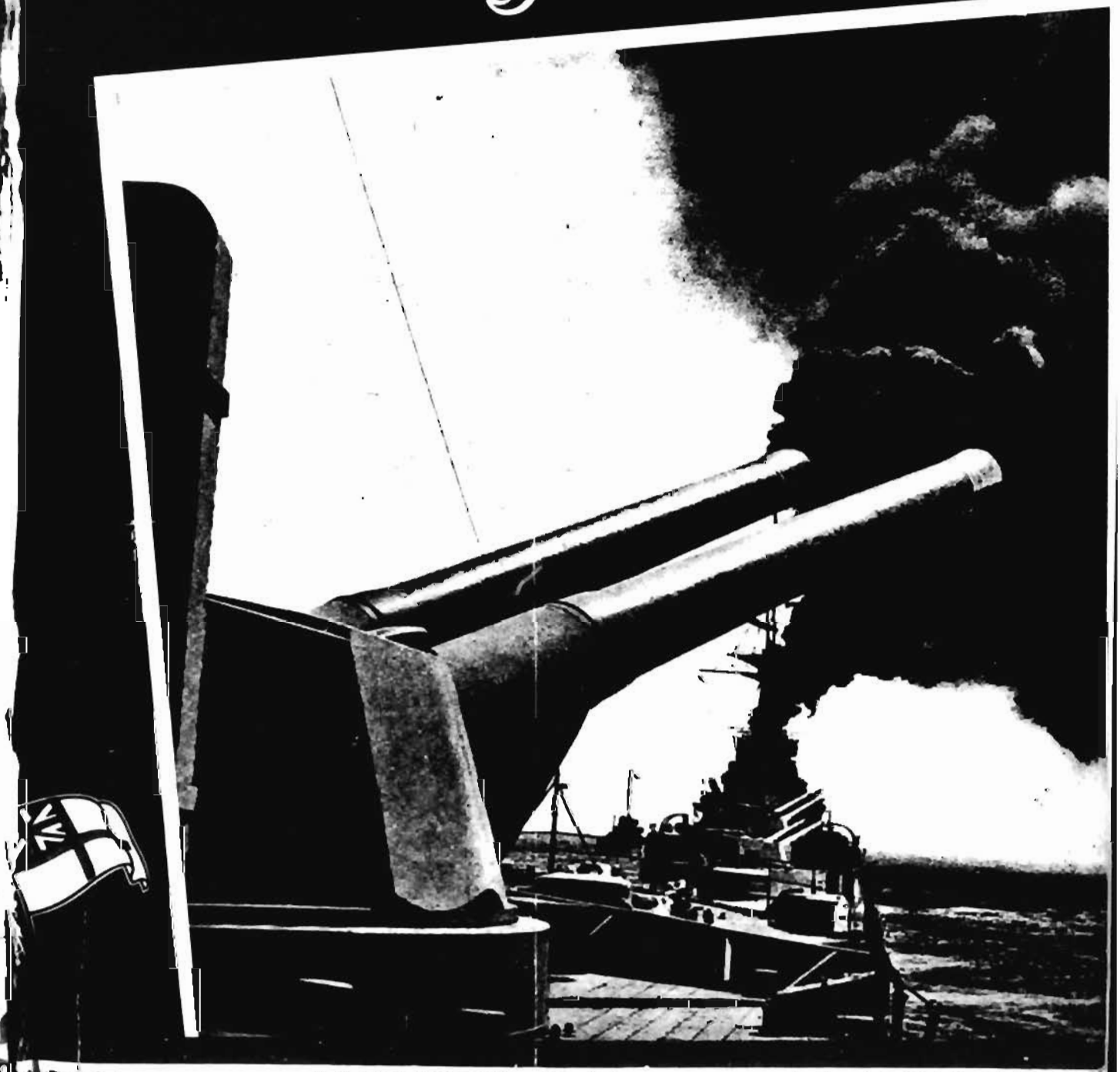
THE NAVY LEAGUE JOURNAL



JANUARY 1942 6d MONTHLY

THE NAVY LEAGUE JOURNAL

The Official Organ of the Navy League, N.S.W. Branch
Royal Exchange, 54a Pitt Street, Sydney—B 7808

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1942 or 1943?

The questionings of increasing numbers of intelligent people are growing in insistence. Why, they ask, is it that the Chinese (as reported) are scoring such smashing victories over the Japanese? Are such reports broadcast in Australia because we are not in a position to contradict them? Again, if the Chinese, who are short of planes, tanks and munitions, are so successful, why have the Japanese fought so valiantly and successfully against American forces and the Empire's best? Can it be that the Chinese are better led than British and Americans?

Spokesmen in U.S.A. and in the Empire never tire of repeating that Allied personnel and equipment are superior to that of the enemy. But they don't tell us why this superiority is not in the right place at the right time.

From the Netherlands East Indies we are invited to talk less and do more. Even in Australia it is recognised that this war has produced battles of words and still more words, the like of which neither hopeful nor cynical people have ever known. It may be that in 1943 we will sponge the Japanese from the Pacific waterways and eliminate their air-borne strength—this has been loudly promised to us: it may be that in 1943, Germans and Italians in Europe will suffer a like fate. Meanwhile, of more immediate concern is this year 1942, a year already big with fate, and what is done before 1943 dawns will irrevocably determine the future of mankind.

"SHIPS, SHIPS AND MORE SHIPS."

By Major George D. Treloar, D.S.O., M.C.

About 9,000,000 tons of shipping have been sent to the bottom.

Each belligerent country is striving to stave off a time when insufficient shipping may be left for its own vital needs.

To this end, both Britain and the U.S.A. are building to capacity.

America has announced a programme to build at the rate of two ships per day: the Dutch East Indies is undertaking ship-building with the use of native labour: Australia is setting out to build 60 ships, each 9,000 tons gross, over a period of five years: Ship-building is also going on in Canada. All of which is encouraging, but it would be more than optimistic to believe that none of these new vessels being built or projected will be destroyed. Should Japan or Vichy France or both countries enter the conflict, the rate of shipping losses would inevitably increase.

Japan, herself, seeing the writing on the wall, is turning out numbers of 350 ton wooden auxiliary vessels.

Original shipping tonnage may be regarded as essential capital that has been gravely depleted; while building programmes reported are no more than efforts to cover further losses of that capital, with little or no hope of replacing the original capital lost and which is absolutely essential to the world's trading necessities.

At the end of the war the position that will have to be faced is not only our own losses in shipping but the appalling world shortage.

Are we, in Australia, exerting our maximum possible effort to build shipping replacements to help cover current losses? Are we making a still greater effort, to play our part in replacing the capital tonnage already lost? Are we building to the limit to cope with the enormous world-wide shipping shortage that must be faced at the end of the war? And are we building sufficient tonnage to enable this Dominion to handle our present necessities and our vast accumulation of raw products when once normal trade is resumed? To all these questions I must give an emphatic NO!

Let us examine the position. From U.S.A. it is reported that, owing to various adverse factors, there is a distinct limitation to the numbers of steel ships that can be built during the war. So in America about 100 wooden ships built during the last Great War have already been recommissioned into active service. Shipping yards lying almost deserted for the past twenty years are now working all out building wooden vessels of all kinds; many for Naval use, including high-speed submarines, minesweepers, auxiliary craft of many types, deep-sea fishing boats to replace those requisitioned by the U.S. Navy, and freighters up to 1,800 tons—and all of wood.

Hard facts must be faced. Prejudices and preferences must be thrust aside. There is a crying need for ships, ships, ships of all types. They are needed urgently, and that urgency will increase, not decrease, as war takes its toll and with the passage of time.

In no other war period in history has the "time factor" been of such compelling importance. In this one it is all compelling. Every conceivable branch of democracy's war-effort must keep in mind that dreaded "time factor." What are we doing about it? Here is a question every citizen is entitled to ask—a question that qualified accountants as specialists should examine with care and advise upon.

But supposing Australia's projected 60 vessels be completed in the five-year period, and that not one of them be lost in the interim, what hope would they have of transporting our huge accumulation of raw products, together with current production awaiting export? Unthinking optimists may say that other nations will naturally send their shipping. Before this war is over, the total loss of world shipping may very easily reach 20,000,000 tons.

(*Continued on Page 4*)

"SHIPS, SHIPS AND MORE SHIPS"

(Continued from Page 3)

Countries left with shipping will not unnaturally use it for their own purposes first and to their own ends.

Present known building plans carried to most complete realization can do no more than help to counter current losses.

A few months ago it was officially admitted that shipping losses were three times as great as possible construction. Since then losses in the Atlantic have happily decreased, but Russian and enemy losses have increased.

Is Australia to be left at the mercy of other countries regarding the use of shipping that survives this terrible storm?

The closer the present position and future outlook are studied, the more clearly it can be seen that our own ship-building plan is hopelessly inadequate.

