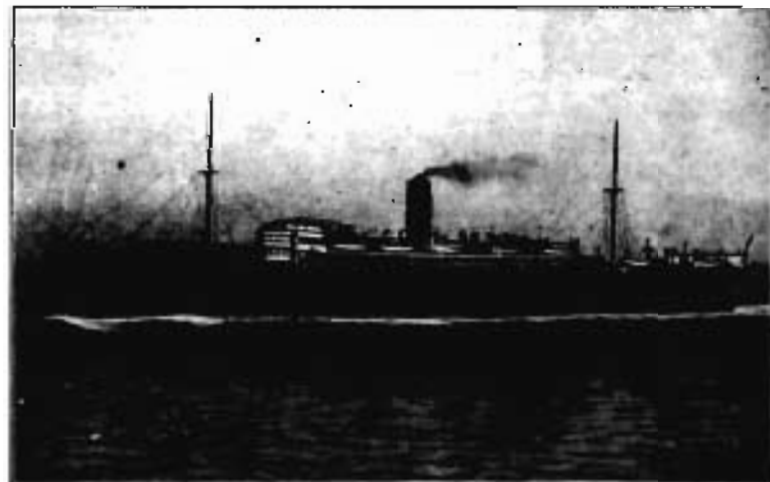
Fares to LONDON
£37 to £45
Single.

£67 to £81
Return.

Fares to AFRICA
£31 to £27
Single.

£38 to £18 10s.
Return.

Return Tickets can be
made interchangeable
with P. & O. Orient
and Aberdeen Lines.



GILCHRIST, WATT & SANDERSON, LTD.—AGENTS
5 O'CONNELL STREET.

BLUE FUNNEL LINE

MONTHLY SAILINGS TO ENGLAND
VIA DUBRAN AND CAPETOWN
AVOIDING THE HEAT OF
RED SEA.

FLEET	TONS
S.S. "ULYSSES"	15,000
S.S. "NESTOR"	15,000
S.S. "ANCHISES"	10,000
S.S. "AENEAS"	10,000
S.S. "ASCANIUS"	10,000

FIRST-CLASS PASSENGERS
ONLY CARRIED.

Fares to ENGLAND from £94 Single
and £168 Return.

Fares to AFRICA - £44 Single
Return £114.

Additional charged for Cabin-de-Luxe,
Single Berth and Red-Sea Cabins.
Return Tickets can be made interchangeable
with P. & O., Orient and Aberdeen Lines.

READY-TO-ERECT WEATHERBOARD COTTAGES

We supply all necessary materials, the best of their respective kinds, together with framing timbers—cut, marked, and numbered, ready to fit together. Our "Cottage Home" Catalogue shows forty-four Modern Designs of buildings containing from one to eight Rooms and Offices. This booklet with complete Price List mailed free to any address. Enquiries solicited.

Simplex Portable Buildings

ARE UNSURPASSED FOR
Week-end Homes, Motor
Garages, Small Stores,
Workshops, etc.

Catalogues and Price Lists on
application.

Skilled Mechanics are not
necessary in the erection of
these buildings.

Our stocks comprise Imported
and Colonial Timber, Joinery,
Iron, Glass, Paints and Builders'
requisites of all kinds. All at
cheapest current rates.



Perspective View

PRICE LISTS AND
CATALOGUES FREE

A. C. SAXTON & SONS, LTD.
MONTMONT, SYDNEY.

TIMBER AND JOINERY
MERCHANTS

NAVAL APPOINTMENTS.

The following appointments to the permanent naval forces of the Royal Australian Navy are announced by the Navy Office, to take effect from the dates mentioned:—

Captain: George F. Hyde, to Cerebus, additional, for duty at Navy Office, December 14.

Engineer Commanders: Percy J. N. Hogan, to Melbourne, and as Fleet Engineer Officer, January 10; Edward R. Amor, to Penguin, additional, January 10; Percival E. McNeil, to Penguin, additional, January 1; and as engineer manager and engineer officer on staff of Commodore Superintendent and Senior Naval Officer, February 15; George H. Starr, to Penguin, additional, to await passage to United Kingdom, February 15.

Engineer Lieutenant: James K. McLeod, to Cerebus, for charge of mechanical training school, etc., January 1.

Commissioned Gunner (T.): Ernest J. Evans, to Cerebus, additional, while on passage to United Kingdom for reversion to Royal Navy, February 3.

Gunner (T.): Samuel S. James, to Adelaide, January 16; Henegge Hill, to Playpos, January 15; Frank L. S. Golin, to Melbourne, January 15.

Cadet Midshipmen: Harold S. Barnett, Sydney F. Bolton, John W. Bull, Frederick N. Cook, Kenneth D'A. Harvie, Richard F. Hutterell, Donald M. Hoke, Eric S. Mayo, James C. Morrow, Alan J. Travis, Kenneth M. Urquhart, John A. Walsh, and James K. Walton, all to Adelaide, January 1.

The following promotions will take effect as under:—

Lieutenant Commander: Reginald G. Cree, to be Acting Commander, December 7.

Lieutenant: Athelstan Paul Rush, D.S.O., to be Lieutenant-Commander, November 30.

Sub-Lieutenants to Lieutenants: John Robert Miller, May 15 last; Alford Sydney Rosenthal October 31; Jefferson H. Walker, November 15; Joseph E. Hewitt, November 30.

Mate: William Cuthbert Juler, to be lieutenant, April 1 last.

Commissioned Gunner: Ernest James Evans, to be lieutenant, August 12 last.

In the auxiliary services the following promotions have been made:—

Lieutenant Commander: Harold Leopold Quick, to be commander, to date September 21.

Lieutenant: Alexander John Loudoun Shand, Edward Smith Merton, and John Clement McFarlane, to be acting lieutenant-commanders.

Ask a Friend to Join the Navy League
TODAY.

WAR FACTS.

LET WE FORGET.

British National Debt increased by over
£7,000,000,000
Britain lent to the Allies and Dominions
£2,017,000,000.
British Debt to the United States (with interest)
£1,050,000,000.
Yearly service of the National Debt £350,000,000.
Yearly cost of Pensions £111,000,000
Tax-raised Revenue, 1921-22, £1,000,000,000
Estimated Income Tax, 1922-3, £329,000,000.
The British Empire mobilised 8,654,467 men
The British Isles alone mobilised 5,794,416 men.
Total Empire dead, 851,117 men.
Total Empire casualties, 2,966,069.

REDUCED FARES.

Attention is drawn to the reduced scale of fares to England and South Africa in the magnificent steamers of the P. and O., the Blue Funnel Line and the Aberdeen Line. Intending overseas travellers are invited to write to the Shipping Companies advertising in this Journal for full particulars.

A reduction in freights from the United Kingdom to Australia of 5s. per ton for both measurement and deadweight tonnage has been announced in Sydney. Companies affected are the P. and O. S. N. Company, the Orient Steam Navigation Company, Limited, the White Star and Aberdeen lines. The reduction applies to almost all classes of cargo.

It's a 'Murdoch'

THE name that sets the Seal of Quality on Modern Headwear. Wherever well-dressed men foregather the celebrated Murdoch Hat is in evidence. In form and fitting, coupled with low cost, the Murdoch Hat holds unchallenged supremacy in Australia to-day.

MURDOCH'S STAR QUALITY SOFT HAT.

Style combined with Quality, hand finished, first-class trimmings, medium brims, cut or stitched edges. In slate, steel, fawn, grey, cube and drab with black bands. Sizes 6½ to 7½.

Same shades as above with silk-bound edge 35/-

When ordering be sure and state Size and address your letter to DEBK U.

POSTAGE PAID ON ALL GOODS.

MURDOCH'S
IN PARK ST. LTD. SYDNEY

The World's Largest Men's and Boys' Wear Store.

Murdoch's Price

32/6

If ordering by post address your letter to DEBK U.



THE BOY SCOUT— CONTINUED.

certain lines—temperament, taste, and lack of ability may keep you from others. Then one has to look to the future: Is the calling you propose to follow likely to last your lifetime? Many trades of old have died out or become so modified as to be practically new trades—such as the armourer, the maker of bows and arrows; motor drivers are taking the place of cabmen, and in many cases concrete is now used for building purposes instead of bricks.

If you apply for a position personally a great deal depends on your manner as to whether you get it or not. Always be cheerful, no matter how many rebuffs you have received during the earlier part of the day. An employer does not want a gloomy individual about the place. When replying to questions, look your interrogator in the face, speak distinctly, and say what you have to say clearly, concisely, and to the point—and go armed with references from people easily reached.

If you are told to reply by letter, write legibly; or, better still, have the letter typed, give the information required concisely and clearly, and enclose copies of testimonials likely to have a bearing on the position, keeping the original testimonials in case they go astray.

If you secure a position likely to suit you, remember it is worth while going to some pains to keep it. Make yourself worth more than you are paid, otherwise you will be of no use to your employer, who has to pay many other expenses besides wages.

SEA CADETS AT HOME.



BALMAIN CUTTER, NO. 1, OFF THE
ROYAL SYDNEY YACHT CLUB.

The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

PROPRIETORS OF THE
SOUTH BULLI and BELLAMBI COLLIERIES
SOUTHERN COAL DISTRICT, N.S.W.

Steam Collier Fleet capacity, 3,400 tons. Hulkage capacity, 1,600 tons. Waggon and bunker storage capacity 6,000 tons. Total 11,000 tons.

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

OFFICES—16 SPRING STREET, SYDNEY

"PACIFIC" COAL

Is splendid Household and
STEAM COAL

BRIGHT BURNING and
GREAT HEATING
POWER.

HEAD OFFICE:
58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

THE "SUCCESS."

Lying in New York Harbour is the venerable ship Success. It is said that her teak hull is in an excellent state of preservation. In the year 1912, the Success left England for the United States, where she arrived after making one of the longest passages on record for the North Atlantic.

There is a story that the Americans, during the shortage of tonnage in 1917, proposed to fit Diesel engines inside her white whiskered hull, and turn her again seawards to earn a few dollars in trade.

This was too much for the old ship—she jibbed—and was badly holed by the ice, and sank at her moorings in the Ohio River.

Even then she did not escape the job of plating Mammon. She was resurrected, and is now on show. The history of her career has lost nothing in the telling, and doubtless the tellers have gained materially at the expense of their souls.

—W.W.R.

Definitions of Sea Terms, taken from Doane's Book on "Seamanship."

(Continued from our last issue).

- SLIP—To let go a cable with a bony and not wait to hoist the anchor.
- SLOOP—Small vessel with one mast carrying at least jib and mainsail.
- SLOPS OR SLOPHEST—Emergency clothing carried by the captain and sold to the men on credit against their wages.
- SMALL STUFF—Spun yarn, marline and other light rope.
- SNATCHBLOCK—Single block made so that the sheave can be opened and the bight of a rope lead through.
- SNUH—To check a rope suddenly.
- SO—This order means "enough, stop."
- SOUND—To get the depth of water in the hold.
- SOUNDINGS—The sea where the depth may be ascertained by ordinary means; usually 100 fathoms and shallower.
- SPANKER—Fore and aft sail on ship or bark furthest aft.
- Spanker boom, spanker brail, etc.
- SPARS—General term for masts, yards, gaffs, booms.
- SPELL—Length of time at work. As verb, to relieve.
- SPENCER—Fore and aft sail on squarerigger, but not a head sail.
- SPILL—To shake wind out of a sail by luffing.
- SPINDRIFT—Water swept from crests of waves. Flying clouds.
- SPRAY—Water blown from waves.
- SPRING—A trawer used to check a vessel, leading from bow aft, or from stern forward. Also meant to crack, as to "spring" a mast; also to leak, as "spring" a leak.
- SPRIT AND SPRITSAIL—Sail used in small boats rigged on a sprit. Differs from "lug" and "juggail" in that the sprit is stepped in a becket at foot of mast.
- SPUNYARN—A rope formed by twisting together two or three rope yarns.



Fit for a Prince

A TEA so good as to merit the appreciation of H.R.H. The Prince of Wales is surely a test of unusual quality. On the "Renown" and the Royal Train KU-KU Tea was served, when its rich deliciousness pleased the most critical taster. In your home such a Tea would be appreciated.

KU-KU Tea

SQUARE—Yards are "squared" when they are horizontal and at right angles with the keel. Squaring by the life makes them horizontal; and by the braces, makes them at right angles with the vessel's line. "To square a yard" means to bring it in square by the braces.

SQUARE-SAIL—A temporary sail set at the fore-mast of a schooner or the mainmast of a sloop, when going before the wind.

STABILITY—Stiffness of a vessel.

STAFF—A pole or mast, used to hoist flags upon.

STANCHIONS—Upright posts of wood or iron, placed so as to support the beams of a vessel. Also, upright pieces of timber, placed along the sides of a vessel, to support the belwaiks and rail. Also, any fixed, upright support.

STANBY—To be prepared to act at once.

STANDING—The standing part of a rope is that which is fast, the opposite to the hauling part. The "standing part" of a tackle is that part which is made fast to the blocks and between that and the next sheave, the opposite to the hauling and leading parts.

STANDING RIGGING—That part of a vessel's rigging which is made fast to the masts.

STARBOARD—The right side of the vessel looking forward.

STATION BILL—A list showing the station of every man, for duty, or in case of accident.

STAY—To tack a vessel, or put her about, so that the wind, from being on one side, is brought upon the other, around the vessel's head. "To stay a mast," is to incline it forward or aft, or to one side or the other by the stays and backstays. A mast is said to be "stayed" too much forward or aft, or too much too port, etc.

STAYS—Large ropes, used to support masts, and leading from the head of one mast down to another, or to some part of the vessel. Those which lead forward are called "fore-and-aft-stays"; and those which lead down to the vessel's sides, "backstays." In stays, or hove in stays, a vessel when she is "staying" or going from one tack to another.

STEADY—To keep the helm as it is.

STEREAGE—That part of between-decks which is just forward of the cabin.

STEM—Extreme forward timber in a vessel.

STEP—Block of wood at base of mast that holds its heel.

STERN—After the end of vessel. (Never say rear, back or behind).

STERNBOARD—Motion of vessel backward. Also called sternway.

STERNPOST—Aftermost timber in a vessel.

STERNSHEETS—Part of a small boat furthest aft.

STEVEDORE—Longshoreman; cargo loader.

STIFF—Vessel able to carry plenty of sail safely. Opposite of cranky.

STOCK—Cross beam of anchor near ring.

STOP—Seizing of small stuff.

STOPPER—Stout rope to secure another or to secure a chain.

STOW—To pack.

STRAND—Part of a rope composed of smaller twigs.

STRAP—Rope or metal binding around a block.

STRETCHERS—Foot rests in small boat.

STRIP—Dismantle.

SURF—Sea breaking on shore.

SURGE—A large, swelling wave. "To surge" a rope or cable, is to slack it up suddenly where it renders around a pin, or around the windlass or capstan.

SWAB—A mop, formed of old canvas threads, used for cleaning and drying decks.

SWAY—To hoist up.

SWEEP—To drag the bottom. Also, large oars, used in small vessels.

SWIFT—To bring two shrouds or stays close together by ropes.

McKENZIE'S

EXCELSIOR

Essence of

COFFEE and CHICORY

THE BEST

A Good Shot is always appreciated

THEREFORE USE
and RECOMMEND

GOOD SHOT BAKING POWDER

It also will be appreciated

MANUFACTURED BY
D. Mitchell & Co. Ltd.

SWIFTER—The forward shroud to a lower mast. Also, ropes used to confine the capstan bars to their places when shipped.

SWIVEL—A link of iron, used in chain cables, made so as to turn upon an axis intended to keep the turns out of a chain.

TACK—To put a ship about, so that from having the wind on one side it is brought around on the other by way of her head. The opposite of "wearing." A vessel is on the "starboard tack," or has her "starboard tack" on board, when she has the wind on her starboard side.

The rope or tackle by which the weather clew of a course is hauled forward and down.

The "jack" of a fore-and-aft sail is the rope that keeps down the lower forward clew.

TACKLE—A purchase; formed by a rope rove through one or more blocks.

TAFFRAIL—The rail around a ship's stern.

TAIL—A rope spliced into the end of a block and used for making it fast to rigging or spars is called a "tail-block." A ship is said to "tail up" or down stream, when at anchor, according as her stern swings up and down with the tide; the opposite to "heading" one way or another.

TAIL ON—To take hold of a rope and pull.

TAIL-TACKLE—A watch tackle.

TARPAULIN—A piece of canvas, covered with tar, used for covering hatches, boats, etc.

TAUT—Tight, snug.

TELL-TALE—A compass hanging from the beams of the cabin, by which the heading of a vessel may be known at any time.

THIMBLE—An iron ring, having its rim concave on the outside for a rope or strap to fit snugly.

THOLE-PINS—Pins in the gunwale of a boat, between which an oar is held when pulling.

THROAT—The inner end of a gaff, where it widens and hollows in to fit the mast. Also, the hollow part of a knee. The "throat" brails, halyards, etc., are those that hoist or haul up the gaff or sail near the throat. Also, the angle where the arm of an anchor is joined to the shank.

THURM—To stick short strands of yarn through a mat or canvas, to make a rough surface.

THWARTS—The seats going across a boat, upon which the oarsmen sit.

TIER—A range of masts. Also, the range of the fakes of a cable or hawser.

TILLER—A bar of wood or iron, put into the head of the rudder, by which it is moved.

(GLOSSARY OF SEA TERMS will be concluded in next issue).

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

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

PHONES: CITY 7786 and CITY 6817.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital £5,000,000

Capital Paid-up and Reserves £1,525,300

Aggregate Assets at 30th June, 1929 £12,000,700

Directors: Sir MARY SHELTON, Chairman; FRANK N. YARWOOD, F.C.P.A., Deputy Chairman; GEORGE F. TOMES; DUNCAN CAMERON; H. B. LYNCH; G.H.K.; Lieut.-Col. T. L. F. MURDOCK, M.L.A.

General Manager: C. M. C. SHANNON. Chief Inspector for New South Wales: W. G. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 113 PLACES IN NEW SOUTH WALES.

BIRMINGHAM: 21 Queen-st. Chief Inspector for Queensland—J. N. H. BROWN. Manager—G. H. HOWELL.

BRANCHES AND RECEIVING OFFICES AT 23 PLACES IN QUEENSLAND.

MELBOURNE: 225 Collins-st. Manager—M. B. FINNEY.

ADLAIDE: 25 Beedie-st. Manager—R. T. MOORE.

LONDON: 21 Threadneedle st. M.C. 1. Manager—A. F. JENKINS.

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

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.



WE ARE FIXING AGENTS FOR

Malthead

IN NEW SOUTH WALES.

Specifications submitted and estimates given for MALTHEAD work of all descriptions. Contracts carried out by experienced workmen under expert supervision.

HOLDSWORTH, MACPHERSON & CO.

212 GEORGE STREET, SYDNEY

ANTHONY HORDERNS' FOR EVERYTHING

We invite the amplest investigation into both quality and price of the goods we offer, and we are content to leave the result to you.

Upon this confidence the vast business of ANTHONY HORDERNS' has been built, a confidence not to be trifled with by any statements of ours that cannot be substantiated to the utmost extent.

ANTHONY HORDERN & SONS, LIMITED
BRICKFIELD HILL, SYDNEY.

SATISFIED CUSTOMERS SELL THE Safix-Miller Outboard Motor FOR US



It has outstanding features which make it the most efficient outboard on the market.

THESE ARE:
Separate Magneto Ignition
(Liberty Bosch Magneto)
Heavy Wearing Parts
Weight under 70 lbs.
Starts readily.
Spare parts always available

Write for full particulars and name of agent in

Buzacott & Co. Ltd.
7-11 Market Street, Sydney.



THE NAVY LEAGUE.

PATRON:

H. E. THE GOVERNOR GENERAL THE RT. HON. LORD FORSTER.
P.C. O.C.M.G.
H. E. THE STATE GOVERNOR SIR WALTER DAVIDSON.
K.C.M.G.

PRESIDENT:

THE HON. SIR W. P. CULLEN K.C.M.G. Zio. Esq.
Lieutenant Governor and Chief Justice
of New South Wales

EXECUTIVE COMMITTEE:

SIR THOM. A. DIET	J. P. FRANK
COL. THE HON. SIR JAMES BURNIE	CAPTAIN F. O. WALEY
EDWARD W. HEND	H. W. CORRY
KELSO KING	SIR ALBANDON MACCORMICK
SIR SAMUEL HOSKIN	A. GORDON WESCH
F. W. HENDER	HON. HONOR JUDITH BICKHOUSE
ALFRED G. MILSON	J. PERRY
O. E. FAIRFAX	THE HON. SIR A. W. MURDOCH
OSCAR LINDS	C. M. C. SHANNON
E. P. SIMMONS	HARRY SHILLIE
A. CONNERY SCOTT	WALTER M. MARNE
CAPTAIN A. W. PRATER	PETER BOARD
CAPTAIN S. O. GRANT	HON. SIR THOMAS HUGHES
COL. J. MACARTHUR ONYLOW	HON. J. LANE MULLINE

HON. MEMBERS:

COMMODORE A. P. ARBUTHNOT, C.M.G. R.N.
MAJOR GENERAL BRANK, C.B. C.M.G. O.S.O.
COMMODORE H. M. EDWARDS, R.N.

HON. TREASURERS:

SIR JAMES BURNIE
WILFRED KING
OSCAR LINDS

HON. SECRETARIES:

F. W. HENDER
ALFRED G. MILSON

ORGANISER AND EDITOR OF JOURNAL—
W. W. BRANK O.S.O. (M.I.)

JOIN THE NAVY LEAGUE.

VICE-PRESIDENTS	£5 0 0
Do. (for life)	25 0 0
FELLOWS (LADIES AND GENTLEMEN)	1 1 0
Do. Do. for life	10 10 0
MEMBERS, not less than	0 5 0
JUVENILE MEMBERS	0 1 0
	ANNUALLY AND UPWARDS

TO THE HON. SECRETARIES OF
The New South Wales Branch of the Navy League,
Royal Naval House, Sydney.

Please enrol my name as a _____
of the NAVY LEAGUE for which I enclose _____
value £ : s. d.

Name _____
Address _____

HARDY BROS. LTD. Jewellers. WEDDING GIFTS



Silver-plated Cake Basket diameter 6 in. L3 9/16.
Hardy Brothers' large stocks of sterling silver and finest English silverplate offer unequalled opportunities for the selection of gifts of high quality.

HARDY BROS. LTD. Jewellers & Silver-smiths

13 HUNTER STREET, SYDNEY

116-118 QUEEN STREET BRISBANE LONDON 798 COLLING STREET MELBOURNE

Orient Line

AUSTRALIA - ENGLAND (London)

Regular Sailings from

Brisbane, Sydney, Melbourne, Adelaide, Fremantle, calling at Colombo, Suez, Port Said, Naples, Toulon, Gibraltar and Plymouth.

FLEET.

	TONS
"ORMONDE"	14,853
"ORMUZ"	14,688
"ORVIETO"	12,150
"OSTERLEY"	12,129
"ORSOVA"	12,036
"OMAR"	11,103
"ORCADES"	10,000

First, Second and Third Class.

* Additional Steamer-Saloon and Third Class only.

REDUCED FARES ALL CLASSES.

For full particulars apply—

Orient S. N. Co. Ltd.

2-4-6 SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED
Managing Directors C. Toller, E. J. Toller, C. Mervell.

J. C. WILLIAMSON MATINEES
Matinees at Theatres, Wednesdays and Saturdays at 3.

THEATRE ROYAL.

"CINDERELLA"

The Show for Children and Grown-up Children.

CRITERION THEATRE.

EMELIE POLINI

IN

"EYES OF YOUTH."

Commencing Saturday, January 20th
"The Flaw."

HER MAJESTY'S.

"SALLY"

WITH

JOSIE MELVILLE.

Art Metal Ceilings

Artistic, Permanent, Economical

Wonderlich Metal Roofing and Architectural Enrichments. Metal Shop Fronts Show Cases and Counter Fronts. Roofing Tiles, Marmalade Patterns, made at Wonderlich Roofing Tiles, N.S.W. Terra Cotta Roofing Accessories, Chimney Pots, Finials, Ridges, etc. Durable, the durable Australian Asbestos Cement Hydraulically Compressed Sheets, for Walling, Slaters and Shingles for Roofing. Cellulose, the Australian Reinforced Fibre. Fibre Board. Hard white surfaces that will not chip, crack or warp. Plastic Art Ceiling Panels, Corbels and Mouldings.

PARTICULARS, CATALOGUES AND PRICES FROM THE MANUFACTURERS

WUNDERLICH LIMITED

The Ceiling People

Head Office & Works Showrooms
BAPTIST ST., REDFERN 56 PITT ST. SYDNEY
and 56 HUNTER ST., NEWCASTLE
Box 471 G.P.O. Phone 456 Red. 45 Hous

Dressing Gowns, Blazers, Cream Trousers— at doubly reduced prices.

THE high ideals of quality and service, which constitute the policy of Farmer's, assure value and distinction in all men's wear. During the Cash Bonus Sale, which extends from January 2nd to 20th, prices—except a few proprietary lines—are reduced. From the sale prices two shillings in the pound is deducted for cash purchases.



Bath Gowns.

PM1—Towelling Bath Gowns, cut on comfortable lines; made for service and washing qualities; closely woven towelling, on light grounds, with various coloured stripes. Usual Price, 32/6. Sale Price ... 30/-

PM2—English-made Terry Towelling Gowns, in medium and light grounds, with all coloured stripes.

Usual Price, 42/-, 47/6. Sale Price ... 40/-

Usual Price, 52/6, 55/-. Sale Price ... 50/-

And less 10% Cash Bonus.

Cream Trousers.

Ready-made Cream Trousers, smartly cut; with side and hip pockets, side straps, belt loops, and cuff bottoms.

PM3—English Flannel, soft quality. Usual, 32/6. Sale, 30/-

PM4—Cream Serge, all-wool. Usual, 32/6. Sale, 30/-

PM5—Cream English Serge. Usual, 45/-. Sale Price, 42/-

PM6—Cream Wool Gabardine. Usual, 47/6. Sale, 45/-

Deduct 10 % Cash Bonus.

Blazers.

PM7—Navy Flannel Blazer, with maroon, red, gold, white, sky, or royal blue cord edge. Usual, 35/-. Sale Price, 32/6

PM8—Navy Flannel Blazer, with dark red, navy, white, or gold bindings. Usual Price, 37/6. Sale Price, 35/-

Deduct 10 % from all Sale Prices.

If ordering by mail, please state chest, waist, and height measurements.

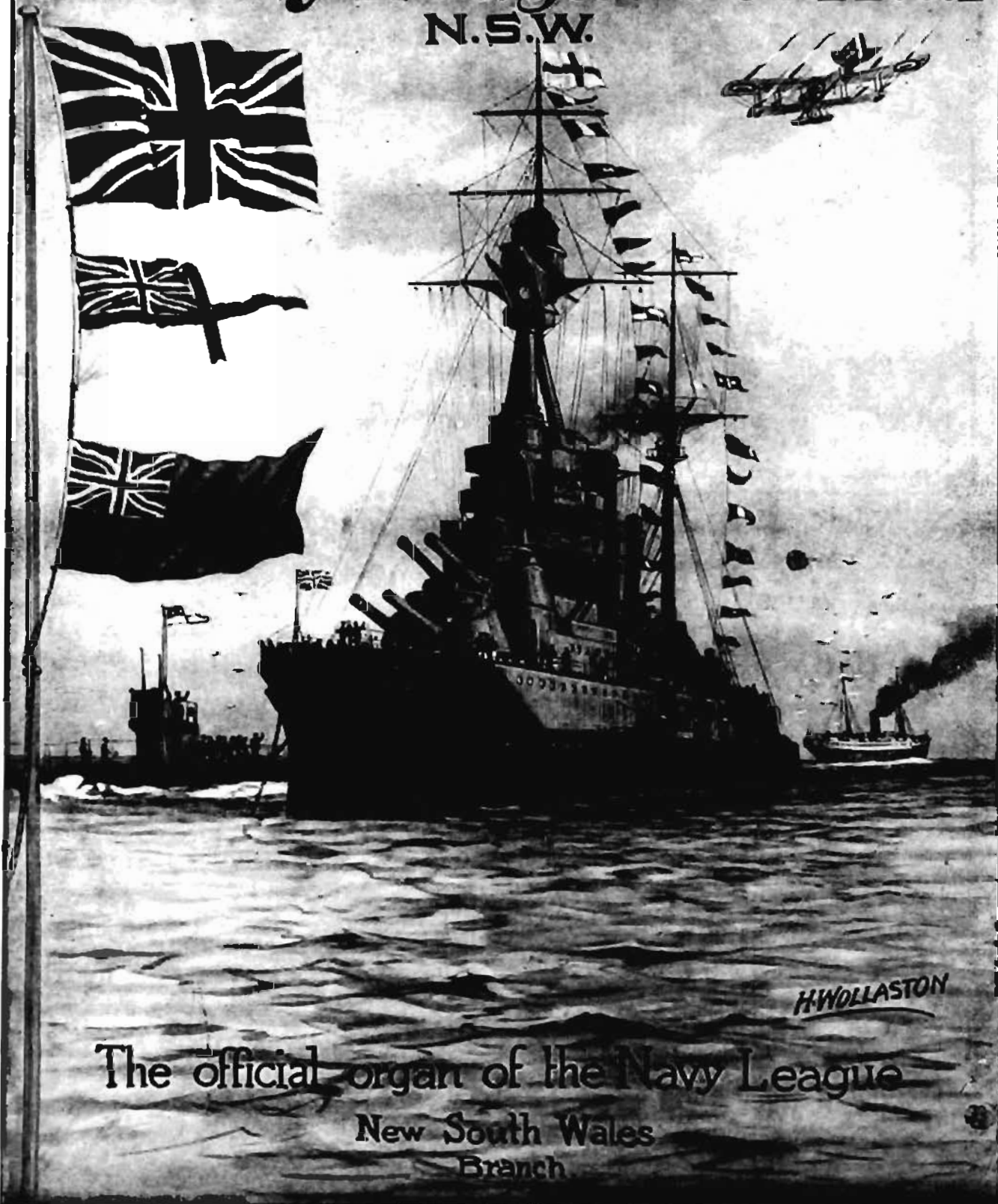
Farmer & Company, Sydney.

CARRIAGE PAID.

BOX 497, G.P.O.

The Navy League Journal

N.S.W.



The official organ of the Navy League
New South Wales
Branch



Commonwealth Bank of Australia

ESTABLISHED 1912.

GENERAL BANKING BUSINESS
of every description transacted at all branches
in the principal cities and towns of Australia
London (2) and New Guinea (2).

SAVINGS BANK INTEREST
3½ per cent. on deposits up to £1,000. 3 per
cent. on any additional balance up to £300 making
a total of £1,300 on which interest is allowed.

**SAVINGS BANK AGENCIES ARE ALSO
ESTABLISHED AT THE FOLLOWING:-**
GARDNER ISLAND (SYDNEY)
NAVAL DEPOT, WILLIAMSTOWN (VICTORIA)
H.M.A.S. TINGHA H.M.A.S. BRIDGE
" AUSTRALIA " PLATYPUS
" SYDNEY " GEMANION
" MELBOURNE

TOURIST TRAVEL AGENCY
Deputy Governor: JAS. KELL Governor: SIR DENISON MILLER, K.C., D.O.

Telephone 1443 City. Established 1884.

COWLES & DUNN

**GUNMAKERS and IMPORTERS
of FIREARMS**

72 KING STREET, SYDNEY.



**UP-TO-DATE AND RELIABLE RIFLES,
REVOLVERS, GUNS AND AUTOMATIC
PISTOLS.**

J. M. DEMPSTER LTD. February Discount Sale

6th to 26th

15% DISCOUNT
3/- off every
£1

ALL GOODS REDUCED



Diamond Brooch
Platinum
Setting. £17/10/- less
15 per cent. £14/17/6

**DAINTY DESIGNS
DIAMOND JEWELLERY
KEENLY PRICED**

Single Diamond Brooch, Platinum
Setting. £7/7/- less 15 per cent.
£6/5/-



Diamond Ring
Platinum Setting
£12/12/- less 15 per cent.
£10/11/-

Diamond Engagement Rings

Diamond Ring
Platinum Setting £25
less 15 per cent. £21/12/-

**Flawless Gems
Specially Selected**



Diamond Necklace with
Platinum Chain £38
less 15 per cent. £32/11/-

Diamond Ring
Platinum Setting
£18/10/- less 15 per
cent. £15/7/6

Wide Assortments in Stock.

J. M. DEMPSTER LTD.

Jewellers
Silversmiths
Cutlery

Argyll House
King and York Streets,
Sydney.

(J. M. Dempster - Managing Director)

**CATALOGUE OF GIFT SUGGESTIONS
POST FREE.**



The Navy League Journal

VOL. III. No. 10.

SYDNEY, FEBRUARY, 1923.

PRICE 3D.

Sea-Power, Population and Governments.

By A. M. POOLEY, M.A.

(Late Scholar of Clare College, Cambridge)

THE two last national influences on sea-power which we have to consider are population and government.

Population is of great importance not only as to its size but as to its character. It is naturally a matter of great importance that a country which aims at sea-power should have an adequate proportion of its population following the sea as an occupation, either as fishermen or in the mercantile marine. Great Britain, France, Japan, Norway, Holland and Germany all are advantaged in this direction, but it is worthy of note that until the era of iron and steel ships German professional or occupational interest in the sea was only slight. Before that time the principal German centre of shipping was on the Baltic, but with the entry of iron the centre of interest shifted to the west. That was because the wood used to build ships came from the eastern provinces, whilst the iron came from Westphalia.

But it is not sufficient that there should be a seafaring population. There must be allied industrial interests, not only those directly

associated, as shipbuilding, engineering, etc., but a general industrial reliance on shipping. In this respect probably only Great Britain and Japan qualify. Norway ought to qualify, because shipping shares are by far the largest and most widely spread investment in the country, but there is not in Norway the industrial dependence on shipping that exists in Britain and Japan. In Germany interest in shipping was largely confined to the ports, whatever interest there was inland being political. In France there is no maritime interest at all. In America there is a positive distaste for shipping. In Holland, on the other hand, interest is general, partly because Holland has so great a coastline proportionately, and partly because it is entirely dependent for prosperity on either ocean or inland navigation.

This population question is important too, because of the necessity of having a reserve of personnel for the Navy. The experience of the war proved how widespread was interest in shipping in Britain, for the R.N.V.R. was largely made up of men who had no immediate connection with the sea, but nevertheless had a hankering after it. Population, the

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

A. N. JACQUES, CHAIRMAN. J. M. ATKINSON.
C. C. GALE. THRO. J. MARKS. L. J. DAVIES.

FIRE, MARINE, ACCIDENT AND SICKNESS, WORKMEN'S
COMPENSATION, BOILER EXPLOSION, MOTOR CAR,
PUBLIC RISK AND PLATE GLASS INSURANCE. —

Losses by Lightning, Bush Fires and Be Patriotic—Insure Australian Property
Gas Explosion Paid. in an Australian Insurance Company.

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY.

KELSO KING, MANAGER.

Modern Passenger Steamers:

KATOOMBA
CANBERRA
LEVUKA
ZEALANDIA
KAROOLA
WYREEMA
BOMBALA
DIMBOOLA
COOMA
WODONGA
WYANDRA
ARAWATTA
ARAMAC

Interstate Steamship Sailings

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	- 8620
A. U. S. N. Co.	- 7 Bridge Street, Sydney	- 10606
Australian Steamship Ltd.	- 380 George Street, Sydney	- 8221
McBurnie, McEachern Line	- 61 Pitt Street, Sydney	- 7888
Hoddart, Parker, Ltd.	- 10 Bridge Street, Sydney	- 8608
Melbourne Steamship Co. Ltd.	- Cr. Clarence and Barrack Streets	8213

TELEPHONE

right population for a sea power, provides the organised naval reserve, the unorganised reserve of seafaring population, the mechanical reserve to increase the output of ships and engines and to effectively and quickly carry out repairs, and finally that reserve of wealth which is so necessary in wartime. On the other hand, however adequate the population may be to provide these reserves, it will be useless unless the initial force is sufficient to endure long enough for the reserves to be brought into play. Holland, for this reason, fell from her proud estate.

The duty of preparing those reserves is that of the government. A government which recognises the importance of maritime commerce and naval force to the existence of the country will do everything to promote the development and protection of that commerce even to regarding with an extreme jealousy the maritime expansion of any other nation likely to compete with its own. This has been, since the days of the Commonwealth, the policy of the British Government, and accounts for its attitude in recent years towards Germany and towards Japan. The former country directly competed with Britain, the latter did not. In the same way, during the Napoleonic wars, it made a mistake in allowing France a breathing space to restore her navy, the destruction of which had to be done all over again after the breach which followed the Peace of Amiens. The same motive inspired the shipping clauses of the Treaty of Versailles in 1919, but are proving ineffective so far as mercantile shipping is concerned.

A government, whatever its party, should have a continuous policy in matters maritime, and as a general rule this has been so in Britain and Japan, which country in shipping matters has largely modelled itself on Britain. France has always suffered considerably from the vacillations of policy in regard to shipping, mercantile and naval. It appears probable that America will be in the same case, for shipping matters are a subject of bitter dispute, not only as between party and party, but even between sections of the same party.

As a general rule, history shows that aristocratic governments have been most friendly towards the development of naval power and democratic governments to the development of the mercantile marine. Aristocratic governments are generally credited with a higher regard for national prestige, which usually means a higher expenditure on armaments. On the other hand, aristocratic governments are distinctly more prone to making war, which may be because, as it has been written, the business of an aristocracy is "to prepare for war, to lead and to die in war." Democratic governments, on the other hand, are often credited with being more the victims of party politics, which are nearly always internal politics, whilst sea power is generally considered to be an attribute of foreign politics; also they are more likely to give weight to cranks and intellectuals.

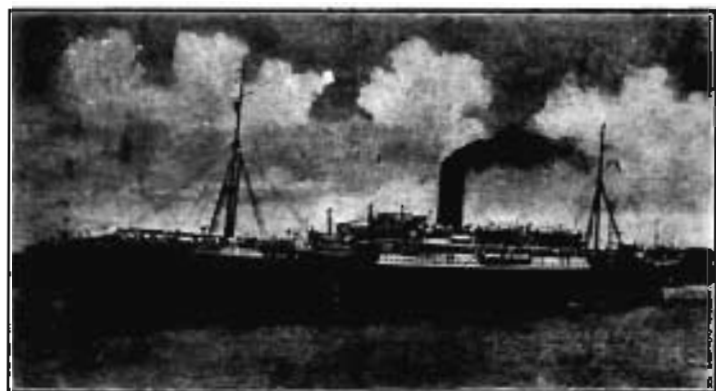
However, modern history has provided us with very little material on which to judge the records of democratic governments in this matter.

CUTTER RACE.

The Inter-unit Cutter Race was contested under the auspices of the Anniversary Regatta Committee over a half mile course on January 26, and was won by Balmain, with Drummoyne No. 2 cutter second. North Sydney and Drummoyne No. 1 also competed. The coxswains and crews of all the boats shaped splendidly, and deserve great credit for their able handling of the cutters in the face of a strong breeze and choppy sea.

The first prize, a ten guinea set of cricket material, very generously donated by Messrs. A. G. Milson and H. M. Shelley, members of the Executive Committee of the Navy League, will be presented to the winning crew by the Lord Mayor of Sydney at an early date.

At the Lane Cove Swimming Carnival, held on 10th February, Drummoyne Cadets were successful in winning the prizes presented by Mr. Harry Shelley.



THE ABERDEEN LINE

Regular Service
between Australia
and London via
South Africa.
Highest Class
Steamers on the
Route.

Fitted with Wireless	"EURIPIDES" -	15,000 Tons
Telegraphy and	"THEMISTOCLES" -	11,250 "
Submarine	"DEMOSTHENES" -	11,250 "
Signalling Gear.	"SOPHOCLES" -	12,500 "
	"DIOGENES" -	12,500 "

* New Steamer.

First and Third Class
Passengers
Carried.

Full particulars of Fares, Rates of
Freight, Sailings, &c. on application

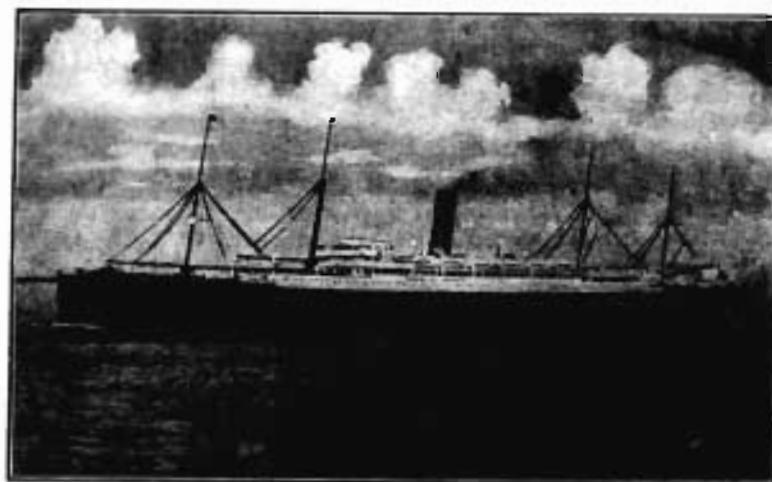
DALGETY & COMPANY, LIMITED

At all Australian
Ports

WHITE STAR LINE

CABIN
Passengers
Only.

Australia to
Southampton,
London and
Liverpool via
South Africa.



Regular Sailings of the Pine and Popular Steamers	"CERAMIC" - 18,500 Tons	"PERSIC" - 12,000 Tons	Also Cargo
	(Largest Steamer to Australasia Trade)	"RUNIC" - 12,500 "	Steamers at
	"MEDIC" - 12,000 Tons	"SUEVIC" - 12,500 "	Frequent Intervals.

For Full particulars as to Freight
and Passage Money apply to

DALGETY & COMPANY, LIMITED

At all Australian
Ports

VISIT OF FRENCH WARSHIPS. A RETROSPECT.

BY CAPTAIN JAMES H. WATSON, R.N., F.R.A.S.

THE arrival in Australian waters and the entry into Port Jackson of two French warships recently takes the mind back to those far-off days when there was no such place as Sydney and when the "harbour beautiful" had not been visited by anything larger than a ship's boat.

On two occasions, in years not far from each other, in 1788 and in 1802 had two ships flying French colours visited this coast, the first two under the command of Jean-François Galoup, Comte De Laperouse, which came to an anchorage in Botany Bay on January 26th, 1788; and the second two commanded by Commodore Nicholas Baudin in 1802, the corvette *Le Naturaliste* on April 25th, Emanuel Hamelin in command, and the corvette *Le Geographique* with Baudin in command on June 22nd. The visit of these vessels is full of interest to the Australian reader, and if events in Europe had a different result to that brought about by England's naval operations the names on the coast line of Australia would not be now what they are.

The first thing that strikes the student of history is the difference between the two battle cruisers Jules Michelet and Victor Hugo when compared with the *Boussole* and the *Astrolabe* of 1788, seeing that it would take 35 vessels of the latter's tonnage to equal one of the cruisers. Of the officers and men there probably is no change, the same love of country and devotion to duty animates Admiral Gilly, his officers and crews, as it did M. De Laperouse and his officers and crews.

When the first expedition sailed on its voyage of discovery Australia was unknown to the world, except the little that was learnt from Cook's voyage, and Laperouse's instructions, like Cook's, did not mention Australia (or New Holland as it then was). But like Cook, who came on to this coast by exercising a discretionary power given him, he fortunately reached and anchored in the same port, Botany Bay, as the great navigator had done 18 years previously.

On that 26th day of January, 1788, as the *Boussole* and *Astrolabe* sailed into the Bay they passed the *Sirius*, with her convoy of 9 transports and store ships, coming out on their way to Port Jackson, where Captain Arthur Phillip had preceded them the day before in the *Supply*.

The commanders exchanged courtesies, Hunter sending officers to offer assistance if required, Laperouse returning the compliment and his thanks.

Laperouse had heard at a port of call that the British were founding a settlement at Botany, and he thought possibly that it had been done, and that he would be able to refit his ships and refresh his crews.

How different the advent of the present expedition. Let the Commandant, Admiral Gilly, tell the object of his mission, he says,

"I am charged by the French Government to convey the thanks and the gratitude of France to Australia for the help that she gave us in the war to defend the cause of justice and civilisation."

Fancy, a country unborn in 1788 was able 126 years later to send an army of nearly 400,000 men to assist a great nation, two of whose ships had sought in Australia's uninhabited lands to recuperate the shattered health of their crews.