We must bend all our efforts to winning this war: and we must bend all our efforts to winning our share of the peace to follow. Ship-building is as vital to our war-effort as is the manufacturing of guns. Ships of steel: composite ships (with steel frames and wood sheathings) and wooden ships. Ours is an island continent. The sea is our frontier. Our sea-borne trade is vital to our economic health.

Isn't it paradoxical that the last development we consider is that of a wide and progressive ship-building industry and the establishing of an adequate Australian mercantile marine? The lack of it is crippling us now and, unless we take prompt action, we will be left at the mercy of countries controlling what is left of world shipping.

Apart from the 9,000 tonners to be built, a survey of possibilities has revealed that steel ships up to 2,000 tons could be built with ease in various Australian ports, while wooden ships of up to 500 tons and bigger could be built at many ports with speed.

An enemy raider can find and then settle one 9,000 tonner with one torpedo, but it would require far greater effort to search for and sink four 2,000 tonners.

Experienced ship-building personnel is to be found here in numbers, for the building of any kind of steel or composite vessel up to 2,000 tons and of wooden ships; and this skilled personnel is going to waste, while Australia and the rest of the world are crying out for ships.

Let us examine the situation from another angle.

Recently, the Federal Government placed a ban on the remitting of certain patriotic funds to England, because of our need to conserve exchange. That was a necessary and wise action. But why are we so short of foreign exchange? Because we are not in the position to continue exporting our surplus primary products; we have not the ships to carry it. So it goes on accumulating in enormous quantities and at a tremendous rate. What happens in the meantime? In certain directions the Federal Government is advancing to growers the price of this stupendous production. The people are being taxed to find the money to pay to producers to grow more duction, and more still will be grown. Thus which we cannot ship, so that still further taxation must be applied to pay for future profolly on folly's head accumulates. We must have foreign exchange to pay for essential raw materials, such as rubber, oils (mineral and vegetable), cotton and for machinery, to mention a few items. Increased shipping of our products could secure that foreign credit, but owing to the shortage of shipping we cannot export except to very limited extent.

SINGAPORE OR EGYPT?

The "Manchester Guardian" says: "If it ever came to a choice between losing Singapore or Egypt, Singapore would have to go in any war the Empire hoped to win. This is the Government's case at its strongest. It still cannot silence regrets about what we lost in Malaya, and anxiety for what we may yet lose.

"What the people suspect—and cheerful observations for many months by our Far East military leaders support the suspicion—is that the Government underrated the Japanese and trusted too much to our Malayan defences. It is hard to believe that if the Government had clearly foreseen what was happening at this moment, it would not have sent earlier those reinforcements which it can now afford to send to Burma and Malaya."

ATLANTIC NAVAL COMMAND

The Admiralty announced that Vice-Admiral Sir John Tovey, Commander-in-Chief of the Home Fleet, was taking command of the Anglo-American forces in the Atlantic.

WRENS AND THE ROYAL NAVY

A FEW OF THE JOBS THEY TACKLE

Two years and two months have passed since a Sunday in September of 1939 when England declared war on Germany. The Women's Royal Naval Service was then being organised from a single room in the Admiralty by the Director and the Deputy Director, aided by a band of voluntary workers and a paid staff of two clerks. Wrens are now an accepted feature in most Naval Shore Establishments. At first perhaps considered a nuisance, as most innovations are, they have become a necessity and are usually regarded as a welcome help.

A Wren is not an extra hand. She is, or will be after due experience, a replacement, and fills a place not merely in some particular office or workshop, but in the general life and organisation of the establishment to which she is attached. Wrens take part in parades, inspections, Church Services, drills, dances, entertainments and general social activities. The accommodation of W.R.N.S. personnel, their health, welfare, recreation and general routine are matters for W.R.N.S. Administrative Officers. But the work of Wrens comes directly under the Naval Officers of the establishment, and the Commander-in-Chief of the Command, in which they serve. Thus the Women's Royal Naval Service, while administered from the Admiralty as a separate organisation, is interwoven like weft in the warp to form the texture of Naval administration ashore. And more and more as the tide of war carries men out to sea, touches of Wren blue appear in the pattern of gold lace.

What do Wrens do? It is impossible to give any adequate idea within the compass of a few words. Inevitably they have been drafted in large numbers for domestic and clerical work. Both sound dull, yet there is no end to the variety of posts a Wren steward or a Wren writer can hold. Wren stewards, in their neat white coats, soon acquire the swift skill and traditional procedure of wardroom service. In addition they retain the "womanly art" of mending, and many an officer finds his clothes in better repair since Wrens appeared on the scene.

A Wren writer may be drafted to a Headquarters establishment with a large specialised staff, or a small office on a jetty where she has half a dozen jobs to do. She may work at a Naval Air Station or a Naval Control Service Station, at a convoy port or a submarine base. She may spend her day (or night, if need be) remote from sight of ships, sea or sky. She may work in an office with the waves beyond its windows and water lapping against its walls. Wherever it be, local peculiarities provide the interest as well as the difficulty of each particular post, and call continually for the right peg in the right hole.

In the field of communications Wrens play an important part. At first they were employed mainly on routine work. Gradually, however, W.R.N.S. personnel, both ratings and officers, are being entrusted more and more with responsible duties. As typists, teleprinters and telephone operators, as plotters, coders, cypherers, as wireless telegraphists and visual signallers, they form part of the intricate machinery by which the movement of ships is directed, invigilated, safeguarded, controlled around the world. Ceaseless as ocean currents the machine moves on. From noon to midnight, from midnight to noon, unending watch is kept.

Women have been found particularly suited for the accurate detailed records required in naval pay and supply departments. Once they have thoroughly mastered the language of naval pay and the system of naval victualling in kind, Wrens can be set to work on the great ledgers of a pay office or on that comprehensive record of a victualling department known as the "bible." The correction of confidential books is another piece of work admirably carried on by women who are gifted with unfailing accuracy, unlimited patience, and that quality of vision that makes the work worth while.

This war has produced a tremendous stock-taking (too tardily undertaken) of the potential resources, human and material, of the whole British race. The utilisation of woman-power is being explored as never before in history. In consequence, Wrens are now appearing in sheds and workshops where they were hitherto unknown. On Naval Air Stations they have learnt to pack and keep in perfect working order the parachute equipment of squadrons in training. They have been entrusted with the responsible task of checking the movable fittings of 'planes. They are being introduced in fabric shops and dope shops. They will shortly be trained in the simpler operations of cleaning, improving, overhauling the multitudinous parts of aeroplane engines and fittings. If they prove sufficiently skilled they may be employed as air mechanics. Mechanical skill, however, is a matter not only of strength and talent, but of training and practice. The question is not merely What can women do? but also Where can Wrens live? Accommodation is already the nightmare of existence to many W.R.N.S. administrative officers, and complicates the whole question of "dilution" by women.

Serving personnel of the W.R.N.S. now number upwards of 18,000 officers and ratings. The Service steadily expands. At the Royal Naval

(*Continued on Page 9*)

OCCUPATION OF PORTUGUESE TIMOR

Australians welcomed the announcement of the occupation of Portuguese Timor by Dutch and Australian troops.

Had the Japanese gained possession of the air base at Dili, Portuguese Timor, this would have placed them within easy striking distance of Darwin and the Dutch possessions in Timor and the adjoining islands. Thus, to leave Timor unprotected from attack constituted a grave threat both to Australia and to the Netherlands East Indies.

The British Government has explained to the Government of Portugal that strategical exigency necessitated the occupation of Timor, but that the troops would be withdrawn as soon as the emergency passed.

The joint Australian-Dutch move in Timor, though it is relatively small, is significant because it is an earnest of unity of action between the A.B.C.D. Powers, and because it is a sign that Australian defence is not merely passive, but is ready to forestall aggressive action by the enemy.

WRENS AND THE ROYAL NAVY

(*Continued from Page 7*)

College, Greenwich, an Officers' Training Course is held and sixty cadets are continuously in training. A Central Drafting and Training Depot for ratings in London accommodates in two establishments over 500 trainees, and smaller depots have been opened in four of the Commands. At these depots a general disciplinary training is given to all recruits, lasting normally for two weeks. Special courses of training are provided for pay clerks, supply assistants, teleprinter operators, cinema operators, radio mechanics. Instruction in naval procedure is given to S.D.O. watchkeepers, shorthand typists and clerical workers, also to transport drivers and dispatch riders. Cooks and stewards are trained at the drafting depots, and Wren cooks are also trained in the Royal Naval Cookery Schools.

A Wren is only a complete Wren when she is drafted to a 'ship' and becomes part of the Royal Navy. However well she has been trained beforehand, the newcomer has much to learn. She learns by living; her teachers are her colleagues, and their teaching is good. The W.R.N.S. owes much of its character and efficiency to the patience, comradeship and kindness of the officers, petty officers and men of the Royal Navy. The factor that welds the two Services together like the flame of a welding rod is the knowledge of a job of work to be done and the war to be won.