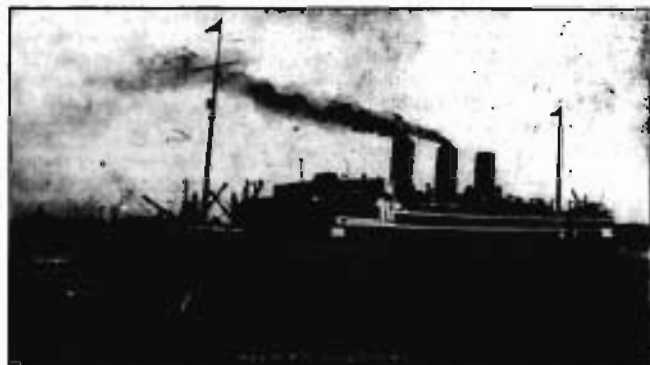
The story of Laperouse is one of the tragedies of discovery which will for ever remain untold.

His ships had been unfortunate before arriving here, having lost in the Samoan group Captain De Langle, of the *Astrolabe*, and twelve men by an attack on a watering party by the natives, several also being wounded, including a priest Pêre Le Receveur, whose grave and tombstone at Laperouse will be familiar to many. On arrival in Botany Bay, a piece of ground was selected on the north side, on which the tents were pitched and fenced in, two small guns being placed in position to defend it in case of an attack by the

P. & O.

ROYAL MAIL STEAMERS

To CEYLON, INDIA, EGYPT, MEDITERRANEAN PORTS
and LONDON.



First and Second Saloon Only.

LUXURIOUS 16,000 TONS STEAMERS. CABINS DE LUXE.
ELECTRIC LIFTS.

For Fares and all further particulars apply to

MACDONALD, HAMILTON & CO.

AGENTS

Tel. City 6321.

Union House, 247 George Street, Sydney.

natives. The sick were all sent ashore, the carpenters were set to work to put together two new boats, which were brought out in the frame to meet just such an emergency, a garden was laid out and vegetables grown as an antiscorbutic. Bass knew of this garden, for in his journal of "The Voyage in the Whaleboat," under date Sunday, 25th February, 1798, when off Botany Bay on the return voyage from Western Port, he wrote "The people seeming inclined to push for home rather than go up to the Frenchman's Garden we got upon the oars and rowed up to Port Jackson."

While at Botany Bay the most friendly relations were carried on between the French and the British officers, visits were exchanged. Captain David Collins, the Judge Advocate, with Governor Phillip, and the earliest writer of our history says, "We had, during their stay in this country, a very friendly and pleasant intercourse with their officers, among who we observed men of abilities, whose observations, and exertions in search after knowledge, will most amply illustrate the history of their voyage."

But they left the country with a very different opinion of it to that expressed by our late visitors, for "in their whole voyage they no where found so poor a country, nor such wretched miserable people." The people alluded to were, of course, the aborigines.

Admiral Gilly, in an address to the members of the Chamber of Manufacturers, said that "France looked to Australia to supply them with wheat, wool and leather." At another function he said "they had been overwhelmed by the splendid and spontaneous receptions everywhere . . . the longer we remained in Australia the more we felt at home."

Our early visitors, while at Botany Bay, had trouble with the natives, for Collins tells us that Lapérouse had been compelled to fire upon the natives, who frequently annoyed his people who were working on shore.

At length, having finished their boats, and their sick having recovered health, with the exception of the priest who died of his wounds received at Tutuila, the expedition took its departure on Monday, March 10th, having been 44 days in port.

The record of their departure says "bound, as they said, to the northward," and as they sailed out of port, so they did out of human ken, to become for 40 years one of those mysteries to remain unexplained, for nothing was heard of Lapérouse or the ships Boussole or Astrolabe until 1828, when a few remains of the ships were found off the island of Vanikoro, but no survivor was ever heard of.

The next expedition to visit Australia was the one under command of Nicholas Baudin. This consisted of two ships, Le Geographe and Le Naturaliste, the former commanded by Baudin and the latter by Emmanuel Hamelin. The ostensible object, according to the instructions given to Baudin by Napoleon's officials, was "the perfecting of scientific knowledge," but doubts have been thrown on the *bona fides* of the expedition by some writers, principally because some of its members were of too inquisitive a nature. So far as the officers in authority were concerned there is no cause for doubt.

The expedition, fitted out at a cost of half a million francs, left France on October 19th, 1800, Napoleon Bonaparte being at the time First Consul of the Republic; as Captain Cook's expedition originated with the Royal Society of London, so the Baudin expedition emanated from the Institute of France; it was sanctioned by Napoleon, and the instructions for the guidance of Baudin and his officers were drawn up in the office of the Minister of Marine.

Alluding again to the expedition of Captain Cook, which in its initiatory stage the Royal Society wished to have placed under the command of Mr. Alexander Dalrymple, and who, although one "having a particular turn for discoveries, and being an able navigator and well skilled in observation," was not a naval officer, and as the Royal Society had succeeded in inducing the Government to supply the ship, it wanted its nominee appointed to the command, but was informed that such an appointment would be "entirely repugnant to the regulations of the Navy," and one of the Admiralty is reported as saying that he would rather cut off his right hand than permit any one but a King's Officer to command one of the ships of His Majesty's Navy.

SEA CADETS VISIT TARONGA PARK.

ON Saturday afternoon, February 10th, more than 200 Sea Cadets, and about 140 guests accepted the warm hospitality of Mr. and Mrs. Kelso King at Taronga Park. The weather was perfect, and the arrangements made by the Taronga Park authorities for the comfort of the guests contributed in no small measure to the enjoyment and success of the outing.



THIS PHOTOGRAPH, KINDLY LOANED BY THE "SUNDAY NEWS," SHOWS SOME OF THE 200 ODD NAVY LEAGUE BOYS ON BOARD A FERRY STEAMER BOUND FOR THE ZOO AND A DELIGHTFUL AFTERNOON'S "OUTING," AS THE GUESTS OF MR. AND MRS. KELSO KING.

Cadets, drawn from Balmain, Drummoyne and Richmond units were conveyed to the Zoo by ferry from Circular Quay, while the North Sydney boys accomplished the journey from their depot to the Zoo in their fine 30-ft. cutter. Mr. M. Macdonald, in the unavoidable absence of Mr. Mellow, took charge of the combined units on arrival at the wharf, and assisted by the respective unit officers, formed them up. In a few words Mr. Kelso King, on behalf of Mrs. King and himself, wished the cadets a most enjoyable afternoon. The rounds of lusty cheers that followed Mr. King's remarks evidenced the boys' whole-hearted appreciation.

Headed by their band, and with half-a-dozen splendid "gift" flags waving in the breeze, the Cadets moved away with a swing in the wake of their leader.

A course was set for the refreshment pavilion where delicious cakes in almost endless variety—drinks, ice-cream and hosts of other eatables dear to youngsters' hearts and palates were awaiting them on excellently arranged tables. Between cakes, lemonades and ice-creams, cheers for their kind hosts were let loose from more than 200 young throats. After the Cadets had finished the work of demolition on the tables, they made the

most of a couple of hours and became acquainted with lions, monkeys, elephants, reptiles—in fact, they saw representatives of the wild animal and bird life of almost every country on earth. While the boys were thus employed, about 140 guests accepted Mr. and Mrs. King's invitation to partake of refreshments.

At the approach of evening the Cadets, thoroughly tired but happy, were mustered and marched to the ferry boat and transported back to Circular Quay.

The "outing," which Mr. and Mrs. King's generosity made possible, revealed to many of

Continued on page 13.

Burns, Philp & Co. Ltd.

Consult our Tourist Department for Passages to—

ENGLAND	also
AMERICA	Round the World Tours
AFRICA	Round Pacific Tours
INDIA	Round Eastern Tours
CHINA	Round Australia Tours
JAPAN	and Island Tours.

Passengers booked by all lines, in any class and by any route.

For itineraries and Pamphlets write or call our

Tourist Department

11 BRIDGE STREET, SYDNEY.

"The first drink of the day."

ELLIOTT'S FRUIT SALINE

taken every morning acts as
a mild laxative and blood
purifier.

It is effervescent and pleasant
to take.

All Chemists and
Storekeepers sell
ELLIOTT'S FRUIT SALINE
AT

2s. 6d. per bottle.

How different in Baudin's case, for he was not a naval officer; he had been in the mercantile marine, and had travelled in Africa on behalf of the Austrian Government collecting specimens for the Museum in Vienna; and as it is a man's training which qualifies him for his position, the difference in the results of the two expeditions can be traced to the training his leaders had received.

Baudin's vessels reached the Mauritius in March, 1801, and remained there forty days, when he sailed for the Australian coast, and on arrival made a northerly course, finally reaching Timor in August, here he remained three months doing nothing. Leaving Timor the vessels sailed south, rounding Van Diemen's Land, at this time there was no settlement there, and during a severe storm the two vessels separated, *L' Naturaliste* passing through Bass's Strait and coming to anchor in Western Port, which was surveyed, discovering the high land behind. Phillip Island was also an island, it bears to this day the name of French Island. The *Naturaliste* then came on to Sydney, where she arrived on April 15th, 1802, having been out from Havre eighteen months and seven days. Here Captain Hamelin landed his sick, six in number, who were sent to the military hospital, only two of these suffered from scurvy. In the meantime Baudin, with *L' Géographe*, had passed through Bass's Strait from east to west, without discovering Port Phillip, and on April 10th had reached as far west as Encounter Bay, South Australia, when a ship came in sight, which proved to be H.M.S. Investigator, Captain Matthew Flinders in command. After the exchange of signals the Investigator was brought to the wind and Flinders went on board the Frenchman, where he found a shocking state of affairs. Scurvy had played havoc among the crew, and great numbers of them were unfit for duty, whilst the ship's meat was putrid and uneatable.

The two commanders compared notes and discussed the work they were engaged in. The two ships lay close together during the night, and Flinders again visited Baudin on the following morning. Professor Ernest Scott, to whose "Life of Matthew Flinders" I am indebted for this information, says "the interview was thoroughly cordial, and the two captains parted with mutual expressions of goodwill."

After pursuing her work on the southern coast for another month *Le Geographe* made for Sydney, where she arrived on June 20th, 1803. The first thing Baudin did on arrival was to write to Governor King asking permission to land twenty-three members of his crew who were suffering from scurvy. It is in this more than anything else that the difference is between Cook and Baudin, in that he was able to say when he reached Batavia, after being over two years on his voyage, that he had not lost one man from sickness, and on arrival in England that there had only been five cases of scurvy during the whole voyage.

The French officers of both ships met with a most cordial reception, and opportunities were afforded them of seeing all there was to show in those days. Monsieur Peron, the naturalist on the *Geographe*, after that vessel arrived at the Ile de France, furnished General Decaen with a report on the colony when he was there, which shows that no attempt was made to hide anything from the visitors. Peron also tells in his "Voyage de decouvertes aux Terres Australes" of a visit he

paid to his countryman at Castle Hill, near Parramatta, the Chevalier Vericourt de Clambe, who he found had "a beautiful plantation of cotton plants, yielding cotton of various shades, and especially that peculiar to the fine nankeen of China, a fast colour hitherto not obtained, whether by dint of culture or dyeing." This is very interesting in view of the action being taken at present with regard to cotton growing.

The Chevalier was enthusiastic in 1802 about the prospects of cotton, and who can say but that he might have been to the cotton industry what John Macarthur was to the wool, but it was not to be, for as one of the guests at the King's Birthday ball in March, 1804, at Government House, whilst "going down the room in a dance" he was seized with apoplexy and fell dead.

Whilst the two French ships were in Port Jackson Baudin was allowed to purchase a small colonial built vessel named *Casuarina* to be used as a tender on the coast.

The three vessels left Sydney in November, 1802, Baudin writing to Governor King expressing

VICTORY

SPECIAL
PACKETS
OR
AIR-TIGHT
TINS.



FLAKE CUT
PACKETS
OR
HINGE-LID
TINS.

TOBACCO
Always Fresh

THRIFT

BUILDS UP CHARACTER, A SAVINGS
ACCOUNT, HAPPINESS, AND
FINANCIAL SUCCESS.

REMEMBER

ANY PERSON CAN

OPEN AN ACCOUNT IN THE

Government Savings Bank OF N.S.W.

DEPOSITS ACCEPTED FROM 1/-

4% Interest paid up to £500 and 3½%
on Excess up to £1,000.

PERSONAL, JOINT, TRUST AND
CHILDREN'S ACCOUNTS OPENED

153 BRANCHES AND 518 AGENCIES

WHITE WINGS BRAND IN GOODS GUARANTEES SUPERIORITY

White Wings Pure and Popular
SELF RAISING FLOUR

White Wings Delicious
MALTO PEPSIN WHEATEN
BREAKFAST MEAL

White Wings
ROLLED OATS
FLAKED OATMEAL
GROUND OATMEAL Coarse & Fine

White Wings Specially Prepared
WHEATMEAL and WHOLEMEAL
to 3 grades—Coarse, Medium and Fine

MANUFACTURED AND PACKED BY
H. L. BUSSELL & CO., LIMITED
WHITE WINGS MILL
20-26 MEAGHER STREET, SYDNEY.

NAVAL NOTES.

The Australian Fleet, under the command of Commodore Addison, C.M.G., R.N., is at Hobart undergoing gunnery and torpedo practice.

According to present arrangements it is expected that the Fleet will reach Jervis Bay on or about March 6, where it will be joined by H.M.S. *Chatham* from New Zealand. After joint manoeuvres the Fleet will proceed to Sydney, where it will arrive about March 16.

The gift submarines J1, J2, J3, J4, J5 and J6 have not been of much practical value to our young Navy. As a child tinkers with its toys so Australia has tinkered with its submarines, and at no small cost to the nation. These submarines are now considered obsolete, and it is likely that they will be disposed of in the near future.

In December last, the undermentioned Flag Officers retired from the Royal Navy, Vice-Admiral Sir Lionel Halsey, Rear-Admiral C. F. Corbett, Rear-Admiral C. S. Willis, Vice-Admiral V. H. G. Bernard, Rear-Admiral H. R. Veale and Admiral Sir Frederick Tudor.

his thanks for the kindness shown them and "the indebtedness of the French nation to him."

The ships had hardly left the port when rumours got about that they were going to hoist the French flag in Van Diemen's Land (Tasmania). King, on hearing this, sent the colonial built vessel *Cumlerland* in charge of Mr. Charles Robbins, master's mate of H.M.S. *Buffalo*, to King's Island in Bass's Strait, where he found the French ships. Robbins delivered his letter, and hoisted the British flag. But Baudin had no intention of occupation, but as he wrote to King "Robbins was a few days late, as their tents were pitched and they practically held the territory; the whole visit was full of misrepresentations, and this only one more." *Le Naturaliste* sailed for France, *Le Geographe* and *Casuarina* for Ile de France (Mauritius). The three ships arrived at their destinations, Captain Baudin died at Mauritius shortly after his arrival.

North Sydney Cadets want a dinghy, will someone make them a present of one?

Ask a Friend to Join the Navy League
TODAY.

Save Money on Boot

Repairs

It is easily done if you
always insist on



Mangrovite Waterproof Soles

They are warranted to wear three times longer than ordinary soles as they are made from selected Australian Ox-bites tanned for strength and durability under rigid supervision. Buy them from us and your bootmaker will attach them for you.

**MANGROVITE WATERPROOF HALF SOLES AND
"FLINTSTONE" WATERPROOF HALF SOLES**

Men's Sizes 2 1/2, Women's and
Youths' 1 1/2

MANGROVITE ORDINARY HALF SOLES

Men's Sizes 1-8, Women's and Youths' 1 1/2
Children's 0-6. POSTAGE EXTRA

WRITE FOR NEW LEATHER AND SHOE REPAIR CATALOGUE

MANGROVITE BELTING LTD.

CHARLES LUDWIG, MANAGING DIRECTOR

49 YORK ST. (WYNYARD SQUARE) SYDNEY

**MOST SKIN TROUBLES QUICKLY DISAPPEAR
UNDER THE HEALING INFLUENCE OF**

SOLYPTOL MEDICATED SOAP



Whether for the Tallest,
the Nursery, or the
Surgery
SOLYPTOL SOAP will be
found excellent.

**PRICE: 1/- PER TABLET
2/6 BOX OF THREE**

FROM ALL CHEMISTS
AND STORES

F. H. FAULDING & CO. LTD.

8 O'CONNELL STREET, SYDNEY

"IF IT'S FAULDING'S—IT'S PURE."

NAVAL APPOINTMENTS.

The following appointments in the permanent naval forces of the Royal Australian Navy are announced by the Navy Office, Melbourne, to take effect from the dates mentioned.

Commander: Rupert G. Garstin to Marguerite in command, and for command of ships in reserve, January 1.

Lieutenant: Samuel H. Tucker to Marguerite, for ships in reserve, January 1; Ian C. R. Macdonald to Penguin, additional, January 17; John Drinkwater to Cerberus, additional, while on passage to United Kingdom for reversion to Royal Navy, March 11 (appointment to date February 11 cancelled); Ernest G. Rhodes and Harry L. Howden to Cerberus, additional, while on passage to United Kingdom for courses, February 13; Ernest J. Evans to Cerberus, additional, while on passage to the United Kingdom for reversion to Royal Navy, February 13; George D. Moore to Cerberus, additional, while on passage to United Kingdom for courses, February 13; Colin G. Little to Cerberus, additional, January 10.

Midshipman: John A. Hutchinson to Sydney, January 22.

Engineer-Lieutenant-Commander: James K. Macleod to Adelaide, February 1; Trevor W. Ross to Marguerite, for Brisbane, January 1.

Engineer-Lieutenant: George I. D. Hutcheson to Cerberus, additional, while on passage to United Kingdom for courses, February 11; Frank D. Stafford to Cerberus, for charge of mechanical training school and for charge of machinery of attached tenders (temporarily), January 17; Ernest Baker to Cerberus, February 5; Edward F. Toekell, Samuel K. Huter, and Percy W. Sims, all to Marguerite, for ships in reserve, January 1.

Chaplain: William F. Pattison to Cerberus, additional, January 14, and to Tinglia, January 31.

Commissioner-Gunner: Thomas L. Dix to Marguerite, for ships in reserve, January 1; David Ogilvie to Marguerite, for Brisbane, January 1.

Commissioned Master-at-Arms: Francis W. Holley to Cerberus, February 18.

Gunner: (T) Albert C. Perry and David F. Smith to Marguerite, for ships in reserve, January 1; (T) James A. Graham to Marguerite, for Brisbane, January 1.

Boatswain: Albert J. Halsefield to Marguerite, for ships in reserve, January 1.

Warrant Mechanician: Ralph Scott to Marguerite, for ships in reserve, January 1.

Schoolmaster: Bernard E. Flood to Penguin, February 5.

In the auxiliary services Electrical Lieutenant-Commander Frank Gillespie (Cresswell) has been promoted to be electrical commander, with seniority of July 1, 1916.

In the Royal Australian Naval Reserve (seagoing) Lieutenant Alfred H. Tornley to Marguerite, for ships in reserve (temporarily), January 1; Warrant-Engineer Jenkin Hughes to Marguerite, for ships in reserve (temporarily), January 1.

**ASK A FRIEND TO JOIN
THE NAVY LEAGUE.**

CONTINUED FROM PAGE 8.

those present the good work the Navy League is doing in connection with its Sea Cadet movement.

Mr. and Mrs. King were accompanied by Miss Kelso King, and among those to whom invitations were issued were: Sir Alfred Meeks, Miss I. Hay, Commodore Edwards, Mr. A. G. Milson, Sir Frederick Wakeley, Hon. T. R. Bavin, Messrs. E. P. Simpson, H. M. Shelley, F. W. Hixson, O. H. E. G. E. Fairfax, H. R. Denison, Oscar Lines, H. H. Massie, Walter Marks, M. P., T. Fox, J. P. Franki, C. A. le Maistre Walker, C. M. C. Shannon, J. N. Grace, A. Johnston (Boy Scouts), W. R. Elston, S. H. Smith (Director of Education), W. H. Kotbe, F. E. Bryant, Mrs. M. Mayne, Miss Claxson, Mrs. Stanhope Swift, Mrs. Norton, and Mrs. Bennett. The Hon. C. W. Oakes, M.L.A., Sir Adrian Knox, Colonel Spain, Capt. A. W. Pearce, General Finn, Lieut. Lloyd (representing Major-General Brand) Judge Backhouse, Dr. Storrie Dixon, Dr. E. M. Humphrey, Mr. A. M. Pooley, Capt. J. H. Watson, Messrs. R. H. Wade, E. H. Fidden, G. Wallace, J. Partridge, G. B. Smith and many others.

The arrangements for the afternoon were made by Capt. Beale.

Richmond Cadets.

Officer-in-Charge: MR. R. H. WADE.

The Cadets of this unit, under their O.C., journeyed to Sydney on Anniversary Day and spent a very happy and interesting day on the flagship "Macedonia." The return journey to Richmond was made on the 6 p.m. train from the city.

Richmond Cadets send hearty good wishes and congratulations to Balmain crew on its good win in the cutter race. LOOK OUT NEXT TIME METROPOLITAN TEAMS, RICHMOND WILL BE AFLOAT!

Mr. F. N. Drayton, late Wireless Instructor to this unit, has joined the Commonwealth Wireless Corps and has been appointed to a position at Point Cook. We wish him every success.

Lieut. W. H. Ray has now taken over the Wireless Class.

Our thanks to Mr. Fidden, Hon. Secy. Balmain Corps, for having our flag mounted on a new staff with a brass trident fitted.



Horse Shoe RED ALASKAN Salmon

Is readily digested and as a food
contains more protein than meat,
eggs and bread.

There is no waste with HORSE
SHOE SALMON—every particle is
edible and enjoyable.

Horse Shoe Salmon is packed and
cooked in an exclusive way, which
brings it to you always savory
and delicious ready to serve straight
from the tin.

Ask for Horse Shoe Salmon always.

Sold by all stores
everywhere.



OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

Senior Officer-in-Charge: MR. ARNOLD MELLOR (late R.A.N.)

The Navy League is Non-Sectarian. The Navy League is Non-Political.

Balmaln Company.

WATCHWORDS.

GODLINESS.	COURTESY.
CLEANLINESS	OBEDIENCE.

Acting Officer-in-Charge: MR. M. MACDONALD.
Hon. Secretary: MR. EDGAR FIDDEN.