A great deal of glamour attaches in the public mind to the Navy and the Wrens. This war has stripped the glamour from most things in life. But human qualities remain.—J.H. in "The Navy."

Victorian Navy League Sea Cadets on the march.

MAIL CENSORSHIP

In pointing out the infinitely greater danger of the interception of outgoing oversea mail since the outbreak of war in the Pacific, the Minister for the Army (Mr. Forde) recently urged the public to make in letters no reference whatsoever, either directly or by innuendo, to the presence of any ships in Australia, to the movements of any units, or to anything concerning Australia's defence measures.

Mr. Forde stated that there was little likelihood of any information of value to the enemy leaving Australia because of the exactitude of the censorship measures imposed on outgoing mails, but he emphasised that the more deletion the censor found it necessary to make, the more delay would be caused in the release of bulk mails.

R.A.A.F. ENLISTMENTS

Applications from all parts of the Commonwealth for enlistment in the R.A.A.F. have increased sixfold since the outbreak of war in the Pacific.

Enlistment figures for the week following Japan's treacherous attack, compared with those for the week preceding the attack, showed that applications received in N.S.W. increased by approximately 800 per cent., in South Australia more than 500 per cent., in Victoria more than 450 per cent., in Western Australia approximately 300 per cent., and in Tasmania and Queensland approximately 200 per cent.

These figures are by far the best since the evacuation of Dunkirk and demonstrate the ready response in an emergency of the young men of Australia.

"LET US TO THE TASK, TO THE BATTLE AND THE TOIL"

WINSTON CHURCHILL

These ringing words contain a message of the utmost significance. Let us pledge our strength, our efforts, our money and determination to the attainment of Victory and a lasting Peace.

"The Empire and her Allies expect that every man will do his duty."

NOTES ON EMPIRE

If you look at a map of the British Empire, neatly coloured pink by tradition—an odd colour to choose, when you come to think about it—the temptation is great to consider it as a unit, as something uniform. As a matter of fact the British Empire, with its 485,000,000 people, its 13,290,000 square miles, is very far from being uniform. Its vast "mixture of growths and accumulations" is by no means governed by a single law.

The Empire includes dominions like Canada and Australia, which are self-governing, sister states of Britain virtually independent since the Statute of Westminster, except for the common bondage of the Crown. It includes the colossal sub-continent of India, itself sub-divided into British India and princely states, which we shall deal with soon. It includes some Crown colonies which are administrative dictatorships, and some which have constitutions and legislatures. It includes "free states" like Eire, mandated territories like Palestine, protectorates like the hinterland of Aden, condominions like the Anglo-Egyptian Sudan, territory held jointly with France like the New Hebrides, and political curiosities such as Bhutan or Sarawak which fit into no normal categories. There are even regions ruled by chartered companies like the old East India Company.

Parts of the Empire were rented and then purchased, like Zanzibar. Some were gifts, Bombay for instance. Some were gained by conquest, and some by luck in exploration, like Australia. Some came to Britain as the result of warfare thousands of miles away, like Canada; some were grabbed locally, like Hongkong from the Chinese. British Honduras was won by woodcutters from the West Indies, and Malta by a revolution of the Maltese. Togoland was captured from the Germans, the Gold Coast from the Dutch, Cyprus from the Turks, Jamaica from Spain, and parts of India from the Portuguese. Some divisions of the Empire were gained by original settlement, like Barbados and Fiji; some, like Nigeria, were ceded by native kings. Some were almost lost by war, like South Africa; some regained after mutiny, like Oudh and Agra; some were loot, like Tanganyika. Some parts, too, have been surrendered, like Egypt, though technically Egypt always had a special status outside the Empire proper.

—John Gunther in "Inside Asia."

A GIANT OF THE SEAS

Fourteen-inch guns in action on the latest type of British battleship. In the foreground is a nest of anti-aircraft guns.

SEA CADET NOTES

"Victory" Depot, North Sydney:

Junior Officer Noel Blencowe of the N.L. Sea Cadets is highly commended for saving the life of Allen Chalker, aged five years, on New Year's Day. Young Allen was playing on the wall at the end of White's Reserve when he fell into the Harbour in deep water. His brother Robert ran to the Navy League Depot for help and Noel Blencowe dashed out and ran to the end of the wall and plunged in fully clothed to save the helpless child.

Mr. Orchard, of the Volunteer Coastal Patrol, was in his cruiser and took the completely exhausted child from his rescuer on board. Mr. Orchard commended Blencowe for his action and said it was the nearest thing to drowning he had ever seen.

The Navy League commends Junior Officer Blencowe for his meritorious deed.

* * *

The Depot Xmas Party to wind up the year's activities was largely spoiled by a violent storm and torrential rain which partly flooded the depot. Six suitable books were donated by the Ladies' Committee for presentation to the most efficient Cadets.

Mr. J. A. Williams, acting O.C., reports that attendance is satisfactory and that training proceeds in accordance with the schedule.

* * *

Messrs. H. Collins, O.C. Woolwich Company, and E. Barton, O.C. Manly Company, report "All's Well."

* * *

Owing to the war certain patriotic functions of a national character, where massed parades of Youth Movements would have been a feature as in previous years, have been discontinued for the present. Officers in Charge of Navy League units will be notified should any new arrangements be made.

* * *

Further restrictions in the use of petrol increase the difficulties of inter-company events and the respective O.C's. should do everything possible to keep the Cadets busily interested locally.

When Cadets reach the age of 18 years they may remain with the League only if they are in reserved occupations and hold exemptions issued by the Military Authorities.

* * *

One hundred and fifty-two Navy League officers, petty officers, and Cadets are known to have joined the Fighting Forces since the beginning of the war, and several have already lost their lives in the service of Australia.

THE MEDITERRANEAN

A reader refers to the Mediterranean as "the sea where perennial summer reigns." Not always. In that tideless sea the cold blasts of winter are met with, and at its western approaches heavy fogs sometimes shut down on visibility completely for many hours. Even among those beautiful Grecian Isles—

"Where burning Sappho loved and sang,
Where grew the arts of war and peace,
Where Delos rose, and Phoebus sprung"

we have seen the sea lashed by wet, wild winds till the white horses surged beneath flying manes of spume. Such climatic vagaries by contrast enhance the blue of heightened skies and the blue depths below for which the Mediterranean is justly famed.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," 14 Queen Street, Melbourne.

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

Telephone - - - - - - MU 1550

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian 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.

Its Objects are:

To enlist 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 Empire, but also with the object of securing British prestige on every sea, and protecting our vast Mercantile Marine.

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.

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, by learning discipline, duty and self-respect.

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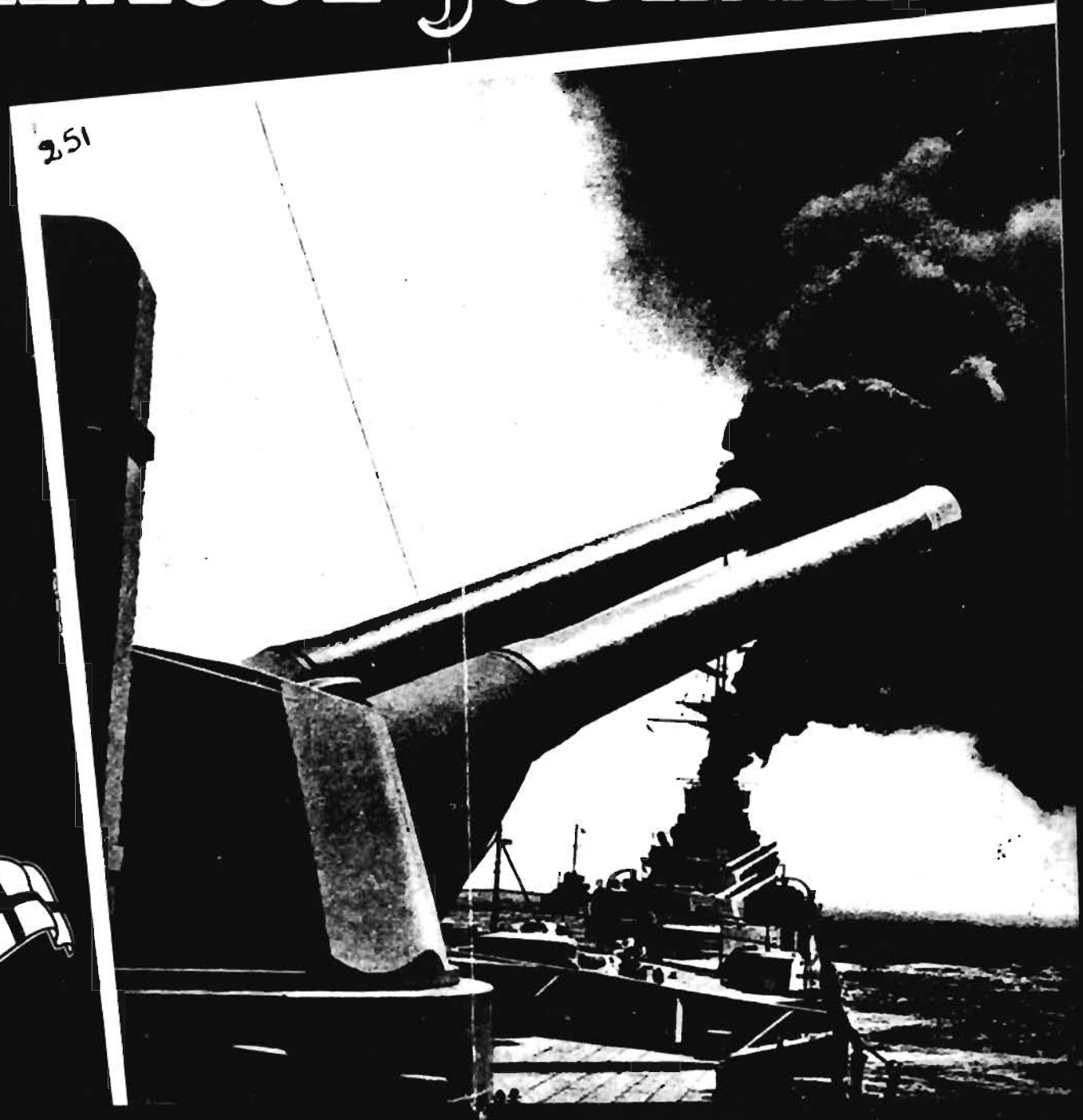