Recently Captain Harley and friends of the Corps gave our boys an afternoon's outing in the harbour steamer "Yelrah." The company embarked at Birchgrove wharf at 2 o'clock and proceeded to Fort Denison, where they were met by Mr. Briggs, Caretaker, who took the boys on a tour of inspection and explained the uses of the different instruments. An inspection of the Fort proved highly interesting and was much enjoyed by the whole company. After a very pleasant hour it was decided to proceed to Shark Island for afternoon tea. As is usual on such occasions ample justice was done the good things. About 6 p.m. it was decided to return and Birchgrove wharf was reached about 7 p.m., after a most enjoyable afternoon.

Our lads are delighted with their win in the recent Cutter Race, although it is regretted that owing to some misunderstanding two of the crews finished on the wrong side of the flagship, otherwise the race would have been more evenly contested. It was splendid to see the good feeling that existed between the different crews. The Trophy (a Cricket Set) presented by Messrs. Milson and Shelley, will be a very acceptable addition to the sporting outfit of the unit.

Mr. P. Macdonald visited the Anniversary Regatta flagship and handed to Mr. R. H. Wade, Officer-in-Charge of Richmond Unit, a flag-staff and trident, presented by the Officers of Balmaln unit. Mr. Wade was profuse in his thanks, and after having congratulated the crew on its win, handed to the O. in C. a pound note to be used for the purpose of "Splicing the Main Brace."

Mr. P. Macdonald's resignation as Officer-in-charge of this Unit has been received and accepted by Headquarters. Mr. Macdonald regrets that he was unable to devote the requisite amount of time to the duties of O.C.

Drummoyne Company.

Officer-in-Charge: MR. G. WALLACE.

NEW ENTRIES—A. Elliott, F. Elliott, A. Nicholson, J. Day, R. Townsend.

DISCHARGES—N. Clubb, A. Clubb (left district); J. Everett, J. Catto, C. P. O. Fred Cooksey (own request).

PROMOTIONS—Cadet A. Nicholson (late Balmaln Corps) to Ldg. Sea Cadet; Cadets G. Driscoll, J. Wallace, J. Paton, J. Nicholas and L. Jack-

worked very hard in the interest of the Corps since its inauguration. His rating has been taken by Petty-Officer Cyril Kershaw, who is also a great worker and bids fair to make good.

The Officer-in-Charge, Mr. Wallace, with a party of cadets, visited the American four-masted barque "Muscoota," lying in Snails Bay. The party sailed down from Drummoyne in the second cutter and spent a very pleasant afternoon on the vessel. Thanks to Captain Wilvers for the kind invitation. The Muscoota, it will be remembered, was run down off Wilson's Promontory recently by a Norwegian steamer, sustaining a broken bow-sprit and

BALMAIN CREW AND CUTTER.



WINNER OF MESSRS. H. M. SHELLEY'S AND A. G. MILSON'S TEN-GUINEA TROPHY.

son to Ldg. Sea Cadets; Petty-Officer C. Kershaw to Chief Petty-Officer.

The attendances for the class nights and Saturday parades, for the opening of the New Year are very satisfactory. It is hoped that cadets will endeavour to keep the high percentage of attendance up. Parents who read these notes should assist the O. in C. by making their lads attend regularly.

We Regret losing the services of C.P.O. Fred Cooksey, who recently passed the Leaving Certificate Exam. at the Drummoyne High School. Our "Pal," popularly known to all as "Cockham,"

damaged forecassle head. (See illustration on page 25).

Readers will remember the nasty weather on Anniversary Day, and although getting into line, pulling in the race, and getting back to shelter, was a severe test on the physical endurance of the lads, the still greater problem of getting home to Drummoyne before nightfall, had to be solved, but the O.-in-C. was not to be outdone! Our two cutters, in company with North Sydney, pulled out in the teeth of the blow and headed for Garden Island under oars, then No. 1 cutter shipped its foremast. No. 2 cutter, being without masts and

PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER

sails, had to borrow No. 1's main-mast and sail. With the poppets shipped, and the crews well aft, and a "Soldiers' Wind," both cutters went helter skelter up the harbour on their seven mile run, with the wind right aft all the time.

An excellent model of a North Coast vessel has been made by 1st. Cadet Jack Wallace, and presented to the Corps for class work. Made entirely by himself, even to the anchors cast in lead, the work is well done, and the Senior Officer, Mr. A. Mellor, was much impressed. Our young ship builder gets a No. 1 Seamanship Manual for his labours.

Although beaten in our last two cutter races, having to be content with second place on both occasions, we expect to do much better in the future. Our No. 1 cutter will be ready for sailing this month, and then trust that a sailing race between the Corps will be held.

Many thanks to Mr. W. Kelshaw, of H.M.A.S. Stalwart, for his assistance in constructing the Navigation Lights Model. This is a splendid asset to the Corps, being a five foot mast on a polished pedestal. Six miniature lights are fitted on the mast, with the side lights, Port and Starboard, on their respective sides in screened boxes.

Sir Thomas Henley, K.B.E., and Major W. Vickers, D.S.O., have sent their good wishes for the New Year, also a cheque each for £1. 1s. Our thanks for their kindly interest.

TO KEEP FIT



eat only pure foods that are wholesome and nutritious. You can ensure this if you

USE

AUNT MARY'S
BAKING POWDER

for making scones, cakes, pastry, and puddings. Made from the finest cream of tartar and free from adulterants. Goes farther than inferior preparations and gives better results.

**COSTS A LITTLE MORE.
WORTH A LOT MORE.**

£100 in Cash Prizes — Save the lids.

North Sydney Company.

C.P.O. in Charge: L. VINCENT.

The Corps will be losing its C.P.O. in two or three months, Mr. Vincent having decided to take up a career at sea.

During his connection with North Sydney, Mr. Vincent has worked very hard in the interests of the unit, and it is mainly due to his efforts that the splendid 30-ft. cutter has been improved and kept in such a praiseworthy condition.

Mr. Murdo McDonald, acting Officer-in-Charge of Balmain, has been appointed Officer-in-Charge of North Sydney Corps, and he will shortly take up duty with it. Mr. McDonald's wide experience, his war service, and his intimate knowledge of boat management, will be a great asset to the unit.

Opportunity is here taken to thank Mr. W. R. Elston, Headmaster of Neutral Bay Junior Technical School, Mr. Carey Taylor, Headmaster Intermediate High School, and Mr. Sweetman, Headmaster Burton Street School, for their interest in the work of the Navy League among the youth of the land.

Is the White Australia Policy Tenable?

BY LIEUT. COLONEL C. H. MOLLERTON, R.N. (RETIRED).

The following appeared in the Sydney "Evening News," recently:—

"INDIA'S REPLY TO WHITE AUSTRALIA.

"BOYCOTT AND RETALIATION.

"At a special general meeting of the Indian merchants of Bombay a resolution was moved, advocating retaliatory measures against those British colonies where Indians were ill-treated, to urge the Government that if it failed to obtain equal treatment for Indians in other parts of the Empire, it should adopt similar restrictions against colonies in India, and that the Indian commercial community be called upon to carry out an effective policy of boycott."

And even if this resolution is only looked upon as a straw it undoubtedly does show whence the wind blows. But the real danger does not lie in an Indian boycott but in the attitude of Japan. The Japanese set great store by their claim to racial equality and are almost certain to challenge the White Australia policy on that ground just as they challenged the United States on the Californian question. The Allies were willing to accept Japanese aid during the war and this alone makes their exclusion from equality with the white races during peace time rather a piece of inconsistency. This is not a question where sentiment must be allowed to have free play. We admitted the Japanese as allies in wartime and it seems that whether we like it or not we must admit them now as equals. We consent to play games with them—they very nearly won the Davis Cup—and it would be so unfair to turn

A. FORSYTH & CO. Ltd.

Australian Rope
Works

Box, 86 G.P.O.
Cable 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 Tarred Manila, Coir Rope, Span Yarn, Lashings, Clothes Lines, New Zealand Flax and Russian Hemp Rope, Log Lines, Harvesting Twine, etc., Manila Driving Ropes, Plain and Cable Laid Cotton Ropes, etc.

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

Phones: City 10115 and City 341

our backs on them now in other matters that no independent tribunal could possibly decide against them.

Consider the situation now that America has refused to grant equal rights to the Japanese at present in the United States and Japan has been thrown back upon herself nursing a bitter hatred for the United States and through them, for all the white races. Do not imagine that such a people as the Japanese will lie down meekly under such a snub. What she is certain to do is to form, with the Chinese, an Asiatic Alliance which, with China's millions of population—who are eminently capable of being taught and led—and with Japan's own brains and resource, will be an extremely formidable and essentially anti-white combination.

It might easily dominate the world; it will be utterly unscrupulous; and its hand and influence will, by reason of the very cause of its existence, be against many things that we hold sacred. Japan could not be blamed for an instant for bringing about such an alliance—in an Asiatic League—because the means of preventing it are in our hands. The facts must be faced and they are as clear as daylight.

Neither must the effect of such a League on India be forgotten. The most natural and convenient place for the Asiatic League to stir up trouble for the British Empire is in India and it cannot but be acknowledged that the League will seize the first opportunity of doing so. Sympathy and help for the League will be readily forthcoming from India, especially in the present disturbed state of that country. And India is also asking for equality of treatment with other members of the Empire; and she too wants an outlet for her surplus population.

Where do Japan and India look for a place in which their rights of equality can be exercised? Where else but in the enormous and thinly populated continent of Australia? It is the one country in the world that is capable of being comparatively densely populated but which yet only carries a mere handful of people, who have said to the Japanese—"we will not have you: the door is shut." Such an attitude must seem to the yellow races and to India the very embodiment of selfishness.

If Europe could ship the necessary white population to Australia, or there was any prospect of Australia obtaining, say, 20,000,000 more white people in the next five years, Australia would be justified in shutting the door to every other immigrant. But it cannot be done; or, at least, there is no prospect of its being done, and even if it could there would still be vast tracts of useful country in the north in which a purely white population cannot work and thrive.

By abandoning the White Australia policy—not wholly but in part—Australia will be performing an act of common justice to India, and will have taken a very long step towards helping the Home Government to find a solace for the troubled Indian Empire. And Australia will also be armed with an irrefutable argument to justify her refusal to allow the Japanese in.

What I suggest is that Indians should be allowed to settle in Australia north of a certain latitude, say, 20 degrees south. The average white man will not work in the tropics, and to ask white women and children of temperate climes to work there would be almost criminal. Unless tropical races who can work in Northern Australia are allowed to come and do so that part of the Continent will remain an unproductive waste, and a constant incentive to such a people as the Japanese to adopt when possible an aggressive policy whose object would be the ejection of the dog from the manger.

Profiting by the experiences of Fiji and of Trinidad in the West Indies, regulations could be made and safeguards devised which would obviate anything in the nature of an Indian domination of Australia. Indians could come mainly as native labourers for a certain number of years; they need have no votes, and even their pay could be remitted to the headmen of their villages in India on the completion of their contracts. By doing this Australia would also be arming herself with an argument—one which any tribunal would be bound to accept—with which to meet any Japanese or Chinese demand for facilities for settling in the country. "Preference within the Empire" would be Australia's unanswerable retort: "We are allowing fellow citizens of the British Empire to colonise the northern part of our country, and

BLUE FUNNEL LINE

MONTHLY SAILINGS TO ENGLAND
VIA DURBAN AND CAPETOWN
AVOIDING THE HEAT OF
RED SEA.

FLEET	TONS
S.S. "ULYSSES"	15,000
S.S. "NESTOR"	15,000
S.S. "ANCHISES"	10,000
S.S. "AENEAS"	10,000
S.S. "ASCANIUS"	10,000

FIRST-CLASS PASSENGERS
ONLY CARRIED.

Fares to ENGLAND from £76 Single
and £168 Return.

Fares to AFRICA - £64 Single
Return £114.

Additional charges for Cabin-de-Luxe,
Single Berth and Rejoud Cabins.
Keweenaw Tickets can be made interchangeable
with P. & O., Orient and Aberdeen Lines.



CABIN-DE-LUXE—S.S. "ULYSSES."

GILCHRIST, WATT & SANDERSON, LTD.
5 O'CONNELL STREET. AGENTS.

P. & O. BRANCH SERVICE

FLEET OF TWIN SCREW STEAMERS

"HALLARAT"	13,700	"BORNEO"	11,130
"HALLANALU"	13,700	"HEIRIRIA"	11,130
"HALLADINE"	13,700	"HELTANA"	11,130
"HALLADINE"	13,700	"HELTANA"	11,130
"HALLADINE"	13,700	"HELTANA"	11,130

To LONDON via
DURBAN and
CAPETOWN.

Third-Class
Passengers only
carried.

A popular and
cheap way of
travelling.

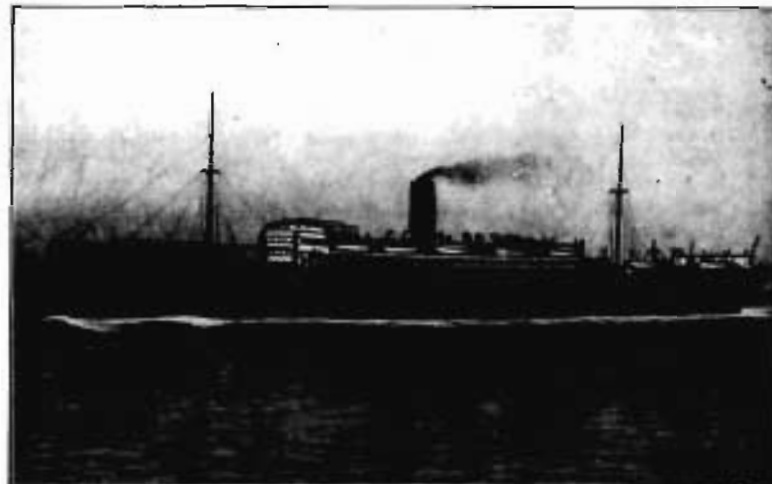
Fares to LONDON
£37 to £43
Single.

£67 to £81.
Return.

Fares to AFRICA
£21 to £27
Single.

£38 to £48 10s.
Return.

Keweenaw Tickets can be
made interchangeable
with P. & O., Orient
and Aberdeen Lines.



GILCHRIST, WATT & SANDERSON, LTD.—AGENTS
5 O'CONNELL STREET.

READY-TO-ERECT WEATHERBOARD COTTAGES

We supply all necessary materials, the best of their respective kinds, together with framing timbers—cut, marked, and numbered, ready to fit together. Our "Cottage Home" Catalogue shows forty-four Modern Designs of buildings containing from one to eight Rooms and Offices. This booklet with complete Price List mailed free to any address. Enquiries solicited.

Simplex Portable Buildings

ARE UNSURPASSED FOR
Week-end Homes, Motor
Garages, Small Stores,
Workshops, etc.

Catalogues and Price Lists on
application.

Skilled Mechanics are not
necessary in the erection of
these buildings.

Our stocks comprise imported
and Colonial Timber, Joinery,
Iron, Glass, Paints and Builders'
requisites of all kinds. All at
cheapest current rates.



Perspective View

PRICE LISTS AND
CATALOGUES FREE

A. C. SAXTON & SONS, LTD.
PYRMONT, SYDNEY.

TIMBER AND JOINERY
MERCHANTS

we want the southern part for ourselves and our children, and for immigrants from Europe.

It must be done. A White Australia is like many other ideals—impossible of realisation, because it is so utterly selfish, and in an overcrowded world selfishness where expansion is possible cannot be tolerated. If Australia persists in this policy it will for ever be a rankling sore permeating and poisoning all her dealings with other nations—and possibly, also, with other Dominions of the British Empire. Who knows when Australia might want something from India some concession for trade, for instance? Is she likely to get it if India is in a position to point to the capricious exclusion of her citizens from their natural sphere of expansion for the sake of an entirely selfish ideal? The cable quoted at the beginning of this article is a sufficient answer.

Should Indians be admitted it will be possible to deal in its infancy with any trouble that may arise. The power to expel and repatriate can be

retained by Australia, and if the Indians are given a fair deal when they come that will indeed be a powerful threat.

Let Australia therefore adopt a generous spirit and sacrifice an ideal which cannot be realised because it flies in the face of all practical considerations.

Practically every other Dominion in the Empire has this problem of colour to solve and Australia should, for the sake of the solidarity of the Empire, be prepared to take her share of the responsibility, because, if she does not, the Japanese are not such fools as to neglect to take advantage of Australia's selfishness when the time for it is ripe.

Eventually the White Australia policy will lead to war with Japan, with an Asiatic League, or even with America, who will before long want an outlet for some of her surplus negro population, and it would be far better if Australia would bid for a higher standing in the world's estimate by climbing

down gracefully now. If it came to the question "White Australia or war" the other nations of the Empire could not and would not support Australia. There would be no "Little Belgium" to form a sentimental rallying point for the Empire. Australia would have to give way and the conditions that would be imposed on her then would be far more irksome than those which she can voluntarily impose upon herself now—before it is too late.

COMMITTEE MEETING.

At the monthly meeting of the Navy League Executive held at Royal Naval House, Sydney, on the 12th inst., there were present: Mr. Kelso King (in chair), Commodore Edwards, R.N., Messrs. A. G. Milson, F. W. Hixson, C. M. C. Shannon, J. P. Franki, H. M. Shelley, G. E.

Fairfax, J. Payne, and the Organiser, Capt. Beale.

Apologies were received from Sir A. W. Meeks, Judge Backhouse, and Sir Frederick Waley.

Commodore Edwards was thanked for his kindly interest in and valuable assistance to the Sea Cadet movement. The Commodore was mainly instrumental in providing the cutters for the League, and also in obtaining the official recognition of the Australian Navy Board for our Sea Cadet Corps.

Proposed by Mr. A. G. Milson, and seconded by Mr. F. W. Hixson,—Commander H. L. Quick, R.A.N. (D.N.O.), was appointed as an Honorary member of the Executive.

On the motion of Mr. J. P. Franki, supported by the whole Committee, a vote of thanks was accorded to Mr. and Mrs. Kelso King for their generous invitation to over 300 Sea Cadets and about 140 guests to an afternoon's "outing" at Taronga Park on the 10th inst.

The Committee expressed satisfaction at the progress of the Sea Cadet movement.

Two Special Boys' Wear Values — at Murdoch's

Boys' Knickers

The Murdoch Barb-Wire Knicker. Untearable.

Made from exceptionally strong wear-resisting fabrics. Specially strengthened at vital wearing points. Plain Knees.

Fit Boys 8 to 10 years	- 6/6
" " 4 " 7 "	- 5/11
" " 11 " 14 "	- 7/6
" " 15 " 17 "	- 8/11

If ordering goods by post write to
DESK U.



Boys' Golf Shirts

Boys' Striped Fuji Silk Golf Shirts. Made with reinforced Linen Neckband, soft double cuffs and Soft Collar to match. Ideal for summer days.

Price 21/-

WE PAY POSTAGE.

MURDOCH'S
IN PARK ST., LTD., SYDNEY

"The World's Largest Men's and Boys' Wear Store."

GEORGE B. SMITH

Insurance
Offices

Underwriters and
Paying Agents

THE RISKS OF COMMERCE

—fire on land or
sea—loss or
damage to ship
or cargo—collision
fire, theft, or
property damage



Fire Policies
giving
comprehensive
cover promptly
forwarded.

Marine Policies of
Insurance issued
negotiable and
payable in case of
loss in any part of
the world.

Geo. B. Smith - Managing Underwriter

Warwick Building, Hamilton Street
Sydney, N.S.W. Tel. City 3474

Melbourne Branch: 57 Queen Street
Melbourne Tel. Central 7741

The Boy Scout—Tracking.

(CONTINUED BY F. BARNARD MERRILL)



off, besides, the ground will be more or less trodden down. There are also various indications to show the size of the camp, and even the length of time the camp was in existence, and the length of period since it was struck.

It is really most interesting to read bush signs and reform what has been enacted. This may be practised in the form of a game by selecting a place where there is sufficient sand or dust. Start a boy, or boys, walking on such material; note the length of stride in comparison with the length of the foot, the depth of the impression, the angle at which the feet are placed relative to the direction in which the boy walks, whether outward, straight or pigeon-toed, and whether both feet are angled similarly—any peculiarity in the shape, dimensions or markings of the boots worn. Then get the same boys to make similar marks while carrying a heavy weight such as another boy. Also, let them run without a weight, and note the difference in the length of stride, depth of impression, and angle of foot. Impressions should be taken in moist and dry ground, the former being sharper, and lasting longer than the latter. Also, make tracks in deep and shallow sand: that of a shod horse in deep sand will show the frog of the foot as well as the shoe, whereas in shallow sand only the shoe will be seen; or, in the case of a wallaby, all three toes may be seen in deep sand, while only the middle and outside toe are to be observed in shallow sand. After some simple tracks have been made by say, two boys who have acted some episode, others who have not been looking on may be called in to interpret what has happened.

When tracking, one does not want to jump to conclusions from one fact; you want the fact repeated, or at least supported by some other fact if available. It is always easier to track against the sun, as then you can see the shadow of a slight impression otherwise not visible. Also, it must be remembered, that a track which cannot be seen at close quarters may be readily seen a short distance away.

Besides footprints, one should be on the look out for other traces of animals—such as their runs, lairs, and even their droppings. The latter give much useful information. The dung of herbivorous animals is generally better formed than that of carnivorous; the shape may be indicative of the animal. The manner in which the deposit is made also helps one to draw conclusions, while the freshness of the deposit, taking the weather into consideration, gives an idea what period of time has

ONE would often like to be able to do something he sees another carry out, but the comparative ease brought about by constant practice with which certain acts are performed by experts is apt to deceive a novice as to the difficulties to be overcome. Of course, no one can be an expert in everything, for even if life were long enough physical and mental abilities would limit one's activities. A beginner little knows the time and trouble it takes to become efficient in anything, and when he finds the call on his energies necessary to obtain a certain result he wonders whether it is really worth his while.

Tracking is an interesting pastime, but it necessitates a keen sense of sight, hearing and smell, the ability to observe and note apparently unessential points, and to form correct deductions. A tracker must have a sound knowledge of the habits of what he is tracking; he must be able to concentrate on what he has in view, and not be easily side tracked. A tracker must not forget that he is sometimes tracked, or may be led into an ambush, so must use discretion, and be careful not to expose himself unnecessarily, such as on the skyline, or by leaving a convenient cover, and when possible should cover up his tracks.