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At Australia's Front Door

A brave and resolute foe is battering the north door of Australia. A no less brave and resolute people will repel him to the uttermost limit of their physical and material resources.

All Australians now must clearly recognise the gravity of the great task confronting them; they will hold on as grimly as their fathers held on at Gallipoli and win the gratitude of Australia and the admiration of the enemy. Every Australian seaman, soldier, airman and civilian will do his duty in the supreme hour of trial, sparing not himself, displaying a calm and unshakable courage in the fury of the bursting storm till the sun of victory shines again.

ADVANCE AUSTRALIA!

★

NETHERLANDS EAST INDIES

FACTS OF INTEREST

Area

Java	132,274	Sq. K.M.
Sumatra	471,550	" "
Borneo	533,838	" "
Celebes	189,536	" "
Other Islands	572,553	" "
Total	1,898,751	Sq. K.M.

Principal Exports

	Metric Tons	Year 1938
Sugar	" "	1,085,640
Rubber	" "	320,358
Coffee	" "	70,168
Tea	" "	81,878
Palm Oil	" "	220,989
Kapok	" "	18,342
Copra	" "	562,106
Copra Cake	" "	93,155
Sisal Hemp Fibre	" "	90,140
Pepper	" "	55,540
Cassava Products	" "	249,871
Coconut Oil	" "	20,361
Citronella Oil	" "	2,328

Exports of Minerals

	Metric Tons	Year 1938
Tin and Tin Ore	" "	26,618
Coal	" "	39,250
Petroleum and Products	" "	6,051,677

Railways Open to Public Traffic

4,613 miles

Principal Shipping Companies

Koninklijke Paketvaart Mij.	325,871	gr. reg. tons
Stoomvaart Mij. Nederland	277,354	" " "
Rotterdamsche Lloyd	334,499	" " "
Deutsch-Australische Dampfschiffs-Gesellschaft A.G.	206,465	" " "
Java-China Japan Line	89,792	" " "

Total Population

	Europeans	Natives	Chinese, etc.	Total
Java	193,257	40,889,497	634,478	41,717,524
Sumatra	28,707	7,733,620	476,243	8,238,570
Borneo	5,786	2,041,845	146,923	2,194,533
Celebes	7,921	4,168,186	50,479	4,226,586
Moluccas	4,844	875,789	12,417	893,030
Other Islands	1,517	3,434,111	23,154	3,458,782
	242,011	59,143,028	1,343,878	60,731,025

Population of the Principal Towns

Place	Europeans	Natives	Chinese	Other Orientals	Total
JAVA—					
Batavia	47,906	325,978	71,688	6,388	435,181
Sourabaya	25,900	271,275	36,871	5,629	341,675
Bandoeng	25,200	158,964	24,838	—	209,002
Semarang	12,587	175,457	27,423	2,329	217,796
Malang	7,463	70,662	7,831	690	86,646
Meester Cornelis	5,846	83,677	7,127	1,081	97,831
Djokjakarta	5,593	121,979	8,913	164	136,649
Buitenzorg	5,233	51,935	7,179	1,084	65,431
Magelang	4,169	43,948	4,633	194	52,944
Sourakarta	3,226	149,585	11,286	1,388	165,484
Soekaboemi	2,259	27,183	4,587	162	34,191
Salatiga	1,977	20,361	1,822	114	24,274
Madioen	1,681	36,903	3,174	114	41,872
Cheribon	1,653	42,667	8,191	1,568	54,079
Tegal	1,296	37,182	3,277	1,260	43,015
Kediri	1,028	43,733	3,698	108	43,567
SUMATRA—					
Medan	4,293	41,270	27,287	3,734	78,554
Padang	2,5[illegible]	10,744	7,263	1,453	52,051
Palembang	1,895	86,852	15,192	3,876	108,145
BORNEO—					
Bandjermasin	847	57,822	5,014	1,015	85,698
CELEBES—					
Macassar	3,477	65,445	15,333	600	84,035
Menado	1,392	20,017	5,519	583	27,544
MOLUCCAS—					
Amboina	1,873	13,587	1,120	713	17,334

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Telephone - - - - - B 7808

Facts About Paradise Isles, Hawaii Territory, U.S.A.

(We are indebted to "Paradise of the Pacific" for this information concerning Honolulu.)

THE HAWAIIAN ISLANDS (annexed 1898) became a Territory and "an integral part of the United States of America" in 1900. Hawaii is neither a "colony" nor a "possession"; nor is it a "dependency."

The principal islands of Hawaii, comprising a chain about 375 miles long and lying in the North Pacific between 18-54 and 22-14 N. Lat., and 154-48 and 160-13 W. Long., beginning with the northernmost, with square mileage noted, are: Niihau, 73; Kauai, 547; Oahu, 598; Molokai, 261; Lanai, 139; Maui, 728; Kahoolawe, 44, and Hawaii, 4,015. Total, 6,405.

DISCOVERY

Spaniards shipwrecked at Kona, Hawaii, 1527; (Spaniard) Juan Gaetano's discovery, 1555. Discovery by Captain Cook, 1788; death of Cook at Kealakekua, Hawaii (where monument stands), 1779.

LATER HISTORY

Vancouver visited islands 1792, 1793, 1794. Kamehameha I set up monarchy, 1795; died 1819 (age 82). Idolatry abolished 1819, first American missionaries arriving in year following. Recognition of independence by United States, 1842. Reciprocity treaty with U.S., 1876. King Kalakaua, aged 55, reigned 17 years, died 1891, succeeded by Queen Liliuokalani (born 1838), died Nov. 11, 1917, who was deposed 1893, when provisional government was established, followed by Republic of Hawaii, 1894. Insurrection suppressed, 1895. United States annexed islands, 1898. Territorial government established, 1900.

CLIMATE

Mild, equable and comfortable all year round. In Honolulu in 1921, the maximum temperature was reported at 87 deg. and the minimum 62 deg., with a mean relative humidity of 68.5 deg. Seldom has the thermometer shown a greater variation than 30 degrees throughout the year and from 7 to 10 degrees between midnight and midday. While it is practically perpetual summer at sea level, any climate, even to freezing, may be obtained by ascending the mountains. Fogs and hurricanes are unknown. Snow is found only on the highest peaks. No snakes. Average maximum temperature for 30 years, 73.77 degrees. Average annual rainfall, 30 years, 28.31 in.

CHIEF SCENIC WONDERS

Hawaii National Park (dedicated 1921), including the occasionally active volcano, Kilauea, 31 miles from Hilo, island of Hawaii; the intermittently active summit crater of Mauna Loa, island of Hawaii, elevation 13,675 feet; the crater of Haleakala, island of Maui, elevation 10,032 feet, area 19 square miles, largest quiescent crater in the world.

Waimea Canyon, Kauai, 3,000 feet deep (a miniature Grand Canyon of the Colorado).

The Pali, Oahu, 6 miles from Honolulu; 1,200-foot precipice and magnificent panorama.