We are told that a scout should leave his camping place in the same condition as he found it. When a scout is camping by himself, if he has had sufficient experience, this may be possible, but not so if there are several scouts together; for, though they may clean up all rubbish, so that nothing is left behind to tell tales, the site of such a camp is likely to be cleaner than before the dead leaves and sticks were raked up and perhaps burnt

N.S.W. COASTAL PORTS.

Regular Passenger and Freight Services to all New South Wales Ports by well equipped Steamers. For Further Particulars see Daily Papers, or apply to:—

Clyde Sawmilling and Shipping Co., Ltd., Russell's Wharf

Illawarra and South Coast S. N. Co., Ltd., 57-61 Bay St.

Langley Bros. Steamship Co., Ltd., Baltic Wharf

N. Cairns Co-operative S. S. Co., Ltd., Baltic Wharf

Newcastle and Hunter River Steamship Co., Ltd.

147 SUSSEX STREET and 64-66 DAY STREET.

North Coast Steam Navigation Co., Ltd., 3 Sussex Street

Taylor, Allen & Co., Ltd., Pyrmont

Batem's Bay	Nambucca River
Bellinger River	Belconnen
Bonnington	Newcastle
Byron Bay	Norah
Clarence River	Parkers River
Clyde River	Port Kembla
Colts Harbour	Port Macquarie
Eidsa	Port Stephens
Hastings River	Raymond Terrace
Jervis Bay	Richmond River
Korah River	Tallera
Kiama	Tea Gardens
Kiacker River	Widmatta
Manilla River	Pisao River
Merrimbidge	Wollongong
Murrumbidgee	Woolloomool

THE BOY SCOUT— CONTINUED.

passed since it was made. The dung of a wombat or a wallaby is inclined to be cubical, that of a dog or rat cylindrical, while that of a sheep or rabbit tends to be spherical. The droppings of a sheep and a rabbit are about the same size, but that of a sheep mostly has a small point at one end, which is generally to be seen in the direction in which the animal was travelling, for they will dung while walking; the rabbit, on the other hand, usually remains in one place while making a deposit.

Tracking is not to be learnt by reading, but by observation, though books may give useful hints how to set about it, and there is no doubt that the practice in observation adds greatly to the interest in life, and makes one appreciate the wonderful works of Nature better than he would otherwise do.

SAILORS' HOME.

THE YEAR'S WORK.

It was stated in the report of the councillors of the Sydney Sailors' Home, which was submitted at the Annual Meeting of the institution recently, that there had been no falling off during the past year in the number of sea-faring men who profited by the privileges of the home. The number ran into thousands, a fair proportion having been resident. Slackness in shipping and unfortunate labour unrest had resulted in many deserving seamen being unemployed, and in some instances destitute. In such cases the Sailors' Home authorities had no alternative but to "stand by" and assist men, until work could be procured for them. Foreign consuls, it was stated, had taken full advantage of the well-known resources of the establishment, and many distressed seamen had benefited thereby.

The financial statement presented by the honorary treasurer (Mr. Geoffrey E. Fairfax) showed that £756/2/6 had been expended in victualling during the year, and wages and salaries had absorbed £985/6/-. The sum of £350 had been received from the Government, and subscriptions had totalled £53/7/2. There was a bank debit of £51/4/11.

Mr. C. J. Henty presided at the meeting, and the Report and Balance Sheet were adopted. The retiring councillors, Captain W. H. Mason and Mr. F. W. Hixson, were re-elected.

SUPPORT OUR ADVERTISERS

The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

PROPRIETORS OF THE

SOUTH BULLI and BELLAMBI COLLIERIES
SOUTHERN COAL DISTRICT, N.S.W.

Steam Collier Fleet capacity, 3,400 tons. Hulkage capacity, 1,600 tons. Waggon and bunker storage capacity 6,000 tons. Total 11,000 tons.

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

OFFICES—16 SPRING STREET, SYDNEY

"PACIFIC" COAL

Is splendid Household and
STEAM COAL

BRIGHT BURNING and
GREAT HEATING
POWER.

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

WOUNDED.



AMERICAN BARQUE MUSCOOTA LYING IN SYDNEY HARBOUR. SHE WAS RECENTLY IN COLLISION AT SEA WITH A STEAMER. NOTE THE POSITION OF THE HOW-SPRIT.

Definitions of Sea Terms, taken from Doane's Book on "Seamanship."

(Continued).

TIMBER—A general term for all large pieces of wood used in shipbuilding. Also, more particularly, large pieces of wood in a curved form, bending outward, and running from the keel up on each side, forming the "ribs" of a vessel. The keel, stem, stern-posts and timbers form a vessel's outer frame.

TIMBER-HEADS—The ends of the timbers that come above the deck. Used for belaying hawsers and large ropes.

TOGGLE—A pin placed through the bight or eye of a rope, blockstrap, or bolt, to keep it in its place, or to put the bight or eye of another rope upon, securing them together.

TOP—A platform placed over the head of a lower mast, resting on the trestle-trees, to spread the rigging, and for the convenience of men aloft.

TOPGALLANT MAST—The third mast above the deck.

TOPGALLANT SAIL—The third sail above the deck.

TOPMAST—The second mast above the deck. Next above the lower mast.

TOPPING LIFT—A lift used for topping up the end of a boom.



Fit for a Prince

A TEA so good as to merit the appreciation of H.R.H. The Prince of Wales is surely a tea of unusual quality. On the "Renown" and the Royal Train KU-KU Tea was served, when its rich deliciousness pleased the most critical tastes. In your home such a Tea would be appreciated.

KU-KU Tea

TOPSAIL—The second sail above the deck.
TOSS—To throw an oar out of the rowlocks, and raise it perpendicularly on its end.
TOW—Vessel being hauled by another. As verb, to draw another vessel.
TRAVELLER—Iron ring fitted to slide up and down rigging.
TRIATIC STAY—Heavy rope secured to heads of the fore and main-masts.
TRICE—To haul up by a rope.
TRICK—Time at wheel.
TRIM—Way a vessel floats. Trimmed by the head means with bows lower than they should be.
TRIP—To break an anchor clear of the bottom.
TRUCK—Uppermost end of the uppermost mast.
TRYSAIL—Triangular fore and aft sail on a square-rigger; used in heavy weather.
TURN—Half turn; round turn, applied to rope means passing it about a pin. Turn in: stop work or go to bed; turn out, get up or get on the job.
UNBEND—To cast off, most frequently applied to sails.
UNMOOR—To heave up one anchor, leaving vessel riding to another. To cast ship off from pier.
VANE—Light hunting at masthead used as weather vane.
VANG—Rope leading from a gaff to ship's side to steady the gaff.
VEER—To pay out chain; also the wind veers when it changes against the compass (from westward to eastward); it "shifts" when it changes from eastward to westward.
WAIST—Upper deck amidships.
WAKE—Broken water left astern of a ship in motion.
WARP—To move a vessel from one place to another by means of a rope made fast to some fixed object, or to a kedge. A "warp" is a rope used for warping. If the warp is bent to a kedge which is let go, and the vessel is hove ahead by the capstan or windlass, it would be called "kedgeing."
WASH BOARD—Light pieces of board placed above the gunwale of a boat.
WATCH—A division of time on board ship. There are seven watches in a day, reckoning from 12 M. round through the 24 hours, five of them being of four hours each, and the two others called "dog watches," of two hours each, viz., from 4 to 6, and from 6 to 8 P.M. Also, a certain portion of a ship's company, appointed to stand a given length of time. In the merchant service all hands are divided into two watches, port and starboard, with a mate to command each. A "buoy" is said to watch when it floats on the surface.
WATCH-AND-WATCH—The arrangement by which the watches are alternated every other four hours. In distinction from keeping all hands during one or more watches.
"Anchor watch," a small watch of one or two men, kept while in port.
WATCH HO! WATCH—The cry of the man that heaves the deep-sea-lead.
WATCH-TACKLE—A small luff purchase with a short fall, the double block having a tail to it and the single one a hook. Used about deck.
WATER-WAYS—Long pieces of timber, running fore-and-aft on both sides, connecting the deck with the vessel's side. The scuppers run through them.
WEAR—To turn a vessel around, so that, from having the wind on one side, the wind will be on the other side, carrying her stern around by the wind. In "tacking" the main result is produced by carrying a vessel's head around by the wind.
WEATHER—In the direction from which the wind blows. A ship carries a "weather helm" when she tends to come up into the wind.
"A weather ship" is one that works well to windward, making but little leeway.

McKENZIE'S

EXCELSIOR

Essence of

COFFEE and CHICORY

THE BEST

A Good Shot is always appreciated

THEREFORE USE
and RECOMMEND

GOOD SHOT BAKING POWDER

It also will be appreciated

MANUFACTURED BY
D. Mitchell & Co. Ltd.

WEATHER ROLL—The roll which a ship makes to windward.
WEIGH—To lift up, as, to weigh an anchor or a mast.
WHEEL—The instrument attached to the rudder by which a vessel is steered.
WHIP—A purchase formed by a rope rove through a single block. "To whip," is to hoist by a whip. Also, to secure the end of a rope from flogging by seizing of twine.
WHISKERBOOMS—The cross-arms to a bowsprit.
WINCH—A purchase formed by a horizontal spindle or shaft with a wheel or crank at the end.
WINDLASS—The machine used to weigh the anchor.
WING—That part of the hold or between decks which is next the side.
WINGERS—Casks stowed in the wings of a vessel.
WING-AND-WING—The situation of a fore-and-aft vessel when she is going dead before the wind, with her fore-sail on one side and her mainsail on the other.
WORK-UP—To draw the yards from old rigging and make them into spinnings, boxes, senits, etc. Also, a phrase for keeping the crew constantly at work upon the needful matters, and in all weathers, and beyond their usual hours, for punishment.
WORK—To fill up between the lays of a rope with small stuff wound around spirally.
YARD—A long piece of timber, tapering slightly toward the ends, and hung by the centre to a mast, to spread the square sails upon.
YARD-ARM—The extremities of a yard.
YAW—The motion of a vessel when she goes off her course.
YAWL—A vessel with two masts, the small one aft.
YOKE—A piece of wood placed across the head of a boat's rudder with a rope attached to each end, by which the boat is steered.

CUNARD TO EMPLOY THEIR OWN WIRELESS OPERATORS AS OFFICERS.

The Cunard Company, whose ship the *Lucania*, now no longer a Cunarder, was, long ago, the first ship to carry wireless, have taken an important step. They are to have their own wireless operators, with Cunard uniforms, etc., and the 50 or 60 operators in their service will be Cunard men in the full sense instead of being the Marconi Company's employees.

This will bring them in line with the rest of the ship's company, and subject to the Cunard rules of service and discipline. The wireless men will have the rank of officers, and have a form of gold braid to denote rank.

At the moment there is no decision by other lines to change over from the radio herts, but in time, of course, the Cunard lead may be followed.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

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

PHONES: CITY 7786 and CITY 6817.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital . . . £5,000,000
 Capital Paid-up and Reserves . . . £1,500,000
 Aggregate Assets at 30th June, 1915 . . . £12,500,000

Directors: SIR MARK HARRISON, Chairman; FRANK N. FARWOOD, F.C.P.A., Deputy Chairman; GEORGE F. TOMLIN; DUNCAN CURRIE; M. H. LYNCH; G.H.E.; Lieut. Col. T. F. RAYLEND, M.L.A.
 General Manager: C. M. C. SHANNON.
 Chief Inspector for New South Wales: W. G. MULL.

Head Office, Sydney (Corner George and King Streets)

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

BHISHANK: 201 Queen St. Chief Inspector for Queensland—J. N. H. HOWES. Manager—G. H. HOWELL.
 BRANCHES AND RECEIVING OFFICES AT 11 PLACES IN QUEENSLAND.

MELBOURNE: 225 Collins St. Manager—M. H. FINNEY.
 ADELAIDE: 23 Rundle St. Manager—H. T. MOORE.
 LONDON: 27 Threadneedle St. E.C. 2
 Manager—A. F. JENNINGS.

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

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTIONS.



WE ARE FIXING AGENTS FOR

Malthoid

IN NEW SOUTH WALES.

Specifications submitted and estimates given for MALTHOID work of all descriptions. Contracts carried out by experienced workmen under expert supervision.

HOLDSWORTH, MACPHERSON & CO.
 121 GEORGE STREET, SYDNEY

ANTHONY HORDERNS' FOR EVERYTHING

We invite the amplest investigation into both quality and price of the goods we offer, and we are content to leave the result to you.

Upon this confidence the vast business of ANTHONY HORDERNS' has been built, a confidence not to be trifled with by any statements of ours that cannot be substantiated to the utmost extent.

ANTHONY HORDERN & SONS, LIMITED
BRICKFIELD HILL, SYDNEY.



PATRON:
H. E. THE GOVERNOR-GENERAL THE RT. HON. LORD FORSTER.
P.C. O.C.M.G.
H. E. THE STATE GOVERNOR SIR WALTER DAVIDSON
K.C.M.G.

PRESIDENT:
THE HON. SIR W. P. CULLEN, K.C.M.G., Etc. Etc.
Lieutenant Governor and Chief Justice
of New South Wales

EXECUTIVE COMMITTEE:
SIR THOMAS A. DIBBS
COL THE HON. SIR JAMES BURNES
EDWARD W. SHOT
KALAO KING
SIR SAMUEL HORDERN
F. W. HILTON
ALFRED G. HILSON
O. E. FAIRFAX
OSCAR LINGS
E. P. SIMPSON
A. CORSEY STEPHEN
CAPTAIN A. W. FRANKS
CAPTAIN S. O. GREEN
COL. J. MACARTHUR GIBSON
J. P. FRANKS
SIR F. G. WALBY
H. W. COVAY
SIR ALBERT MACCORMICK
A. GORDON WEAVER
HIS HONOR JAMES BACHMANN
J. PAVEN
THE HON. SIR A. W. MERRIN
C. M. C. SHANNON
HARRY SKIRREY
WALTER M. MARRIS
PETER BOARD
HON. SIR THOMAS HUGHES
HON. J. LAKE MULLER

HON. MEMBERS:
COMMODORE A. P. ADDISON, C.M.G., R.N.
MAJOR GENERAL BRAD C.B., C.M.G., D.S.O.
COMMODORE H. M. EDWARDS, R.N.
COMMANDER H. L. QUICK, R.A.N.

HON. TREASURERS:
SIR JAMES BURNES
KALAO KING
OSCAR LINGS
HON. SECRETARIES:
F. W. HILSON
ALFRED G. HILSON

ORGANIZER AND EDITOR OF JOURNAL:
W. W. STALL, O.B.E. (UK)

JOIN THE NAVY LEAGUE.

VICE-PRESIDENTS	25	0	0
Do. (for life)	25	0	0
FELLOWS (LADIES AND GENTLEMEN)	1	1	0
Do. Do. Do. for life	10	10	0
MEMBERS, not less than	0	5	0
JUVENILE MEMBERS	0	1	0
	ANNUALLY		
	ANNUALLY		
	ANNUALLY		
	ANNUALLY		

TO THE HON. SECRETARIES OF
The New South Wales Branch of the Navy League,
Royal Naval House, Sydney.

Please enrol my name as a _____
of the NAVY LEAGUE for which I enclose _____
value £ : s. d.
Name _____
Address _____

Gem Rings of Choice Quality.

Hardy Brothers' display of Diamond and Gem Rings contains many charming new designs. Illustrated catalogues are printed on request, and when sent to any address on approval. Five per cent. discount allowed on all cash purchases.

HARDY BROS. LTD.
Jewellers & Silversmiths
15 HUNTER STREET, SYDNEY
115-116 QUEEN STREET, BRISBANE
755 COLLINS STREET, MELBOURNE

Orient Line

AUSTRALIA - ENGLAND (London)

Regular Sailings from
Brisbane, Sydney, Melbourne, Adelaide,
Fremantle, calling at Colombo, Suez, Port
Said, Naples, Toulon, Gibraltar and Plymouth.

FLEET.

	TONS
"ORMONDE"	14,555
"ORMUZ"	14,555
"ORVIETO"	12,180
"OSTERLEY"	12,129
"ORSOVA"	12,058
"OMAR"	11,103
"ORCADES"	10,000

First, Second and Third Class.
* Additional Steamer-Saloon and Third
Class only.

REDUCED FARES ALL CLASSES.

For full particulars apply:-

Orient S. N. Co. Ltd.
2-4-6 SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED
Managing Directors - G. Talbot, E. J. Tait, C. Maynard.

J. C. WILLIAMSON MATINEES
Matinee at Theatre, Wednesday and Saturday at 2.

THEATRE ROYAL. LOUIS BENNISON

IN
"Bevenuto"

For 9 Nights Only.

CRITERION THEATRE.

EMELIE POLINI

IN
"The Flaw."

HER MAJESTY'S.

"SALLY"

WITH
JOSIE MELVILLE

Art Metal Ceilings

Artistic, Permanent, Economical

Wunderlich Metal Roofing and Architectural Enrichments. Metal Shop Fronts Show Cases and Counter Fronts. Roofing Tiles, Mansell's Pattern, made at Wunderlich Roofing Tiles, N.S.W. Terra Cotta Roofing Accessories, Chimney Pots, Flues, Ridges, etc. Durable, the durable Australian Asbestos Cement Hydraulically Compressed Sheets, for Walling, Siding and Shingles for Roofing. Cellite, the Australian Retolored Plaster Fibre Board. Hard white surfaces that will not chip, crack or warp. Plastic Art Ceiling Panels, Cornices and Mouldings.

PARTICULARS, CATALOGUES AND PRICES FROM THE
MANUFACTURERS

WUNDERLICH LIMITED

The Ceiling People

Head Office & Works Showrooms
BAPTIST ST., NEWCASTLE 56 PITT ST. SYDNEY
and 56 HUNTER ST., NEWCASTLE
Box 174 G.P.O. Phone 458 Red. (6 lines)

SATISFIED CUSTOMERS SELL THE Safix-Miller Outboard Motor FOR US



CALL IN AND TRY A SAMPLE PIPEFUL, OR WRITE GIVING DETAILS OF TOBACCO AT PRESENT SMOKED, AND A SAMPLE WILL BE SENT.

Farmer's Special Blend Tobacco prepared to order.



An exclusive service typical of
"The Store for Men."

In the course of every smoker's life there comes a period when his tobacco fails to please — when a subtle sense of taste develops a very keen desire for tobacco of distinctive flavour.

Farmer's, seeking to serve the ideals of discriminating men, have innovated the exclusive service of preparing Special Blends of Tobacco to order. The most critical taste can now be satisfied with a blend of any strength and flavour suited to personal preference. A sample, submitted for trial before ordering, ensures perfect satisfaction to every individual taste.

Packed in $\frac{1}{4}$ lb., $\frac{1}{2}$ lb., and 1lb. containers conservatively decorated for smoke-room service. A private reference number attached, and recorded by Farmer's, ensures the identical blend being always quickly obtainable.

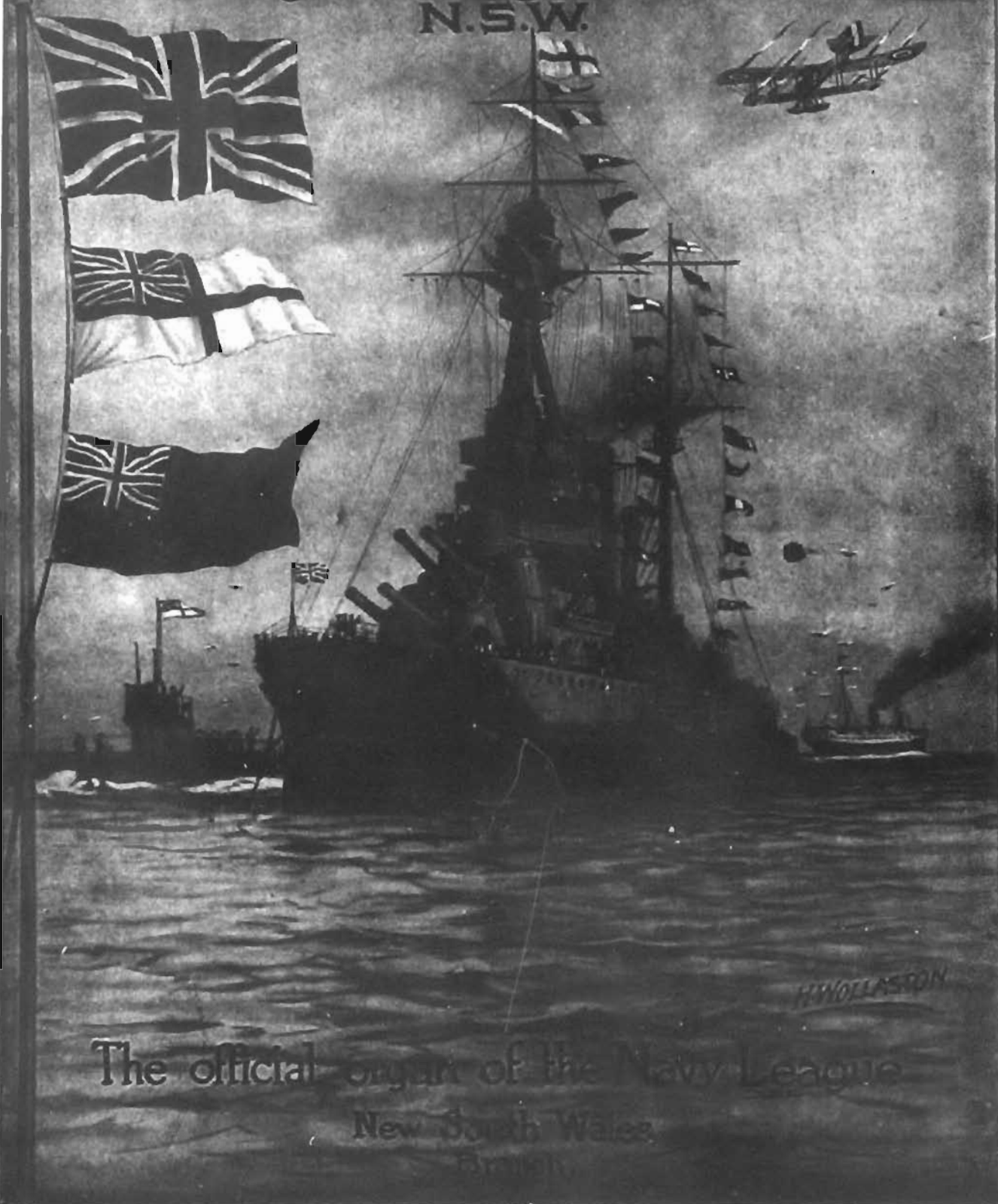
FARMER'S

CARRIAGE PAID ON TOBACCO.

BOX 497, G.P.O., SYDNEY.

The Navy League Journal

N.S.W.



The official organ of the Navy League
New South Wales
Branch



Commonwealth Bank of Australia

ESTABLISHED 1912.

GENERAL BANKING BUSINESS
of every description transacted at all branches
in the principal cities and towns of Australia
London (2) and New Guinea (2).

SAVINGS BANK INTEREST

3½ per cent. on deposits up to £1,000. 3 per
cent. on any additional balance up to £300 making
a total of £1,300 on which interest is allowed.

**SAVINGS BANK AGENCIES ARE ALSO
ESTABLISHED AT THE FOLLOWING:-**

GALEN, ISLAND (SYDNEY)	NAVAL DEPOT, WILLIAMSTOWN (VICTORIA)
H.M.A.S. TENDRA	H.M.A.S. HERRICK
" AUSTRALIA	" PLATYPUS
" SYDNEY	" GERANION
" MELBOURNE	
TORRENTIA HOAT, JOHNSBY	

Deputy Governor: **JAB. KELL**
Governor: **SIR DENISON MILLER, K.C./J.G.**

J. M. DEMPSTER'S FIVE-GUINEA LADIES' WRISTLET WATCHES



High-Grade Movement in 9-ct. Case, fitted in
9 ct. Expanding Bracelet. A Reliable Watch.
£5 5-



£10 10

A Variety of Designs in the Highest Grade
Movements, fitted with the latest narrow Bracelets
9-ct. £10 10 -
15-ct. £15 15 -



£10 10 -

Similar Watches can be supplied, fitted with
Gold Bands or Moire Silk Bands.

J. M. DEMPSTER LTD.

Jewellers
Silverware
Cutlery
Australasian House
Corner King and York Streets,
Sydney.

(J. M. Dempster - Managing Director)

CATALOGUE OF GIFT SUGGESTIONS
POST FREE.

Telephone 1443 City. Established 1864.

COWLES & DUNN

GUNMAKERS and IMPORTERS
of FIREARMS

72 KING STREET, SYDNEY.



UP-TO-DATE AND RELIABLE RIFLES,
REVOLVERS, GUNS AND AUTOMATIC
PISTOLS.



The Navy League Journal

VOL. III. No. II.

SYDNEY, MARCH, 1923.

PRICE 3d.

THE NAVY LEAGUE.

THE year past has seen a beginning made
with the reconstruction of the League after
a period of hesitation and passivity—not
unnatural in view of the uncertainties of the naval
situation, but, none the less, regrettable.

The reversion to the old motto, "KEEP WATCH,"
sufficiently indicates the spirit in which this recon-
struction has been undertaken. While the imme-
diate menace which prompted the great efforts
made by the League between 1909 and 1918, and
attracted to it so large a measure of support both
in the Mother Country and the Dominions, has
been removed—the old truth that we live by the
sea, and can only live if the way of the sea is kept
open by adequate naval power, has forced itself
once more on public attention. The League,
therefore, must take up once more its old work of
educating the general public in the meaning and
need of Sea Power, and of organising public
opinion to insist that the Navy is not stinted
of that provision of men and material which its
professional heads declare necessary for carrying
out the foreign policy of the Government.

In order that the League may fulfil the objects
for which it exists, even on the present limited
scale, it is necessary to obtain much larger financial
support than has been forthcoming during the last
four years. An Endowment Fund has, therefore,
been opened by means of which it is hoped to
obtain a sum of at least £100,000 as a capital
sum, the income from which, together with the
annual subscriptions and donations, would secure
the continuance of the League's activities under all
circumstances.

Members of the League are asked to do all they
can to promote the success of the Fund, and, at
the same time, not to forget that, while it is being
collected, the work of the League must be carried
on, and its current income maintained or, prefer-
ably, increased.

During the past year the League has had the
happiness of welcoming many distinguished visitors
from the overseas dominions, and will shortly have
as its guest for a period all too short, Mr. Sam
Harris, President of the Navy League of Canada.
By means of these visits, and the mutual know-

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

A. K. JAKUBS, CHAIRMAN. J. M. ATKINSON.
C. C. GALK. THRO. J. MARKS. L. J. DAVIES.

FIRE, MARINE, ACCIDENT AND SICKNESS, WORKMEN'S
COMPENSATION, BOILER EXPLOSION, MOTOR CAR,
PUBLIC RISK AND PLATE GLASS INSURANCE. —

Losses by Lightning, Bush Fires and Gas Explosion Paid. Be Patriotic—Insure Australian Property in an Australian Insurance Company.

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY.

KELSO KING, MANAGER.

Modern Passenger Steamers:

KATOOMBA
CANBERRA
LEVUKA
ZEALANDIA
KARoola
WYREMA
BOMBALA
DUMBOOLA
COOMA
WODONGA
WYANDRA
ARAWATTA
ARAMAC

Interstate Steamship Sailings

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	TELEPHONE 8630
A. U. S. N. Co.	- 7 Bridge Street, Sydney	10005
Australian Steamship Ltd.	- 350 George Street, Sydney	8221
McBarneth, McEwen Line	- 81 Pitt Street, Sydney	7888
Huddart, Parker, Ltd.	- 10 Bridge Street, Sydney	8600
McKinnon Steamship Co. Ltd.	- Co. Clarence and Burrough Streets	8213

ledge of each other's thoughts and hopes, the League will maintain its position as one of the strongest links between the old country and the nations overseas which own allegiance to "one Flag, one Throne."

The year 1922 was not lacking in instance of the power wielded by the British Navy as an instrument of peace and security. The ships of Britain alone enabled a slender Allied force to withstand the ambitions of the Angora Government and its Bolshevik Allies, and probably saved the world from another devastating war. In China, contingents from the Fleet have on more than one occasion supplied guards for the Banks and Merchants' Offices in the 'Treaty Ports' threatened with revolutionary violence, while the battle cruisers, "Hood" and "Repulse," sent to Rio de Janeiro to celebrate the Centenary of Brazilian independence, did much to cement the existing friendship between Great Britain and Brazil.

The Washington Conference ended in an agreement by which our representatives, in common with those of the United States, France, Italy, and Japan, undertook to limit the number and size of the capital ships maintained by the respective countries, and to restrict further shipbuilding for a period of ten years. In order to show the deep desire for peace—which animates the British nation—we not only consented to a standard of equality with the United States, but proceeded to reduce the number of capital ships maintained by us without waiting for the ratification of the Treaty by the Governments of our co-signatories. We have thus gone to the utmost limits of concession; and, in view of the fact that this Treaty has not yet been ratified by France and Italy, while the Government of the United States is taking advantage of its rights under the Treaty to bring obsolescent vessels up to date, we may appear to have gone even beyond those limits.

It is clear that a substantial naval force must be maintained in the Mediterranean; it is clear also that, in view of the naval strength of America and Japan in the Pacific—close as our ties of friendship with both Powers are—and our paramount Imperial interests in those waters, sufficient naval strength must be maintained there to support the local sea defences of Australia and New Zealand.

Nor can we afford to neglect our naval defences in the waters of Northern Europe, where the Russian Navy is being reorganised, and the construction of their new light cruisers expedited.

Under the circumstances recorded above, it cannot be said that the two post-Jutland ships which we are entitled to lay down under the Washington Pact, are any too many, or have been laid down a moment too soon. Even if the Pact be ratified, we shall only have building, or built, two post-Jutland ships (or three if the "Hood" be counted) as against three American and two Japanese; while, if the Pact be not ratified, the ratio will be two (or three) to thirteen and seven respectively.

But the sacrifice made by this country in pursuit of the ideals of peace and goodwill among the nations is not confined to material. That, indeed, is the least part. The number of officers and men has been reduced from 119,000 (at which it stood at the beginning of the financial year) to 101,000 at the present time, with the promise of a further reduction to 98,500 by March 31st next. At that date the number of active service ranks and ratings in the United States Navy will be 116,200, and in that of Japan 69,000.

It will be the duty of the Navy League to watch this matter of the *personnel* very closely, and to see that no influence, however powerful, is allowed to interfere with the numbers which the Admiralty experts consider necessary for the manning of the Fleet and the proper maintenance of the schools and shore establishments. If we have an adequate supply of officers and men of the quality which the British Navy has always produced and trained to its standard, we can afford to look with comparative equanimity on a barely sufficient material. But if the type of seamen on whom our safety rests is permitted to fall off in numbers or deteriorate in efficiency we shall approach a position of extreme danger.

During the war, under the stimulus of patriotic urging and remunerative prices guaranteed by Government, the area of land under corn crops in these islands was very considerably increased. The disastrous condition of British agriculture since the end of war conditions has, however, again reduced this area till it bids fair to fall below



THE ABERDEEN LINE

Regular Service
between Australia
and London via
South Africa.
Highest Class
Steamers on the
Route.

Fitted with Wireless Telegraphy and Submarine Signalling Gear.	"EURIPIDES" - - - 15,000 Tons
	"THEMISTOCLES" - - - 11,250 "
	"DEMOSTHENES" - - - 11,250 "
	"SOPHOCLES" - - - 12,500 "
	"DIOGENES" - - - 12,500 "

* New Steamer.

First and Third Class
Passengers
Carried.

Full particulars of Fares, Rates of
Freight, Sailings, &c. on application
to

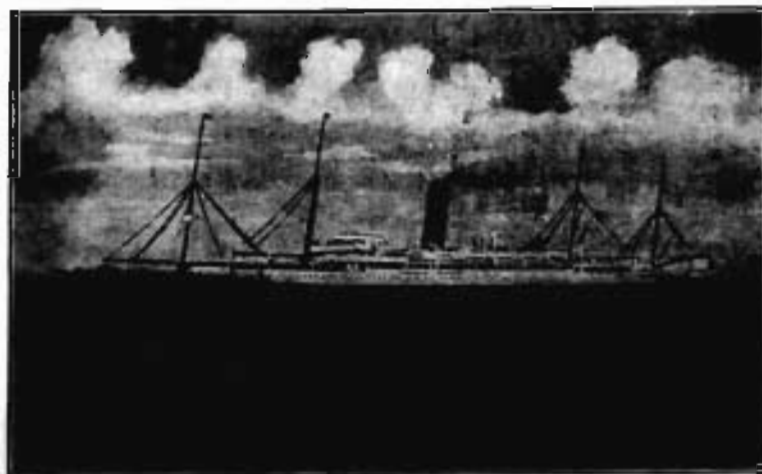
DALGETY & COMPANY, LIMITED

At all Australian
Ports

WHITE STAR LINE

CABIN
Passengers
Only.

Australia to
Southampton,
London and
Liverpool via
South Africa.



Regular Sailings of the Fleet and Ponder Steamers	"CERAMIC" - 18,500 Tons	"PERSIC" - 12,000 Tons	Also Cargo
	(Largest Steamer in Australian Trade)	"RUNIC" - 12,500 "	Steamers at
	"MEDIC" - 12,000 Tons	"SUEVIC" - 12,500 "	Frequent Intervals.

For full particulars as to Freight
and Passenger Money apply to

DALGETY & COMPANY, LIMITED

At all Australian
Ports

AUSTRALIA AS A NATION.

TWO GREAT NEEDS.

In the course of an address recently at Brisbane His Excellency the Governor of Queensland voiced the following remarks:—

"I propose that the few words I am going to say to you this evening should be addressed to the Navy League Sea Cadet Corps and the subject of my remarks is to be the sea. The sea is what made England and I believe that every country, in order to become great and strong, has to send its men to the sea, or to the earth, or, in these days to the air. In all these elements men have to fight, but in ordinary times it is against the forces of nature and not against other men that the fighting is done. I do not think that a country in which the bulk of the people live always in great towns can keep that strength which is given in the first instance by fighting the forces of nature." His Excellency, after detailing the coming of the Saxons, Danes, and Normans and the important part played by the sea in history, continued: "If the English had not been the sea-faring race that they were, some other nation would have discovered New South Wales and Queensland, and occupied Australia, and if Australia is to take her place as a great Nation I believe she will not only have to have many more men on the land than she has at present, but that she will also have to have many more on the sea. And just as a sea life is a good life for the nation, it is a good life for the men. It is a free life, a life of adventure, of seeing strange places and wonderful lands. It is a life in which a boy gets strong to do and to dare. I shall be glad to think that a number of the boys here to-night will eventually serve on the sea and help to build up a great sea-faring class in Australia and thus give her a place among the nations of the world whose thrones have been set upon the ocean waves."

— HENRY WARD BEECHER.

even that of 1914. It seems inevitable, therefore, that we shall remain dependent on overseas trade for our daily bread. Foodstuffs and raw materials can only be brought in vessels which float on the surface of the water, though they may be attacked either from the air or from under sea. In any case, seeing that they are vulnerable from one end of a long voyage to the other, protection must be afforded them by vessels moving in the same plane as themselves. If the potential enemy possesses battleships, we must have battleships to meet them: if cruisers, we must have cruisers, and, in any event, surface vessels are required as a defence against attack from surface craft, and also against the submarine menace—especially on the trade routes.

While, therefore, the Navy League is fully alive to the importance of developing air power, and will aid in any legitimate effort to do so, it must repudiate strongly the contention of those who maintain that the day of the capital ship has passed, and that the defence of our shores and trade can now be entrusted exclusively to aircraft and the necessary carriers and attendant ships. The future may have great changes in store; but these changes can only with safety be brought about by a process of evolution and in accordance with the growing knowledge and experience of those who are trained in the traditions of the naval service which has kept us free and built up the power and prosperity of Britain from the days of Alfred until now.

[The above message signed on behalf of the Executive Committee, London, by the Chairman (Sir Cyril Cobb) and the Vice-Chairman (Mr. Gerard Fennell), has been circulated to all branches of the Navy League throughout the world, as embodying the League's considered opinion on the existing naval situation.]

As ships meet at sea,—a moment together, when words of greeting must be spoken, and then away upon the deep,—as men meet in this world; and I think we should cross no man's path without hailing him, and if he needs, giving him supplies.

The Navy League Stands for prefer-
ence within the EMPIRE.

Ask a Friend to Join the Navy League
TODAY.

P. & O.

ROYAL MAIL STEAMERS

To CEYLON, INDIA, EGYPT, MEDITERRANEAN PORTS
and LONDON.



First and Second Saloon Only.

LUXURIOUS 16,000 TONS STEAMERS. CABINS DE LUXE.
ELECTRIC LIFTS.

For Fares and all further particulars apply to

MACDONALD, HAMILTON & CO.

AGENTS

Tel. City 6321.

Union House, 247 George Street, Sydney.

The Romance of the East India Company. X

BY DONALD A. HILL.

I.

THE history of the East India Company, sometimes alluded to as "John Company," becomes also from its inception the history and evolution of the English Mercantile Marine.

It is a tale replete with romance punctuated with heroism and undaunted courage, of adventure and travel in the ceaseless quest of wealth and the glory of the British Empire.

It is a tale the telling of which in detail would fill not merely the leaves of many books but many shelves in a library.

For the purpose of these articles it is the writer's intention to trace briefly the fortunes of the East India Company in so far as it concerns their seamen and their ships.

Those who would learn of the Company's exploits in that land, which is known to-day as the Indian Empire, will find much to interest them in the records published by the India Office and the lives of such men as Clive and Warren Hastings. To arrive at a proper understanding of how the East India Company came into being we must delve into history a little.

In the middle of the 15th Century Prince Henry of Portugal—known as the navigator—had done more to encourage the science of navigation, then in its infancy, than any other man then living or dead. We English can take comfort in the fact that Prince Henry was half English, his mother being the daughter of John of Gaunt.

Prince Henry died in 1460, but so great had been his influence on the maritime affairs of his country, that it is directly traceable to his efforts in promoting the skill and enterprise of the Portuguese seamen, that in the year 1480 Portugal sent out two expeditions in search of an eastern route to India.

One proceeded via Egypt and the Red Sea and eventually reached Calicut on the S.W. coast of India. The other, under the command of Bartholomew Diaz, took the route followed by sailing

ships of to-day, that is, round the Cape and across the Indian Ocean.

But Diaz did not succeed in crossing the Indian Ocean. Off the Cape he met with "storms of great violence," so much so that he called it Cape of Torments. He reached as far as Algoa Bay and then turned homeward, safely weathered the Cape again and duly arrived back in Lisbon, where his master King John II. was so pleased at the safe return of the expedition, that he renamed the Cape of Torments the Cape of Good Hope (Buena Esperanza). Later in 1497 Vasco de Gama completed the work commenced by Diaz and taking the same route crossed the Indian Ocean aided by a pilot picked up on the African coast, reached Calicut and the doors of the Eastern Treasure House were thrown open to the Portuguese.

The Portuguese were not slow to realise the immense stores of wealth which lay waiting to be garnered behind those magic doors and for nearly a century this nation had the monopoly of the Eastern trade. By way of strengthening her position she obtained from Pope Alexander VI., in 1493, a Bull which became famous and makes rather curious reading. It runs thus: "By the fullness of Apostolical power we do give, grant and assign to you, your heirs and successors, all the firm land and islands found or to be found, discovered or to be discovered, towards the West and the South, drawing a line from the Pole Arctic to the Pole Antarctic, that is from the North to the South, containing in this donation whatsoever firm lands or islands are found or to be found towards India, or towards any other part whatsoever it be, being distant from or without the aforesaid line drawn one hundred leagues towards the West and South from any of the Islands which are commonly called De Las Azores and Cape Verde."

By the dawn of the 16th Century "pearls, diamonds, rubies, perfumes, spices and silks"

THE CLOUD.



By courtesy "Sydney Mail."

IN THIS EXQUISITE CLOUD PICTURE, MAP STUDENTS
WILL SEE A RESEMBLANCE TO A WELL-KNOWN LAND.

THE CLOUD.

"I bring fresh showers for the thirsting flowers,
From the seas and the streams;
I bear light shade for the leaves when laid
In their noonday dreams."

"I hid the sun's throne with a burning zone,
And the moon's with a girdle of pearl;
The great mountains I skim, and the stars reel and swim,
When the whirlwinds my banner unfurl."

"I am the daughter of earth and water,
And the nursing of the sky;
I pass through the pores of the ocean and shores;
I change, but I cannot die."

—SKELLEY.

Burns, Philp & Co. Ltd.

Consult our Tourist Department for
Passages to—

ENGLAND also
AMERICA Round the World Tours
AFRICA Round Pacific Tours
INDIA Round Eastern Tours
CHINA Round Australia Tours
JAPAN and Island Tours.

Passengers booked by all lines, in any
class and by any route.

For itineraries and Pamphlets write or
call our

Tourist Department
11 BRIDGE STREET, SYDNEY.

"The first drink of the day."

ELLIOTT'S FRUIT SALINE

taken every morning acts as
a mild laxative and blood
purifier.

It is effervescent and pleasant
to take.

All Chemists and
Storekeepers sell
ELLIOTT'S FRUIT SALINE
AT

2s. 6d. per bottle.

flowed into Lisbon and astonished by their richness and variety all Europe. Naturally then other nations latched for a share in this Oriental Pactolus and expeditions were sent out in all directions in the endeavour to discover the jealously guarded secret of the Portuguese—to wit, the sea route to India and the East.

Spain, who was already mistress of the New World, despatched Magellan to the South and West, England sent Davis in search of a North West passage, while Holland commissioned Barentsz to seek North Easterly, all with the same aim in view, that of a sea route to the treasure lands of India and Cathay.

Magellan found his way through those straits since named after him and one of his ships crossed the Pacific in a N.W. direction and sailing via the Philippines, the Moluccas, Java, and the Cape, eventually reached back to Seville, having circumnavigated the globe, a feat in those days equalling, if not surpassing, that of the Ross Smiths in flying from England to Australia through the air.

In 1511 some English merchants petitioned Henry VIII. for a charter to trade to the Indies. "The Indies are discovered," it ran "and vast treasure brought from thence every day. Let us therefore bend our endeavours thitherwards, and if the Spaniards and Portuguese suffer us not to join with them there will yet be region enough for all to enjoy." Nothing appears to have resulted from this petition for it was not until many years later, when Elizabeth was on the throne (1591), that the first expedition of any note was despatched from England in quest of that sea route to the Indies, which the Portuguese had for so long enjoyed uninterrupted. This expedition is worth taking a little note of if only for the fact that its Commander or "General," as he was designated in those days, was the same man who afterwards commanded the initial voyage of the East India Company—James Lancaster to wit, one of the finest seamen of his day.

This expedition consisted of the "Penelope," the "Marchant Royall," and the "Edward Bonaventure," the latter flying Lancaster's flag.

Lancaster did not, as many of his predecessors had done, set out on this voyage more or less

blindfold. In the first place he had with him copies of papers and charts taken from the Spanish galleon "San Felipe," captured by Drake some four years previously and which proved invaluable as setting out not only the courses to be pursued and the various hydrographic details of such a voyage, but detailing the various commodities to be obtained at the various ports and the best seasons of the year to obtain them, together with copious notes of the peoples to be met with and engaged in trade. From the very outset it was an unlucky voyage. Before reaching Table Bay so many men had been lost through sickness that Lancaster, in arriving at Table Bay, determined to send the "Marchant Royall" home under a nucleus crew dividing the balance of his ship's company among the two remaining ships.

After leaving Table Bay they ran into the fierce Westerly storms peculiar to that latitude so that "we could not keep our men drie 3 hours together, which was an occasion of the infection among them, and the eating of salt victuals with lacke of clothes to shift them."

Off the Cape the Penelope foundered, at least they lost sight of her and she was never heard of again. Undaunted, Lancaster determines to go on in the "Edward Bonaventure." We read of him reaching Sumatra, patrolling the Northern entrance to the Malacca Straits, where in spite of the enfeebled condition of his crew he captures several Portuguese ships, the last one being of "700 tonnes." After several months cruising in these waters his men on the verge of mutiny and the ship leaking badly Lancaster set sail for home. They touched at St. Helena and then the N.E. trades proving too strong for them—for ships of those days could make very little way once the wind got before the beam—and provisions running short they made for the West Indies. At a place called Nura, when Lancaster and most of his men were on shore searching for victuals, the carpenter cut the "Edward's" cable and she drifted out to sea and as far as the historian is concerned was no more heard of. Lancaster with some of his men is picked up by a French ship and finally land in England on 24th August, 1594.