POPULATION

The fourteenth census of the United States, completed April 1, 1930, shows the population of Hawaii on that date to be 368,336. Compared with a population of 255,912 in 1920, this shows an increase during the ten years of 112,424 or a forty-four per cent. increase.

The estimated population of the Territory as of June 30, 1934, was 378,948, classified as to racial descent as follows:

Hawaiian	21,796
Caucasian-Hawaiian	18,769
Asiatic-Hawaiian	16,250
Portuguese	29,236
Porto Rican	7,280
Spanish	1,267
Other Caucasian	45,888
Chinese	26,989
Japanese	148,024
Korean	6,638
Filipino	56,700
All Others	711
	378,948

The Island of Oahu is one municipality, "City and County of Honolulu," the population being 207,004. The city proper, capital of the Territory, on leeward and south-western side, has a population of 141,976. The Island of Hawaii (about the size of Connecticut), 60,502; Hilo, chief city of this largest of the islands, 15,409; Maui, with Kahoolawe, Lanai and Molokai (Maui County), 58,300; Kauai, with Niihau (Kauai County), 37,176.

DISTANCES FROM HONOLULU

Auckland	3,850
Hong Kong	4,961
Los Angeles	2,232
Manila	4,803
Panama	4,665
Samoa	2,290
San Francisco	2,100
Seattle	2,401
Sitka	2,395
Suva	2,736
Sydney	4,424
Tahiti	2,389
Unalaska	2,016
Victoria	2,343
Yokohama	3,445

ELEVATIONS AND DIMENSIONS

	Feet
Mauna Kea (Hawaii)	13,825
Mauna Loa (Hawaii), intermittent volcano	13,675
Haleakala (Maui), quiscent crater	10,032
Hualalai (Hawaii)	8,275
Waialeale (Kauai)	5,170
Kaala (Oahu)	4,030
Kilauea (Hawaii), active volcano	4,000
Konahuanui (Oahu)	3,105
Tantalus (Oahu)	2,013
Pali (Oahu)	1,214

HALEAKALA (largest crater in the world—quiescent). Area, 10 square miles; circumference, 20 miles; length, 7.48 miles; width, 2.37 miles; elevation, 10,032 feet.

KILAUEA (active crater). Area, 4.14 square miles; circumference, 7.85 miles; width, 2.96 miles; elevation, 4,000 feet.

MOKUAWEOWEO (summit crater of Mauna Loa). Area, 3.70 square miles; circumference, 9.47 miles; length, 3.7 miles; width, 1.74 miles; elevation, 13,675 feet.

Courtesy "S.M. Herald."

H.M.S. BARHAM SUNK

H.M.S. Barham of the Royal Navy was sunk by a German submarine off the North African coast on November 25th last with a heavy death-roll. Berlin radio reported the sinking of a battleship of the Barham class at the end of November, but this claim was not confirmed by the British Admiralty until the closing days of January, 1942. The admission of loss is not usually made until all the next of kin of casualties have been notified, this being one of the reasons for the lapse of time between the date of sinking and its official publication.

"OUR HEARTS ARE WITH YOU"

Such was the message radioed by the B.B.C. to the people and defenders of Singapore. How hollow it sounds!

Two years and a half of war!

The world's richest and largest empire and a message to the stricken and dying! No less a message than this should have been possible: "Men, planes, guns, tanks to sweep the enemy before you, arrive to-morrow." How much more heartening! How much more useful than "Our hearts are with you."

A surfeit of good wishes, no matter how heartfelt and sincere cannot stop a well-equipped, determined and well-led army.

France, Belgium, Norway, Greece, Crete, Malaya, Singapore all branded with the indelible words: Brave men, supreme sacrifices, shortage of planes, shortage of war-winning equipment, and, as a result of shortages, equally indelible is the inevitable retreat.

It is remembered that accredited spokesmen promised the people of Australia months ago that in future our fighting forces would meet the foe on equal terms at least, meaning the provision of fighting equipment in quality and quantity no whit inferior to that in the hands of their opponents, also air strength capable of successfully combating and exhausting any air power matched against them. How different the fulfilment from the promise!

Almost every war correspondent reiterates the cry: "More planes"! "More planes"!

AUSTRALIA'S AID IN THE FUTURE

Nearly 5,000 Australian boys aged between 16 and 18 years have already joined the Air Training Corps to fit themselves for enlistment in the Royal Australian Air Force as soon as they are old enough to join the arm of the Services in which Australians are making a solid contribution toward the defence of Australia.

The first batch of youths who enrolled in the become members of the Royal Australian Air Corps is now eligible for entry to the R.A.A.F. and will be absorbed in the Empire Air Training Scheme early this year.

The Air Training Corps, ultimately to consist of 84 squadrons comprising 12,000 Cadets, will be drawn from the cream of Australia's boys. There are 190,000 boys in Australia between the age limits of the corps, and from this number air Cadets will be chosen for their suitability to Force when they are old enough.

The Australian Government places great faith in the Air Training Corps as a reservoir from which will flow a steady stream of Australia's air aces of the future.

Because of great call-ups of men from the Army, necessitating unforeseen issues of uniforms and equipment, it has been found that the supply of uniforms for the Air Training Corps will not now be possible. Distinguishing badges will, however, be issued and the Corps will be organised on Air Force lines. Many of the cadets already enrolled in the 47 squadrons formed before the end of 1941 have been given a preliminary course of training to ascertain whether they are suitable for undergoing the full syllabus embracing such subjects as mathematics, science, theory of flight and aircraft recognition. Cadets have shown great interest in their work and instructional parades have been well attended.

Since the outbreak of war with Japan, arrangements have been made for all Cadets to be trained in aircraft recognition, A.R.P. and anti-gas work so that they may be available to local A.R.P. organisations in the event of an emergency.

Australia's air Cadets of to-day are Australia's air crews of to-morrow, and in this knowledge they are preparing themselves for the time when their service will be transferred from the classrooms and parade ground to the battlefields of the air.

Youths who want to fit themselves to fight Australia's air battle should make contact with Wing Headquarters in their home State. Addresses are:—

No. 1 Wing H.Q., A.T.C., Kelvin Hall, Collins Place, Melbourne.
No. 2 Wing, Prudential Building, Martin Place, Sydney.
No. 3 Wing, Norman Chambers, 49-55 Creek Street, Brisbane.
No. 4 Wing, A.M.P. Building, King William Street, Adelaide.
No. 5 Wing, A.N.A. House, St. George's Terrace, Perth.
No. 6 Wing, 178 Macquarie Street, Hobart.

—From Dept. of Information.

WAR INCOMES

Increased taxation to produce levelling in pay, for the duration of the war, among all men and women engaged in industry, was advocated in a resolution adopted by the N.S.W. Council of the N.S.W. Returned Sailors and Soldiers' League recently. The resolution reads:—

"In view of the present inequality of sacrifice caused through the present system, representations be made to the Federal Government to have instituted the R.S.L. policy of total conscription of wealth, industry and man-power; that all men and women engaged in industry in Australia be placed on the same rate of pay; and that the Federal Government be asked to increase taxation to level all incomes accordingly."

SEA CADET NOTES

Mr. E. Barton, O.C. Manly Navy League Sea Cadets, reports plenty of activity at the depot. The whaler is receiving a thorough overhaul and will soon be spick and span and in commission again. Two Cadets specially mentioned by the O.C. for keenness and attention to duty are Signaller Victor Lloyd and Bosun Jack Mitchell. Both lads are seeking an opportunity to join the Merchant Navy, where they should do well.

• • •

Mr. J. H. Hammond, O.C. "Victory" Depot, North Sydney, reports that about 70 Cadets took part in the Australia Day celebrations.

The Gordon cutter mooring has been moved from the west to the east side of Neutral Bay on instructions from the Maritime Services Board. The change was rendered necessary owing to vessels again using the gas wharf. Mr. Williams has carried on at the depot during the O.C.'s temporary absence and has given much valuable time and excellent service to the Company.

The sub-branch committee, of which Mrs. Perko, is Hon. Secretary, meets at the depot as occasion arises and attends to necessary business connected with the sub-branch.

• • •

Mr. H. Collins, O.C. Woolwich unit, reports that the local Committee, presided over by Mr. Fairland, is providing certain necessary equipment for the Company and arranging for the repair of the slipway.

• • •

Generally, Sea Cadet activities are satisfactory, but most of the older Cadets have been absorbed in various war industries and are unable to attend the depots as regularly as formerly.

• • •

About 100 Cadets of North Sydney unit visited an American-Filipino hospital ship recently.

NAVAL AWARDS

The Naval Board announced that the following awards had been approved by the King for Royal Australian Naval personnel:—

The circumstances surrounding the awards were not made known, except that the recipients were serving in a destroyer overseas.

BAR TO D.S.O.—Commander A. S. ROSENTHAL, D.S.O., R.A.N.

D.S.C.—Schoolmaster R. G. FENNESSY, R.A.N.

D.S.M.—Able-Seaman J. S. McLEOD, Able-Seaman J. V. HEALEY.

MENTIONED IN DESPATCHES.—Sub-Lieut. P. S. COLCLOUGH, D.S.C., R.A.N.V.R., Leading Seaman A. M. KRAUTZ.

Commander Rosenthal was awarded the D.S.O. in November, 1941, for his services in the Mediterranean. Born in Sydney, he entered the Royal Australian Naval College in December, 1914. He was sent to Britain for exchange duty after the war. He was promoted lieutenant in 1922, lieutenant-commander in 1930, and commander in 1937.

Schoolmaster Fennessy joined the R.A.N. with that rank in 1938. Since early last year he has been serving in a destroyer overseas.

Able-Seaman McLeod, who is a native of Coolac, N.S.W., was an engine driver before joining the R.A.N. in 1938. He was rated an able seaman in March, 1940.

"WHAT IS A COMMANDO?"

AUSTRALIANS DO NOT LIKE THE WORD

The word "Commando" is much in the news at present, and no doubt as the war progresses we shall hear much more of it. It is a word of Portuguese origin, commander, meaning a command, and was used by the South African Dutch and familiarised in the Boer War. In effect it is a small raiding party whose success depends upon the dash of its leader and the initiative of the men under him. Courage and mobility are important factors, and Australian troops, both in the last war and in the present, have proved themselves masters in the art of this type of warfare.

The splitting up of the Boer Army into small Commandos was largely responsible for the splendid opposition it offered against the British forces and for greatly prolonging the struggle. Specially selected groups, well mounted, and each man a crack rifle-shot, repeatedly threw into disorder very much larger bodies of troops, and after inflicting serious damage, would vanish as mysteriously as they appeared.

Guerrilla warfare is somewhat akin to commando fighting. Guerrilla groups work more independently, and are not, in the main, attached to central commands. They are generally isolated, wandering bands who harass the enemy when and how they can. The word "guerrilla" is derived from the Spanish word "guerra," meaning war. In 1808-14 guerrilla bands fought against France, and some joined service with the Duke of Wellington.

Mr. Ian Fitchett, the noted Australian official war correspondent, in reporting the success of a detached Australian group in Malaya, states that the Australians do not like the word "Commando." It may be that they will themselves coin a word for their unconventional forays.

In the last war, raids on enemy trenches to bring back a prisoner or two for questioning, or for identification of the opposing divisions, were commonplace incidents, and generally were successfully accomplished.

In the present war the Australian defenders of Tobruk, particularly the men out on the perimeter, won a well-deserved and wonderful reputation for their nightly explorations in enemy territory which as often as not resulted not only in securing essential information, but in inflicting serious damage on the enemy before they returned to their trenches.

Whatever name may ultimately apply to these highly exciting and extremely profitable excursions the initiative, resource and valour of the Australian troops will be linked with them. It is the possession of these qualities that fits the Australians for the task.—From the Department of Information.

Courtesy "S.M. Herald."

H.M.S. ARK ROYAL

The oft "sunk" aircraft carrier just before foundering as the result of an enemy torpedo attack.

An 82-ton Douglas B-19 flying battleship being flight-tested before being handed over to the U.S. Army. These sky mammoths have the greatest load-carrying capacity and the longest non-stop range of any 'plane yet built.

Are you in the League Why not?

THE NAVY LEAGUE IS...

a WATCHDOG of National and Imperial security,

an ENEMY of apathy in all matters naval and maritime,

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

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

THE LEAGUE NEEDS NEW MEMBERS
WHY NOT JOIN —— NOW!

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian 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.

Its Objects are:

To enlist 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 Empire, but also with the object of securing British prestige on every sea, and protecting our vast Mercantile Marine.

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.

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, by learning discipline, duty and self-respect.

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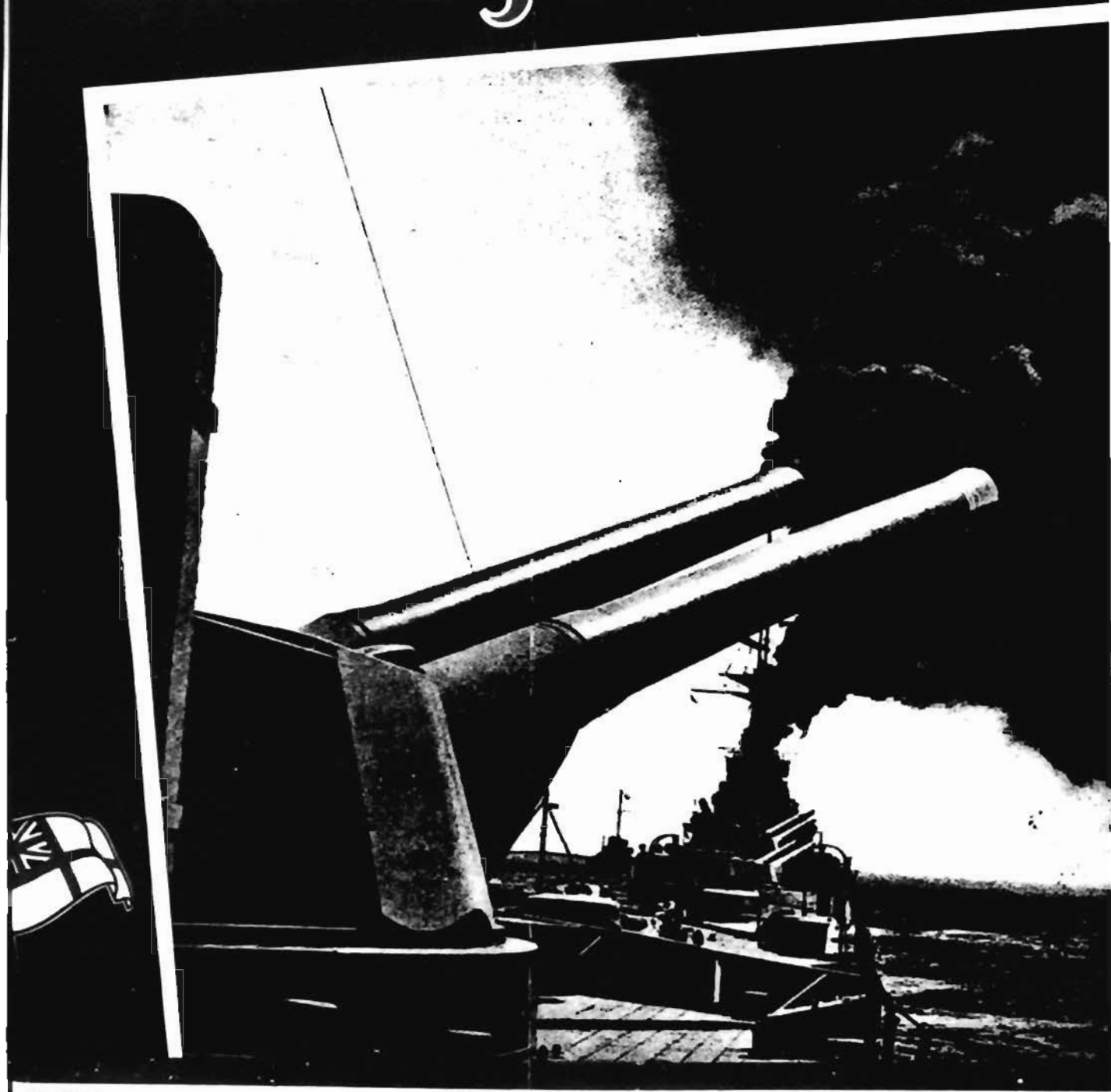
THE NAVY LEAGUE JOURNAL



S.W. MARCH, 1942 6d. MONTHLY

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Vol. 5—No. 3 SYDNEY, MARCH, 1942 Price, 6d.

NOW --- AND AFTER

The movement of the war in the Pacific and Indian Oceans would seem to make manifest Britain's inability to render effective aid to Australia at present. The responsibility and burden of defence thus falls on our own shoulders, buttressed by all the aid it is in the power of the United States of America to send to us. Such help must be determined by the available ships and space to carry essential war supplies, by the armed protection to convoy the ships across the vast ocean spaces, and by the means at the disposal of the Axis, particularly the Japanese, to prevent ships and supplies from reaching Australian ports.

The problems presented by ocean distances, especially the continued protection and maintenance of vital communications can only be solved by sea-power and carried aircraft, unless the control of convenient bases permits the use of other methods of safeguarding convoys. Sea-power becomes a double-edged weapon when your opponent possesses it too.

If Japan can successfully maintain her sea-superiority against the Allies, Australia's danger is intensified a hundredfold, for the nation controlling the sea-ways may also be in possession of transferable air-power to strike where and when it wills, the attackers holding the elements of surprise and direction in the hollow of their hands.