CHAMPION



HIGHEST GRADE

CUT & PLUG

TOBACCO

AROMATIC
NATURAL FLAVOUR

DARK
FULL FLAVOUR

TINS OR PACKETS

Champion De Luxe Mixture

PACKETS OR AIR-TIGHT TINS

THRIFT

BUILDS UP CHARACTER, A SAVING
ACCOUNT, HAPPINESS, AND
FINANCIAL SUCCESS.

REMEMBER ANY PERSON CAN

OPEN AN ACCOUNT IN THE

Government Savings Bank
OF N.S.W.

DEPOSITS ACCEPTED FROM 1/-

4% Interest paid up to £500 and 3½%
on Excess up to £1,000.

PERSONAL, JOINT, TRUST AND
CHILDREN'S ACCOUNTS OPENED

153 BRANCHES AND 518 AGENCIES

Though no material gain had been produced by this voyage, yet the knowledge gained was of incalculable value. The secret of the Orient was no longer a Portuguese or Spanish monopoly and the vistas opened to the English merchants very soon produced the inevitable result and led to the formation of the East India Company.

(TO BE CONTINUED).

NAVAL NOTES.

Commodore Edwards, R.N., was entertained to lunch by Members of the Executive Committee of the Navy League, N.S.W. Branch, at the Royal Sydney Yacht Club on the 2nd inst. Commodore and Mrs. Edwards left for London by R.M.S. "Ormonde" which sailed from Sydney on the 10th March.

Captain Crauford, R.N., has taken up duty as Captain-Superintendent of H.M.A. Naval Establishments, Garden Island.

WHITE WINGS BRAND IN GOODS GUARANTEES
SUPERIORITY

White Wings Pure and Popular
SELF RAISING FLOUR

White Wings Delicious
MALTO PEPSIN WHEATEN
BREAKFAST MEAL

White Wings
ROLLED OATS
FLAKED OATMEAL
GROUND OATMEAL Coarse & Fine

White Wings Specially Prepared
WHEATMEAL and WHOLEMEAL
In 3 grades—Coarse, Medium and Fine

MANUFACTURED AND PACKED BY
H. L. BUSSELL & CO., LIMITED
WHITE WINGS MILLS
20-26 MEAGHER STREET, SYDNEY.

Captain Crauford was in command of H.M.S. *Tiger* at the Battle of Jutland.

The Australian Squadron, accompanied by H.M.S. *Chatham* from New Zealand, has arrived at Sydney.

The sloop *Merry Hampton* has been converted into a surveying ship. She will relieve H.M.S. *Ranona* in Australian waters.

H.M. battle-cruiser *Renown* is to be reconstructed with much thicker side armour, as was her sister, the *Repulse*, last year.

An anonymous donor in England has given £50,000 to assist the work of preserving to the nation, Nelson's famous flagship, *Victory*.

SUPPORT OUR ADVERTISERS



A Bundle of Mangrovite Leather Strips

in a handy place helps you to keep everything ship-shape. Make a lasting job of repairs by lacing with these strong neat thongs in place of untidy twine or unwieldy wire. Once on hand you'll find them indispensable

1 lb. bundles 3/6, post free to New South Wales.
Special Strips for Harbours Repairs 1/3, 1/6 & 1/9.
Postage extra.

OBTAINABLE FROM ALL STOREKEEPERS
OR DIRECT FROM

MANGROVITE BELTING LTD.

CHARLES LUDOWICK, MANAGING DIRECTOR
49 YORK ST. (WYNHARD SQUARE) SYDNEY

**MOST SKIN TROUBLES QUICKLY DISAPPEAR
UNDER THE HEALING INFLUENCE OF**

SOLYPTOL MEDICATED SOAP



Whether for the Toilet,
the Nursery, or the
Surgery
SOLYPTOL SOAP will be
found excellent.

PRICE: 1/- PER TABLET
2/6 BOX OF THREE

FROM ALL CHEMISTS
AND STORES

F. H. FAULDING & CO. LTD.

5 O'CONNELL STREET, SYDNEY

"IF IT'S FAULDINGS—IT'S PURE."

GENEROSITY.

Following on the heels of Mr. and Mrs. Kelson King's Taronga Park "outing" reported in our last issue, Mrs. Kelson King again shows her practical sympathy with our Sea Cadet movement. Fifty of the Balmain cadets have been the recipients of uniform pants and stockings—the gifts of Mrs. King.

If the world had more Mr. and Mrs. Kings, there would be no Bolsheviks.

Mr. Harry Shelley is another good friend who comes along without any flares burning and without any trumpets blaring, and frequently does the League a good turn. He is hard at it now—hard at a very hard job—helping to get additional advertisements for the JOURNAL.

The cadets, officers, and instructors who give so much of their time—without any reward—take heart when they know that some at least of the Navy League members render practical and valuable assistance to the movement.

We are very hopeful that a Ladies' Committee of real workers will soon make its presence felt.

Sir James Burns is back in Sydney. We hope to see Sir James at the monthly meetings of the Executive again when his health permits.

A very interesting lady in the personage of Mrs. Henry Daman is on a visit to New South Wales. Mrs. Daman is actively associated with the London Headquarters of the Navy League, and is anxious to get into touch with local activities during the next few weeks.

North Sydney Cadets are in want of a dinghy.

AN APPEAL.

Members of the Navy League who are in arrears with their subscriptions, and who receive this Journal regularly, are earnestly requested to notify League Headquarters as to their intentions with respect to membership. The preparation and the posting of the magazine means labour and expense, and the League is not in a position to waste its hard won funds, especially as money is urgently required to help the Sea Cadet movement.

A reply from you will be much appreciated.



Horse Shoe RED ALASKAN Salmon

is readily digested and as a food
contains more protein than meat,
eggs and bread.

There is no waste with HORSE
SHOE SALMON—every particle is
edible and enjoyable.

Horse Shoe Salmon is packed and
cooked in an exclusive way, which
brings it to you always savory
and delicious ready to serve straight
from the tin.

Ask for Horse Shoe Salmon always.

Sold by all stores
everywhere.

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

Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in **MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH**, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that **SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.**
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, **IN CONJUNCTION WITH THE AIR FORCE**, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that **THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS US INTO ONE IMPERIAL WHOLE.**
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the **BOYS TO BECOME GOOD CITIZENS OF THE EMPIRE**, by learning discipline, duty and self-respect in the spirit of their Motto—**"FOR GOD, for the KING, for the EMPIRE."**
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

Senior Officer-in-Charge: MR. ARNOLD MELLOR (late R.A.N.)

The Navy League is Non-Sectarian. The Navy League is Non-Political.

Balmaln Company.

WATCHWORDS.

GODLINESS.	COURTESY.
CLEANLINESS.	OBEDIENCE.

Acting Officer-in-Charge: MR. M. MACDONALD.
Hon. Secretary: MR. EDGAR FIDDEN.

The "outing," or (as termed by the Cadets the "casing") at Taronga Park, so kindly extended by Mr. and Mrs. Kelso King on 10th ult., is likely to long be remembered by the Cadets of the Unit; they unanimously vote it the Historic Afternoon; never were so many splendid photographs taken and, above all, never has such a repast been their lot.

Our sailing crew are open to accept a challenge from any Unit for a sailing race.

The splendid trophy, a cricket set, presented by Messrs. Milson and Shelley and won by our cutter at the Anniversary Regatta, was handed over to Officer Murdo Macdonald (coxswain) by the Lord Mayor, Ald. Gilpin, at the Sydney Town Hall, on Tuesday evening, 26th ult. When the trophy was displayed at the Drill Hall on Thursday evening it

was looked at enviously by the Cricketing Cadets; they have elected a captain, and arrangements will shortly be made to issue challenges to other units.

The next Cutter race is anxiously looked forward to, and it is hoped our Richmond friends will be no mean competitors.

About 16 Cadets from the Unit were present at Garden Island on the occasion of presentation of plate to H.M.A.S. "Parramatta." After the ceremony they went aboard two of the cruisers lying in Farm Cove.

Petty Officer Gaul attended Garden Island during the week and handed to Commodore Edwards a splendid photograph of the Color Party taken at Mr. and Mrs. King's outing.

Mrs. Kelso King has kindly donated 50 pairs each of pants and stockings for the cadets; the gift is highly appreciated. Such practical expressions of interest contribute largely to the impetus the Navy League movement warrants.

On March 10th about 40 of our cadets were present on the Orient Wharf, Circular Quay, to "farewell" Commodore Edwards on his return to England. The boys made the journey to the man-o-war steps in the cutter, and from thence marched to the wharf, where they were joined by detachments from Drummoyne and North Sydney.

Drummoyne Company.

Officer-in-Charge: MR. G. WALLACE.

NEW ENTRIES.—Harry Brown, James Gilligan, J. Donald Duncan, Jack Duncan, Wallace Hill, William Wills, T. Duggan, David Duggan, William Johnstone, Robert Murray, Norman O'Driscoll, Walter Wells.

The Drummoyne Company, which embraces boys from many suburbs on both banks of the Parramatta River, has been extremely fortunate in securing a fine site adjacent to Gladesville Bridge for a training depot. Through Mr. Mellor the property, which belongs to Mr. T. J. Dudley, has been leased to the Drummoyne Company and the League for conversion into a suitable and much needed depot for the Sea Cadets.

SONS OF EMPIRE

AND STANDARD BEARERS OF THE NAVY LEAGUE SEA CADETS.

DISCHARGED.—P. O. Joseph Hannah (gone to sea), P. O. Frank Roberts, P. O. George Miller, Ldg. Sig. Lawrence Hinchcliffe, Cadet Robert Burness (own request).

PROMOTIONS.—Cadet Nat. Duggan to Ldg. Sea Cadet (act).

APPOINTMENTS.—Edward Blair Linquist, as Junior Officer, to rank as 1st Officer.

Arthur Docking, late R.A.N., as Junior Officer, to rank as 2nd Officer.

Reginald Fagan, as Junior Officer, to rank as Junior Officer.

All the officers and cadets are working like Trojans to renovate the shed and clear the ground. Electric light has already been installed; the shed looks resplendent in a new dress of paint; the boat slip has been repaired, and the ground has been levelled.

Needless to say, the work has been performed with the greatest enthusiasm, for every officer and cadet recognises that the acquisition of the place is a step in the direction of a permanent establishment that must benefit the Sea Cadet movement, and give the cadets a definite meeting place where

PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER

they can train, exchange opinions, and exchange their surplus cash for soft drinks, and the like, at the canteen. This last innovation will become part and parcel of the institution for the convenience of the boys.

The League congratulates Mr. Mellor, his officers, and the cadets for their splendid efforts and their success in satisfying their needs.

Should any Navy League enthusiast have any spare gear—such as life-buoys, a ship's bell, nautical books, rope suitable for splicing, etc., it will be gratefully received at the depot, near Gladstone Bridge, Drummoyne.

Petty-Officer Joseph Hannah has gone to sea in the Commonwealth line of steamers as an ordinary seaman on the s.s. "Eromanga" which left for the United Kingdom last month. Hannah, popularly known to all as "Wilkie," was one of the best. A good all-round athlete, the Navy League swimming champion, having won the Harry Shelley, Esq., gold medal and the Commodore Dumaresq trophy in 1932. Before leaving Sydney Petty-Officer Hannah was presented with a gold-mounted fountain pen by the Senior Officer, Mr. A. Mellor. We are sure P. O. Hannah will make good, and uphold the traditions of the Company. We wish him well.

TO KEEP FIT



eat only pure foods that are wholesome and nutritious. You can ensure this if you

USE
**AUNT MARY'S
BAKING POWDER**

for making scones, cakes, pastry, and puddings. Made from the finest cream of tartar and free from adulterants. Goes farther than inferior preparations and gives better results.

**COSTS A LITTLE MORE.
WORTH A LOT MORE.**

£100 in Cash Prizes — Save the lids.

C. P. O. Kelsaw, in charge of a party of 26 cadets, in company with a party from North Sydney and Balmain, took part in the ceremony of handing over the colours of H.M.A.S. Parramatta to the Mayor of Parramatta, at Garden Island, in February. Commander Garcia, R.A.N., saw that the lads had ample to eat, and allowed them to inspect the ships alongside the island and the Naval Establishment. Commander Garcia was very pleased with the cadets, and commended C. P. O. Kelsaw on their behaviour.

On Saturday, the 16th February, sixty-five cadets visited La Perouse and Kurnell for a day's pleasure. The morning was spent at La Perouse, and after inspecting the memorial and the grave of the Swedish botanist who accompanied La Perouse on his early expeditions, the lads spent an hour swimming in the safe waters on the beach, on the Botany Bay side. Crossing over to Kurnell by motor launch, the lads had an interesting stay on the beautiful Kurnell Reserve, and were much interested in the Captain Cook Memorial and other historic places connected with the famous British explorer when he first landed at Botany Bay. After a group photograph had been taken around the Captain Cook and Solander Memorials the lads left for home, and although tired they had a real good outing, and wish for more of a similar nature.

Continued on page 23.

NAVAL LITERARY BLUNDERS.

BY CAPTAIN JAMES M. WATSON, J.P., F.R.A.S.

IN a very interesting book "Peeps at the Royal Navy" by the Revd. James Baikie, F.R.G.S., where in writing of "Turret Ships" the following passage occurs: "A strange contrast to the stately white-winged ships of the line that flew the white ensign at Trafalgar."

The inference is that the British fleet which defeated the combined fleets of France and Spain at Trafalgar flew the white ensigns as British warships do now. The British fleet went into action in two divisions, the "weather division" under Vice-Admiral Lord Nelson flying his white ensign because he was a Vice-Admiral of the White; the "lee division" under Vice-Admiral Collingwood flew a blue ensign because Collingwood was a Vice-Admiral of the Blue.

This system had been in use since it was first instituted about 1627, with some slight variations,

until it was finally abolished in 1864 by an Order in Council on July 9th of that year, which discontinued the classification of flag officers as of the Red, White, and Blue, and this was followed on August 5th by an Admiralty circular by which, among other things, it was ordered that all warships in commission "should fly the White Ensign; that the Blue Ensign should be borne by vessels in the service of any public office, and by ships commanded by officers of the Royal Naval Reserve, and having a fourth part of the crew composed of reserve men; and that the Red Ensign should continue to be flown by all other British vessels, with the exception of certain yachts and craft authorised to bear distinguishing flags." This order and circular are in force now.

It is seldom that a writer on naval matters, unless he be a service man, escapes the pitfalls which

A. FORSYTH & CO. Ltd.

Australian Rope
Works

Box, 86 G.P.O.
Cable Address: "Rope"

339 Kent Street,
Sydney

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

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

LARGEST MANUFACTURERS IN AUSTRALIA OF:—
White and Tarred Manilla, Coir Rope, Spun Yarn,
Lashings, Clothes Lines, New Zealand Flax and Russian
Hemp Rope, Log Lines, Harvesting Twine, etc., Manilla
Driving Ropes, Plain and Cable Laid Cotton Ropes, etc.

A. FORSYTH & CO. LTD. HEAD OFFICE: 339 KENT STREET, SYDNEY, N.S.W.
Phones: City 10115 and City 341

the technicalities of the service provide for the unwary, and the writer is aware he is on dangerous ground, and has in mind what St. Paul wrote to the people at Corinth "let him that thinketh he standeth, take heed lest he fall," or in other words "keep your weather eye open." All the foregoing is just an introduction to a proposal to give readers, many of whom are young and being initiated into naval affairs, the origin and development of many things in connection with the navy of to-day.

First of all we will deal with "the flag that has braved a thousand years the battle and the breeze," although not always as it is to-day. This flag

which Governor Phillip had hoisted in Sydney (or where Sydney now is) on January 26th, 1788.

The flag got its name, it is supposed, from Jacobus, and Jacques, the Latin and French, the legal and court names for James.

On the King's Birthday, 1801, during the time Captain Philip Gidley King of the Royal Navy was Governor of New South Wales, a new Union Flag was hoisted at Sydney. The "Government and General Order," signed by the Governor, calls it "the new Union Flag," and it was hoisted at Dawe's Point.

AT TARONGA PARK.



Courtesy
"Sydney" Bystrader.

YOUTH WILL BE SERVED.

which anyone can fly ashore, but only ships of the Royal Navy on the water, is generally called the Union Jack, which is not quite correct. It is properly named the Union Flag because it denotes the union of the three countries England, Scotland, and Ireland. It had its origin when England and Scotland became united under sovereignty of James I. in 1603, when the banner of St. Andrew of Scotland, a white diagonal cross on a blue ground formed the basis of the new flag, and on which was laid the banner of St. George of England, a red cross on a white ground, the combination forming the Union Flag. It was this flag

Whatever doubt some people may have as to the locality where the Union Flag was first flown in Sydney, there can be no argument as to where the new flag was. This flag was the same as the old one but with the addition of St. Patrick's diagonal cross, and is the flag we are all familiar with at the present day and which is known as the Union Jack, although correctly speaking the flag of that name is a diminutive one flown from the jack-staff on the bow of the ship. In the day of sails it used to be on the bowsprit, but since that spar has disappeared it is on the equivalent position.

BLUE FUNNEL LINE

MONTHLY SAILINGS TO ENGLAND
VIA DURBAN AND CAPE TOWN
AVOIDING THE HEAT OF
RED SEA.

FLEET	TONS
S.S. "ULYSSES"	15,000
S.S. "NESTOR"	15,000
S.S. "ANCHISES"	10,000
S.S. "AENEAS"	10,000
S.S. "ASCANIUS"	10,000

FIRST-CLASS PASSENGERS
ONLY CARRIED.

Fares to ENGLAND from £94 Single
and £168 Return.

Fares to AFRICA - £64 Single
Return £114.

Additional charges for Cabin-Linen,
Single Berth and Business Cabin.
Return Tickets can be made interchangeable
with P. & O., Orient and Aberdeen Lines.

PROMENADE DECK—S.S. "ULYSSES."
GILCHRIST, WATT & SANDERSON, LTD.
1 O'DONNELL STREET. AGENTS.

P. & O. BRANCH SERVICE

FLEET OF TWIN SCREW STEAMERS

"BALLARAT"	11,300 Tons	"BORDA"	11,100 Tons
"BALRANALD"	11,300 "	"BRITANNIA"	11,100 "
"BARADINE"	11,300 "	"BRITANA"	11,100 "
"BARRABOOL"	11,300 "	"BRITALLA"	11,100 "
"BENDIGO"	11,300 "		

To LONDON via
DURBAN and
CAPE TOWN.

Third-Class
Passengers only
carried.

A popular and
cheap way of
travelling.

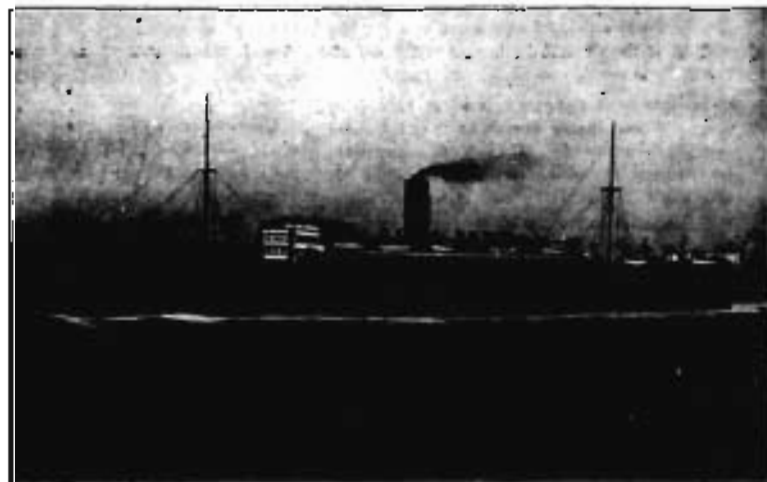
Fares to LONDON
£37 to £45
Single.

£67 to £81.
Return.

Fares to AFRICA
£21 to £27
Single.

£38 to £48 10s.
Return.

Return Tickets can be
made interchangeable
with P. & O., Orient
and Aberdeen Lines.



GILCHRIST, WATT & SANDERSON, LTD.—AGENTS
1 O'DONNELL STREET.

READY-TO-ERECT WEATHERBOARD COTTAGES

We supply all necessary materials, the best of their respective kinds, together with framing timbers—cut, marked, and numbered, ready to fit together. Our "Cottage Home" Catalogue shows forty-four Modern Designs of buildings containing from one to eight Rooms and Offices. This booklet with complete Price List mailed free to any address. Enquiries solicited.

Simplex Portable Buildings

ARE UNSURPASSED FOR
Week-end Homes, Motor
Garages, Small Stores,
Workshops, etc.

Catalogues and Price Lists on
application.

Skilled Mechanics are not
necessary in the erection of
these buildings.

Our stocks comprise Imported
and Colonial Timber, Joinery,
Iron, Glass, Paints and Builders'
requisites of all kinds. All at
cheapest current rates.

— Simplex Portable Cottage —



Perspective View

PRICE LISTS AND
CATALOGUES FREE

A. C. SAXTON & SONS, LTD.

TIMBER AND JOINERY
MERCHANTS

PERMONT, SYDNEY.

The compass may be said to be the most useful and necessary article of equipment on a ship for without it the desired destination could not be reached and the ship would be "all at sea."

The mariner's compass is said to have been known to the Chinese as early as 1113 B.C., and brought to Europe in the Thirteenth Century A.D., by the early Venetian traveller Marco Polo. It was much improved by the invention of the compass box, and the gimbal action in its suspension, which was invented and applied by William Barlow, an English clergyman, in the year 1608. At various times changes in the card have been suggested, and one of recent date (1919) has been advocated by Captain A. E. Dabell of the Queensland Coast and Torres Straits Pilot Service, and which he terms the "Mariner's Compass Card, Australian Pattern (180°)." It is a system of notation between the one in general use (90°), and the one that the Admiralty were introducing (360°). But as many more qualified to offer an opinion than the writer may read this, it will be left at that.

In a "Sketch of Sydney Harbour in the 16th Century" written by a popular local writer, it describes a Spanish vessel lying in Rose Bay and the crew tramping round the capstan heaving up the anchor.

It is very probable that had the author turned up "Capstan" he would have found that it was not invented till 60 or 70 years after the year of his story, and so would have used the word windlass. And in this connection the cable suggests itself, which down to 1812 had been of hemp, and at this date chain cables were first used in the Royal Navy. A cable is 150 fathoms long, that is 900 feet, chain cables are composed of 12 lengths each of 12½ fathoms, shackled together, and a swivel in the middle of every other length, the reason for which is apparent.

A very important part of a ship's gear is the log line, by which the speed of a ship, or the distance run is calculated, and of special use when working out a dead reckoning; it was first used in navigation in the year 1570, just six years before the

"dip of the needle" was observed by one Robert Norman of Wapping.

One of the greatest stumbling blocks with regard to nautical matters to both artists and authors has been in regard to dress.

It is not so long since that a large painting, shown at a public exhibition, and which depicted "Governor Phillip landing in Sydney Cove" had the sailors who were rowing the boat dressed in the present day uniform. It may not be generally known that sailors in the Royal Navy had no special clothing until 1857, and that each Captain could clothe his men just as he pleased, and sometimes some remarkable effects were produced. In naval history many instances of this are found. The Captain of the *Vernon* in 1840 had the men of one watch dressed "in red serge frocks, with red woollen comforters," and the men of the other watch "in blue serge frocks and blue comforters."

The crew of the *Blazer* in 1845 wore "blue and white striped guernseys, and jackets," and Commander Arthur Parry Eardley Wilmot of the *Harlequin* dressed his boat's crew as Harlequins in 1853, and in 1854 the ship's company of the *Trincomalee* were dressed in red shirts and fancy caps, whilst the *Caledonia* men were in Scotch bonnets with a tartan band. Therefore whilst each commanding officer could please himself there was as much variety in dress as there were commissioned ships in the service.

An Admiralty Circular in January, 1857, however, put an end to these incongruities and specified what seamen of the various ratings were to be clothed in. Among other things at that time a tarpaulin hat and jacket were part of the uniform, but these were abolished in 1891, and the following year "pattern uniforms" were exhibited at the Admiralty and an illustrated manual was

CONTINUED ON PAGE 24.

Pay Less
Dress Better"



Suit Distinction 63/-

A NEW era in Suit Values. These smart Australian Tweed Suits at Murdoch's are the last word in Stylish, Modern, Ready-for-service Garments. Grace of outline and ease of fitting are leading characteristics, but of infinite more value to you is the conscientious workmanship—the promise of faithful service and lasting attractiveness.

Select your choices from a splendid showing of new Autumn and Winter styles in Medium-weight Australian Woolen Tweeds. **63/-** READY-TO-PUT-ON

Send your height, chest, waist, and inside leg measures, also weight, when ordering.
POSTAGE PAID TO YOUR DOOR.

MURDOCH'S
IN PARK ST. LTD. SYDNEY

"The World's Largest Men's and Boys' Wear Store."

GEORGE B. SMITH

Insurance
Offices

Underwriters and
Paying Agents

THE RISKS OF COMMERCE

—fire on land or
sea—loss or
damage to ship
or cargo—collision
fire, theft, or
properly damage.



Fire Policies
giving
comprehensive
cover promptly
forwarded.

Marine Policies of
Insurance issued
negotiable and
payable in case of
loss in any part of
the world.

Geo. B. Smith - Managing Underwriter

Warwick Building, Hamilton Street
Sydney, N.S.W. Tel. City 3474

Melbourne Branch: 57 Queen Street
Melbourne Tel. Central 7741

N.S.W. COASTAL PORTS.

Regular Passenger and Freight Services to all New South Wales Ports by well equipped Steamers. For Further Particulars see Daily Papers, or apply to:—

Clyde Sawmilling and Shipping Co., Ltd., Russell's Wharf
Illawarra and South Coast S. N. Co., Ltd., 57-61 Day St.

Langley Bros. Steamship Co., Ltd., Baltic Wharf
N. Coins Co-Operative S. S. Co., Ltd., Baltic Wharf
Newcastle and Hunter River Steamship Co., Ltd.

147 SUSSEX STREET and 64-66 DAY STREET.

North Coast Steam Navigation Co., Ltd., 3 Sussex Street
Tayler, Allen & Co., Ltd., Pyramont

Batem's Bay	Nambucca River
Bellinger River	Newcastle
Bermagui	Newcastle
Byron Bay	Newcastle
Cheriton River	Parker's River
Clyde River	Port Macquarie
Colts Harbour	Port Macquarie
Eden	Port Stephens
Geelong River	Raymond Terrace
Jervis Bay	Richmond River
Karrah River	Tadara
Blanco	Ten Gardens
Macquarie River	Widdowson
Macintyre River	Widdowson
Merimbula	Widdowson
Murrumbidgee	Widdowson
Neyah River	Widdowson

CONTINUED FROM PAGE 16.

"B" Section (32 cadets) under Mr. A. Docking, and officer, attended the Orient wharf on Saturday, 10th March, in company with other sections from metropolitan companies to bid farewell to Commodore Edwards, R.N.

Sunday afternoon sailing in the cutters is very popular. It is hoped that next season sailing races will be arranged as well as the pulling events.

The introduction of a canteen in the depot, with C. P. O. Kelshaw in charge, has proved a success from the opening. Soft drinks, cakes, and sweets are the main items of interest where lads are concerned; the profits will assist materially in the upkeep of the depot.

North Sydney Company.

Office-in-Charge: MR. M. MACDONALD
Assistant Office-in-Charge: MR. L. VINCENT.

On the invitation of Commander Garsia, R.A.N., and with the consent of the Headmasters of the Schools wherein the cadets are scholars, 30 of the lads visited Garden Island on the occasion of the presentation flag and plate of H.M.A.S. Parramatta being returned to the civic fathers of that town for safe keeping. The valued gifts were originally presented by the ladies of Parramatta and district to the destroyer, and were carried by her during the whole period of her active service, which included distinguished service during the Great War.

The Cadets looking bright and well in their League uniforms, were conveyed in two naval launches to the Island from nun-o-war steps.

The "outing" was most instructive and enjoyable.

On Saturday, March 10th, this unit sent its quota of cadets to "farewell" Commodore H. M. Edwards, R.N., on his departure by the "Ormonde" for England. In the Commodore the Sea Cadets had a staunch friend.

Negotiations for a drill hall are proceeding, and ere long it is hoped to finalise the matter satisfactorily.

Great efforts are being made to obtain masts and a suit of sails for our cutter. We believe they are in sight.

Lamb's LINOLEUM CREAM

THE PERFECT FLOOR POLISHER

CLEANS, POLISHES AND PRESERVES.

At all Storekeepers

PROPRIETORS:
Matthews, Thompson & Co., Ltd.

SUCCESSORS TO
A. L. BURNET & CO., LTD.
BUCKLAND AND PINK STREETS,
CHIPPENDALE, SYDNEY.

Richmond Company.*Officer-in-Charge:* MR. R. H. WADE.*Hon. Secretary:* MR. L. RAY.

There was great rejoicing in this unit a few days ago—for, was it not a fact that the naval cutter lent to us by the Navy League Headquarters, Sydney, had arrived at Richmond?

One morning some cadets espied it on a railway truck in the Station, and gave vent to their pleasure with a round of lusty cheers. It is a 28 ft. cutter pulling ten oars.

We transported her to the Hawkesbury River on the 3rd inst., and after giving her a good wash down, sank her for a couple of days in shallow water.

After emptying her and another scrub down she will be allowed to dry in the shade, after which a couple of coats of paint will be administered.

Immediately the cutter takes the water in her new dress, the cadets will commence practice in the art of rowing.

When the next inter-unit cutter race takes place, this unit expects to give a good account of itself.

CONTINUED FROM PAGE 21.

issued so as to ensure there should be no divergence from the established type.

Uniform dress for officers is of much older date and was first established by King James the First, when by order of April 6, 1604, it was provided that "Livin coats of fine red cloth" should be worn by the six principal masters of his ships; and by frequent changes, alterations, and additions, the officers uniform has got to be what we see to-day.

There were great distinctions in the dress of the executive officers, and that of the civil officers, who down to 1846 were warrant officers. The gilt buttons on the uniforms of all officers had originally an anchor only on them, but in 1812 a new dress order was gazetted on March 28th, where every detail of dress is described and amongst the items is "buttons the same as at present with the addition of a crown over the anchor" and this was ordered to apply to all ranks of the executive officers from the Admiral of the Fleet to the Midshipman.

(TO BE CONTINUED).

**The
Bellambi Coal Company
Limited**

COLLIERY and STEAMSHIP OWNERS

PROPRIETORS OF THE
SOUTH BULLI and BELLAMBI COLLIERIES
SOUTHERN COAL DISTRICT, N.S.W.

Steam Collier Fleet capacity, 3,400 tons. Hulkage capacity, 1,600 tons. Waggon and bunker storage capacity 6,000 tons. Total 11,000 tons.

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

OFFICES—16 SPRING STREET, SYDNEY

**"PACIFIC"
COAL**

**Is splendid Household and
STEAM COAL**

**BRIGHT BURNING and
GREAT HEATING
POWER.**

HEAD OFFICE:
58 Pitt Street, Sydney, New South Wales
ALBERT SIMS, Manager.

Mystery Port of Britain.TO YIELD SECRETS OF
THE PAST.

(With acknowledgments to "The Sailor" the official organ of the Navy League of Canada).

THE commissioners of the British office of works have given permission to the Society of Antiquaries of London to make systematic excavation at Richborough, on the coast of Kent. During the war Richborough was the "mystery port," a great base for transport, a depot for troops, and a dock, all of which sprang up out of a barren marsh. The army council made it the key to France.

Everybody knows now the purpose which Richborough served during the last decade. But no one knows the secret which Richborough has kept for nearly 2,000 years, one of the most puzzling problems in Romano-British archaeology. It is to discover that secret that the Society of Antiquaries will begin to dig next month. Richborough in Roman times was known as Rutupiae. It was the port of passage between Britain and Gaul, and later it became one of the chain of forts, stretching from Brancaster to Porchester, as a protection against the marauding Saxons who came to be a source of great danger toward the close of the Roman occupation. The Second Legion was there, and the fort was probably the last British station occupied by the Romans before their departure in the early years of the fifth century.

Thousands of Roman coins have been discovered on the site, among them many coins of Admiral Carausius, who set himself up as Emperor of Britain, these bearing the mint marks of R.D.R. and R. Some authorities consider that these may have been minted at Richborough, and it is hoped that the excavation may afford some clue to a solution.

But the greatest puzzle is to be found within the tough old walls of the castle. Near the north-east corner a ridge rises in the form of a cross, the mark of a superstructure which has entirely disappeared. Beneath the cross is a solid rectangular platform 144 feet long by 104 feet wide, and of unknown



**Fit
for
a Prince**

A TEA so good as to merit the appreciation of H.R.H. The Prince of Wales is surely a tea of unusual quality. On the "Rarities" and the Royal Trade KU-KU Tea was served, when its rich deliciousness pleased the most critical tastes. In your home such a Tea would be appreciated.

**KU-KU
Tea**

depth. The platform and the cross together form one of the mysteries of Romano-British archaeology. Both are older than the fort in which they stand, a fact proved by the discovery in the walls of the fort of pieces of the white marble casing belonging to an important building once standing on the platform. Some antiquaries believe the cross-shaped structure in the centre of the platform formed the foundation of the chapel of St. Augustine; others that it was the foundation of a pharos or lighthouse to guide shipping into the harbor.

If Dover had but a voice, what a fascinating story she could tell of her glorious past, from the day when her armed sons, massed on her cliffs, caught their first glimpse of Caesar's galleys and when, at sight of them the invading Romans turned their bows toward Deal to avoid such an unpleasant reception.

Thus, in those early days, Dover was playing the gallant part of Britain's sentinel—a part she has played with such stalwart loyalty for two thousand years.

When, a century later, the Romans came again, they made it one of their strongest military stations, and such was Dover's progress in later years that when the Conqueror first set eyes on it it was a highly prosperous town, with a stout fortress to defend it, a monastery, and a guild-hall. It probably grieved him that, before he could make it bend the knee to him, he was compelled to lay it in ruins with fire and sword. A few years later, however, it had risen from its ashes and blossomed into a town more flourishing than ever.

It is to the Normans that Dover largely owes her imposing castle, with its outer girdle of twenty-seven massive towers, and its inner wall, with fourteen towers to guard the keep—its central stronghold. In the Conqueror's time this castle, whose mighty bulk dominated the Channel, had for its custodians eight of his most powerful Barons, who reaped many English manors for their services.

Such a stronghold at the very gateway of England naturally has a story of battle and bloodshed, but its most thrilling and also its proudest episode was when it was besieged by the Dauphin of France, on his way to seize the English crown. Week after week it was swept by a ceaseless hurricane of

McKENZIE'S

EXCELSIOR

Essence of

COFFEE and
CHICORY

THE BEST

A Good Shot is always appreciated

THEREFORE USE
and RECOMMEND

GOOD SHOT
BAKING
POWDER

It also will be appreciated

MANUFACTURED BY
D. Mitchell & Co. Ltd.

huge stones and arrows. Starvation, disease, and death ravaged its brave defenders, but the Dauphin looked in vain for the least sign of surrender, and in his rage he vowed he would not budge a foot until he had captured the castle and seen every man in it dangling at the end of a rope. But his threats were in vain, and at last the arrival of reinforcements sent the boastful Dauphin scurrying back across the Channel.

Through the centuries the story of Dover has been very largely the story of her castle. Many a king has found a regal hospitality within its walls—Richard the Lion-hearted, when on his way to the Holy Land; Henry III., on his disastrous return from France, and again when he found a refuge there on the rebellion of his Barons; Edward I., homeward bound from Palestine to his crown; Edward II., on his nuptial journey from France with his bride; and our fifth Henry, fresh from his glorious victory at Agincourt.

It is not only against armed hosts that Dover has had to defend herself. For centuries she has had to wage battle with the sea, which constantly threatened to invade and submerge her. In vain she built one protective wall after another. All were swept away. The entrance to the harbour, too, was more or less choked up for two hundred years; and every householder was obliged periodically, under severe penalties, to assist in clearing away the shingle.

Nor was it until within comparatively recent memory that work was begun on the wonderful harbour, with its pier three-quarters of a mile long and its large area of sheltered water on which a fleet of warships could float.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

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

PHONES: CITY 7786 and CITY 6817.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital . . . £1,000,000

Capital Paid-up and Reserves . . . £1,223,000

Appropriate Assets at 30th June, 1922 . . . £12,329,792

Directors: MR. MARK DRUMMOND, Chairman;
MR. N. YANWOOD, F.C.P.A., Deputy Chairman;
MR. H. F. TONMAN; MR. J. DUNCAN; MR. H. R. LEECH;
MR. J. LESTER; MR. T. L. F. RUTLEDGE, M.L.A.

General Manager: G. M. C. SHANNON.

Chief Inspector for New South Wales: W. G. HULL.

Head Office, Sydney (Corner George and King Streets)

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

BRISBANE:—20 Queen-st. Chief Inspector for
Queensland—J. N. H. BROWN. Manager—G. H. HOWELL.

BRANCHES AND RECEIVING OFFICES AT THE
PLACES IN QUEENSLAND.

MELBOURNE:—25 Collins-st. Manager—M. B. FINNEY.

ADRIAN:—31 Rundle-st. Manager—R. T. MOORE.

LONDON:—31 Threadneedle-st. E.C. 2.

Manager—A. F. JERKIN.

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

EVERY DESCRIPTION OF BANKING
BUSINESS TRANSACTED.



WE ARE FIXING AGENTS FOR

Malthoid

IN NEW SOUTH WALES.

Specifications submitted and estimates given for MALTHOID work of all descriptions. Contracts carried out by experienced workmen under expert supervision.

HOLDSWORTH, MACPHERSON & CO.

711 GEORGE STREET, SYDNEY.

ANTHONY HORDERNS' FOR EVERYTHING

We invite the amplest investigation into both quality and price of the goods we offer, and we are content to leave the result to you.

Upon this confidence the vast business of ANTHONY HORDERNS' has been built, a confidence not to be trifled with by any statements of ours that cannot be substantiated to the utmost extent.

ANTHONY HORDERN & SONS, LIMITED
BRICKFIELD HILL, SYDNEY.



THE NAVY LEAGUE.

PATRON—

H. E. THE GOVERNOR-GENERAL THE RT. HON. LORD FORSTER,
P.C., G.C.M.G.

H. E. THE STATE GOVERNOR SIR WALTER DAVIDSON
K.C.M.G.

PATRON—

THE HON. SIR W. P. CULLEN K.C.M.G., Etc. Etc.
Lieutenant Governor and Chief Justice
of New South Wales.

EXECUTIVE COMMITTEE—

SIR THOMAS A. DIXON	SIR F. G. WALBY
COL. THE HON. SIR JAMES BURNES	H. W. COAK
EDWARD W. KNOT	SIR ALEXANDER MACCORMICK
HALDO KING	A. OSBORNE WELCH
SIR BENJAMIN HORDERN	HIS HONOR JUDGE BACCHUS
F. W. HENDER	J. PAVAN
ALFRED G. MASON	THE HON. SIR A. W. MANN
O. E. FAIRFAX	C. M. C. SHERRIN
OSCAR LINDS	HARRY SHURLEY
E. P. SIPPON	WALTER M. MARSH
A. CONNERY SYPHON	PETER BOLAN
CAPTAIN A. W. PRATER	HON. SIR THOMAS MURPHY
CAPTAIN S. O. ORRIS	HON. J. LEWIS MULLIK
COL. J. MACARTHUR ORRIS	

HON. MEMBERS—

COMMODORE A. P. ARISTON, C.M.G., R.N.
MAJOR GENERAL BAYNE, C.B., C.M.G., D.S.O.
COMMODORE H. M. EDWARDS, R.N.
COMMANDER H. L. QUINN, R.A.N.

HON. TREASURERS—

SIR JAMES BURNES
HALDO KING
OSCAR LINDS

HON. SECRETARIES—

F. W. HENDER
ALFRED G. MASON

ORGANISER AND EDITOR OF JOURNAL—
W. W. BEALE, O.B.E. (IND.)

JOIN THE NAVY LEAGUE.

Vice-PRESIDENTS	£5 0 0	ANNUALLY
Do. (for life)	25 0 0	
FELLOWS (LADIES AND GENTLEMEN)	1 1 0	ANNUALLY
Do. Do. Do. for life	10 10 0	
MEMBERS, not less than	0 5 0	ANNUALLY
JUVENILE MEMBERS	0 1 0	ANNUALLY
		AND UPWARDS

TO THE HON. SECRETARIES OF
The New South Wales Branch of the Navy League,
Royal Naval House, Sydney.

Please enrol my name as a _____
of the NAVY LEAGUE for which I enclose _____
value £ _____ s. _____ d.

Name _____
Address _____

SATISFIED CUSTOMERS SELL THE Safix-Miller Outboard Motor FOR US



It has outstanding features which make it the most efficient outboard on the market.

THESE ARE:

Separate Magneto Ignition
(Liberty Bosch Magneto)
Heavy Wearing Parts
Weight under 70 lbs.
Starts readily.
Spare parts always available.

Write for full particulars and name of agent to

Buzacott & Co. Ltd.
7-11 Market Street, Sydney.

HARDY BROS. LTD.

Jewellers.

Christening Gifts.



Silver backed "Nursery Rhyme"
Hair Brush, in case, £1.1.1.

A large and varied stock of useful
Christening Gifts is always carried.
Selections sent to any address on approval.

HARDY BROS. LTD.

13 HUNTER STREET, SYDNEY

105-111 QUEEN STREET BRISBANE
LONDON
105 COLLING STREET MELBOURNE

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED
Managing Director: C. T. Williams, E. J. Tull, C. Maynard

J. C. WILLIAMSON MATINEES
Matinees, all Theatres, Wednesday and Saturday at 2.

THEATRE ROYAL.

Commencing

SATURDAY, MARCH 17th

"If Winter Comes."

CRITERION THEATRE.

EMELIE POLINI

IN

"The Flaw."

HER MAJESTY'S.

"SALLY"

WITH

JOSIE MELVILLE

Orient Line

AUSTRALIA - ENGLAND (London)

Regular Sailings from

Brisbane, Sydney, Melbourne, Adelaide,
Fremantle, calling at Colombo, Suez, Port
Said, Naples, Toulon, Gibraltar and Plymouth.

FLEET.

	TONS
"ORMONDE"	14,853
"ORMUZ"	14,588
"ORVIETO"	12,150
"OSTERLEY"	12,129
"ORSOVA"	12,038
"OMAR"	11,108
"ORCADES"	10,000

First, Second and Third Class.

* Additional Steamer—Saloon and Third
Class only.

REDUCED FARES ALL CLASSES.

For full particulars apply—

Orient S. N. Co. Ltd.

2-4-6 SPRING STREET, SYDNEY.

Art Metal Ceilings

Artistic, Permanent, Economical

Wonderlich Metal Roofing and Architectural Ornamentation. Metal Shop Fronts Show Cases and Counter Fronts. Roofing Tiles, Marmilles Patterns, made at Wonderlich Roofing Tiles, N.S.W. Terra Cotta Roofing Accessories, Chimney Pots, Finials, Ridges, etc. Durable, the durable Australian Reinforced Cement Hydraulically Compressed Sheets, for Walling, Slaten and Shingles for Roofing. C-Hyte, the Australian Reinforced Plaster Fibre Board. Hard white surfaces that will not chip, crack or warp. Plastic Art Ceiling Panels, Cornices and Mouldings.

PARTICULARS, CATALOGUES AND PRICES FROM THE MANUFACTURERS

WUNDERLICH LIMITED

The Ceiling People

Head Office & Works: 56 PITT ST. SYDNEY
MANUFACTURERS: 46 BURT ST. NEWCASTLE
Nos 474 & 475, Phone 458 Etd. (4 lines)



Farmer's Restaurant

Appreciable reductions in Tariff throughout.

BUSINESS MEN'S LUNCHEON

*Table d'Hôte, 3/- In the Oak Luncheon Hall,
12, noon, to 2 p.m.*

The Restaurant Orchestra is now under
the leadership of Mr. Haydn J. Beck.

Luncheon at Farmer's provides a favourite rendezvous for social meetings, for finalising a business deal, and the discussion of a hundred and one things. The variety and excellence of the menu, the service, appointments and the surroundings all ensure the most perfect satisfaction.

The Restaurant Orchestra is under the distinguished leadership of Mr. Haydn J. Beck, Diploma of Music, Brussels Conservatorium, whose ability is well known to lovers of music. The Orchestra also renders a musical programme during the Morning and Afternoon Tea sessions.

Recently appreciable reductions were made in the Restaurant charges; and the wine list has been similarly revised.

FARMER'S, SYDNEY

PITT, MARKET, & GEORGE STREETS.