The story of this war is one of supreme effort by friend and foe alike, and provides an epic of human endeavour, achievement, and human and material loss on a world scale, beside which the deeds, gains and losses of the Caesars, the Alexanders, Ghengis Khans, Napoleons and Nelsons are mere incidents.

The pattern of things to come is now being hammered out on a human anvil, and its consequences are destined to be the yeast to those nations resilient and best able to endure all good and evil things in disaster and in victory.

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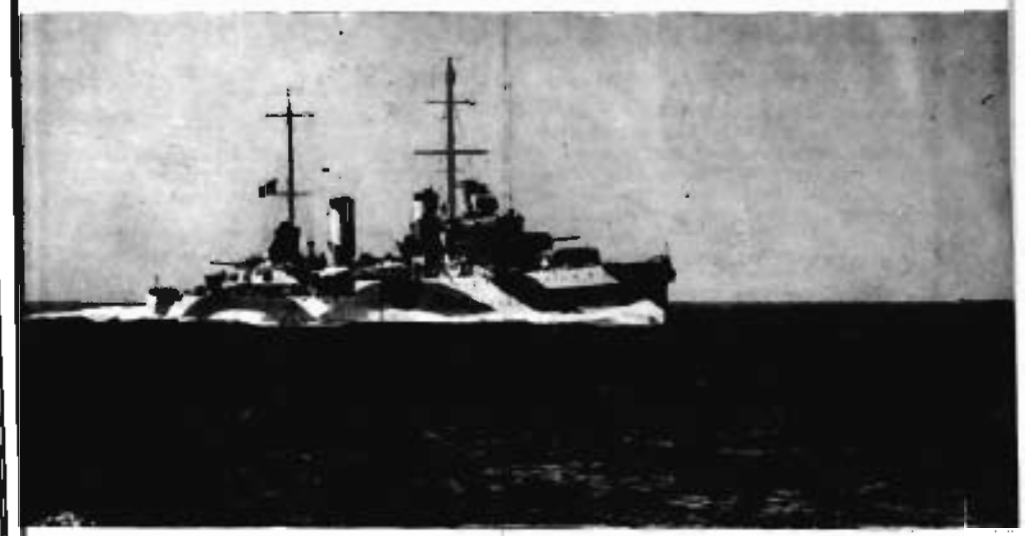


H.M.A.S. "PERTH"

The Navy Board has announced the loss of the Australian cruiser "Perth" and the sloop "Yarra." It is presumed that they were destroyed by Japanese action in East Indies waters.

SPORT OR VICTORY?

Australia is at war! To many it would seem, even at this late date, of paramount importance that horse racing, tin hare coursing and other forms of peace-time sport be given priority over the urgency for military training. For example, it is said to be a fact that certain militia units were moved from a country racecourse for the express convenience of the local racing club which desired to hold its racing on a Saturday. On another occasion, Military units were summarily shifted to another site to allow greyhound races to take place.

The inconvenience imposed on the soldiers, the additional cost to the taxpayer and the prosecution of the war counted for nought—there must be no interference with horse or dog racing!

In these critical days there is no place for unnecessary sport organised for profit, nor is there a place for go-slow methods in the National effort if Australia and Democracy and all that these entail, are to survive the Juggernaut of total war which is rolling towards us.

GENERAL BENNETT'S ESCAPE

Major-General H. G. Bennett's escape from Singapore and his return to Australia aroused wide-spread discussion. Some folk maintained that an able and wide-awake general rightly saved himself for future generalship in the interests of his country; others claimed that under no circumstances short of death, loss of physical movement, capture or official recall should a general leave his men, these expressed the view that in circumstances more or less parallel the captain of a battleship would remain with his ship. The subject is a contentious one and should be left to a calmer atmosphere in which a true and impartial history of the war will be written.

HONOUR TO OUR SEAMEN

By VICE-ADMIRAL J. E. T. HARPER, C.B., M.V.O.

(In the Nautical Magazine, London.)

The announcement defining the style of the honours to be granted to the gallant officers and men of our Merchant Navy is an indication that the splendid services performed by them will be more generously recognised than was the case in the Great War of 1914-18.

Even so it is clear that the public does not yet fully appreciate what we owe to our merchant ships and fishing fleets.

The inconvenience—or as some consider it hardship—of being rationed for certain articles of food is as nothing to what we would suffer if even a small proportion of our merchant ships ceased to function because of the perils of the sea in time of war. Let those who feel disposed to complain at the reduction of their normal weekly consumption of sugar and butter, and those armchair critics who protest against every small discomfort which comes their way in war time, pause for a space and consider what would be their lot if the officers and men of the British Merchant Navy were unprepared to face the dangers and hardships which are daily events in the lives of all those who go down to the sea in ships: dangers and hardships cheerfully borne by our merchant seamen, with little hope of any reward.

What does the sea mean to us? It means our life—no more, no less.

So accustomed are we to live in security that in time of peace the necessity for the defence of the British Islands is seldom thought of by the masses; but in time of war the subject looms largely in the public mind. In past generations the adequacy of our defence was judged by the efficiency of the two defence forces—Navy, and Army—and by their power to prevent aggression, whether this took the form of an invasion of the country, or an attack on the sources of its supply of food and raw materials. The march of science then made it necessary to include the defence of the air in addition to the defence of the land and the sea, and that modern weapon of the air increased rapidly in importance. In these days we are wont to allude to yet another line of defence—the "Fourth" Line—Home Defence, with its complicated system of Air Raid Precautions, etc.

Of what avail a powerful navy; a mighty army; an invincible air force to defend our shores; and A.R.P. to protect our lives if we fail to receive our daily bread? Great Britain is more dependent than is any other country on the importation of food stuffs and raw materials. Unlike continental nations, Great Britain has no back door by which essential supplies can reach her people if her front door—the sea—is blocked.

In peace time it is necessary not only to our comfort, but to our existence, for about 50,000 tons of food; 100,000 tons of raw materials and 54,000 tons of oil fuel to be brought daily to this country by sea. In war time, owing to the necessity for making provision for the safe transport overseas of troops and their supplies and owing to the unavoidable delay and possible loss caused to our merchant ships by the efforts of the enemy to prevent their passage, it is obvious that some curtailment must be expected in the quantity of imported goods available for home consumption. Hence the necessity for some form of rationing.

If passage along the highways of the ocean, along those vital arteries which join the limbs and the heart of our Empire, was denied to our merchant ships, the people in these islands would starve, and those in our overseas dominions would lose their prosperity. In short, our Empire would cease to exist.

It follows, therefore, that the safety of Great Britain does not lie merely in the defence of the British Islands; it lies in the defence of our trade routes and of our overseas Dominions and Colonies.

Our success in war, our security, our very existence, depend on sea power to a greater extent, if possible, than in past generations; partly owing to the fact that we now have five million more mouths to feed than we had twenty-five years ago, and partly because the advent of aircraft and modern traffic calls for an ever increasing quantity of imported fuel.

Sea power in its widest sense does not, however, depend on the Royal Navy alone, or on our other fighting Services; the very foundation of our sea power lies in our Mercantile Marine. Guard our sea highways as we may, we can obtain no power or security from the sea unless our merchant ships keep always on the move. It is no exaggeration, therefore, to say that in

(Continued on next page)

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney

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

Telephone - - - - B 7808

HONOUR TO OUR SEAMEN

our Merchant Navy we find the very foundation of our defence.

When we speak of our "Four" lines of defence let us remember that, even if our Merchant Navy is not included in these lines, it is no less important to our existence and to our success in war.

Those splendid men of our Merchant Navy and Fishing Fleets have shown, time and again, that they are endowed with a sea sense and a sea courage of which any Briton may well be proud. With little thought of reward our seamen risk their lives as surely as do those in our warships, in the trenches, or those who fly.

The nation owes these men a debt of gratitude well-nigh impossible to pay in full measure, and any honours granted the Merchant Navy will have been well and truly earned.

VOLUNTEER DEFENCE CORPS

New Regulations

Regulations constituting the Volunteer Defence Corps as part of the military forces of the Commonwealth have been approved by the War Cabinet. These regulations, known as the V.D.C. Regulations, dispel any doubt as to the official status of the corps.

Under the regulations just issued, all members of the V.D.C. will be required to enlist. This has been found necessary so that they will have full status as soldiers in case they go into action and will have the same compensation rights as other members of the military forces.

By enlisting, members at present in the V.D.C. will not increase the obligations to serve which they have already undertaken.

Authority has been granted by the regulations for the appointment of officers, warrant officers and N.C.O.'s from amongst the members of the corps.

The regulations further provide that men employed on full time service shall be entitled to pay and allowances at the daily rate specified for the militia forces. Payment provisions are also provided by the regulations for members of the corps who perform part-time service.

No payment will be granted for instructional parades, schools of instruction, etc., but arrangements are being made for the payment of fares to authorised parades or schools away from the member's home district.

Impressment of Rifles

Although the number of .303 rifles being handed in under the impressment order is mounting daily, there are still many owners who have not yet complied with the order.

The Minister for the Army (Mr. Forde), in issuing a recent warning to offenders that further action would be taken by the Army if the rifles were not handed in immediately, said that he took a very serious view of this matter. He explained that the main object of impressment was to enable military authorities to obtain a complete statement of the number of rifles available in Australia and to discover where they are situated.

Up to the present few aperture sights have been received. The models in this type required are the Bisley (made by W. Dunn, Melb.) and the King's (J. Mues). It is known that there is a large number of these held by riflemen.

Members of Rifle Clubs who join the Volunteer Defence Corps must hand in their rifles, but authority has been given for them to receive them back as part of their issue of equipment. Other owners of .303 rifles should take them to Area Recruiting offices. If not living within ten miles of a recruiting office, they must return them to the nearest police station.

Arrangements have been made for payment for all rifles impressed.

—From Dept. of Information.

Courtesy "S.M. Herald."

A corner of Koepang, in Dutch Timor. The island has been occupied by the Japanese.

DARWIN, NORTH AUSTRALIA

Raided by units of the Japanese Air Force and heavily bombed.

SEA CADET NOTES

Captain L. E. H. Maund, R.N., remained on board his torpedo-blasted and sinking ship till every officer and man, fit and casualty, was safely transferred to the rescuing destroyer. He then slid down a rope to the destroyer amid cheers of the survivors.

Most of those people who would have the world believe they live for others, usually find it hard to live with others or to make others desire to live with them.

The League is always glad to see or hear from old members, many of whom are doing their bit in every theatre of war.

Messrs. J. H. Hammond, H. Collins and E. Barton and all those associated with them are deserving of special thanks for the manner in which they carry out their voluntary duties under extremely difficult and restricted circumstances.

Word has been received from overseas that Mr. C. Tottman, a former O.C. of Woolwich Company, is fit and well. Not so good is the news of another ex Sea Cadet officer, Mr. Pierce. He is seriously ill and is being invalided home. We wish him a safe recovery.

Calls from Messrs. Snow and Brennan, former Navy Leaguers were appreciated, and letters from Messrs. G. H. Smith and H. Collison late of Manly and Woolwich units respectively, convey greetings to old comrades.

Mr. G. H. Smith, who was in Darwin during the great Japanese raid, is safe and well.

The Price of Admiralty

By COMMANDER A. B. CAMPBELL, R.D., of the B.B.C. "Brains Trust"

Minesweeper making port—at dusk—and they've had no sleep to speak of for four days. A plane looms up—drops to 50ft. and lets go two bombs. One hits the funnel. The other explodes in the coal in the after hold. Which seems lucky at the time, for the coal absorbs the worst of the blow—and Grimsby trawlers are made to take hard knocks.

But the third bomb blows her stern right off, and she sinks. Yet even as they are in the open boat, the plane returns and machine-guns them.

What words the Skipper used to curse that plane are no concern of yours—or mine. But what *is* your business and mine—*most definitely our business*—is to do everything we can to lighten the load of the Navy these days. We do it by spending less and saving more.

The hardship and bitter sacrifice of men like those is part of the price we pay in winning the Battle of the Atlantic. Your sacrifice in return is so little—simply put your money safely away where it can earn good interest till better days come round. And there's no hardship in that.

But don't think of it as a sacrifice. Think of it as a glorious thank-offering to all that fine band of brethren who stand guard over the Narrow Seas and contrive to bring us our daily bread. In very truth: *The Signal is SAVE!*

SCHOOLS FOR WAR PURPOSES

Many large schools in England were taken over by the Government in 1940 and converted into arms factories, etc. Considerable publicity was given to the matter at the time with the result that when the German bombers arrived school buildings were bombed and hundreds of children were killed and others maimed. The Germans were not to distinguish between schools used for their legitimate purpose and schools used to aid the war effort. Here in Australia the influential Press has given publicity to the taking over by the three fighting forces of certain schools. Should Japanese bombers appear, the pilots, possessing the published information in the daily press about the conversion of schools for war use, are not likely to discriminate between such schools and schools filled with children. The published statement about schools, gives information to the enemy which he is likely to use on the assumption that schools, other than the few named, also are being used for war purposes.

"LET US TO THE TASK, TO THE BATTLE AND THE TOIL"

WINSTON CHURCHILL

•

These ringing words contain a message of the utmost significance. Let us pledge our strength, our efforts, our money and determination to the attainment of Victory and a lasting Peace.

THE ESSENCE OF RUSSIA

WHAT HITLER HAS NOT UNDERSTOOD

By Sir John Pollock in "The Navy"

"Russia is a country of contradictions. No one who knows Russia can say anything true about the Russians, because the moment he has said one thing he instantly feels that at the same time he must say exactly the contrary." Thus was wont to speak Mr. Woodehouse, British Consul-General at Petrograd during and before the last war. It was Mr. Woodehouse, too, who coined the aphorism once widely quoted: "There are only two men of any consequence in Russia —the Emperor and the man he is speaking to." Since Mr. Woodehouse knew Russia and the Russians better, probably, than any other Englishman of his day, it was natural that after the Russian revolution had closed his consulate he should be sent to South America.

To one who spent almost the whole of that war (1915-1919) on service in Russia, and saw both revolutions at close quarters, it is curious to note the small advantage taken concerning Russia in this war by opinion in England of experience in the last, and the number of illusions about Russians that have been engendered since.

Let me begin by explaining that I have no tenderness for Bolshevism. I am probably the only man alive to have escaped from the headquarters of the Cheka in Petrograd; I did so a few hours before I was to be tortured, thereafter to be shot. The Soviet regime was, from the start, a despotism, engineered for no deeper reason than, under the guise of Communism, to put absolute power into the hands of intriguers. Stalin has jettisoned a large part of the Communist stock-in-trade, while retaining the substance of despotic power. This, indeed, is distinctly agreeable to most Russians, who, on the whole, like being ruled despotically, this being the only political system of which they have experience. Stalin, and those who work the interlocking committees which are the core of the Soviet regime, have turned into something very like a collective Tsar.

This being so, no one should have been surprised that the German invasion of Russia provoked an immediate, massive, and unbroken outburst of patriotism in Russia. Any Russian

(Continued on next page)

THE ESSENCE OF RUSSIA

State attacked by the foreign invader was bound to become an embodiment and symbol of the nation.

Before Hitler's right-about, no matter what efforts Great Britain might make to win Soviet benevolence were foredoomed to failure. German militarism was too close in its basis to Bolshevism to allow a serious divergence between them—short of their coming to blows. Had Hitler wished to make us a present of Russian help he could have found no better way than to attack Russia: no other way indeed existed.

On the front west of Warsaw in 1915, General Zaharov, nicknamed "the trench general," and for that trait much beloved by his soldiers, called out a man from the ranks before me. "Now, young-fellow-me-lad (molodyets), here's an English ally come to see us. Tell him why you are fighting." "Because the Germans want to take our land from us, your Excellency." "And shall we let them?" The whole company answered with a joyous shout, "No!" Touch the Russian land, and every Russian—be he Red or White, from north, south, east, or west—becomes a patriot, and nothing but a patriot. To imagine the contrary showed a total lack of insight into the Russian character.

Another astonishing error made here was the assumption that in the last war Russia was beaten by Germany. Russia was beaten, not by Germany, but by revolution.

The history of that war in Russia falls into five parts. (1) In 1914 the Russian offensive against East Prussia failed at the battle of Tannenberg. But that disaster did not give the Hun victory beyond it. Until 1917 the Russians held the front from Dvinsk to Riga solidly. (2) In 1914 also the German's offensive in Poland carried them into the suburbs of Warsaw. The Russians counter attacked and drove the enemy close on forty miles west of Warsaw, where they dug in. Thence, despite murderous German assaults, for example, at Gumin and Sohachev, to which Spottsylvania was a joke, the Russians were never directly budged. (3) In 1915 the Russians drove into Galicia, captured Peremyshl, and were preparing to attack Cracow; their cavalry was already raiding the plains of Hungary. Then came Mackensen's great counter-offensive. Catching the Russians unprepared and commanded by their worst general, without supplies, organised defensive positions, or respectable communications, he rolled them back, retook Peremyshl and Lvov, turned north, and cut off the whole of Russian Poland, which had to be evacuated. That was a big German success; but it was the last. (4) In 1916 General Brussilov, having replaced Ivanov as C.I.C. of the south-western front, drove again at Galicia, achieved a substantial success, retook a large strip of former Austrian territory, and took 60,000 prisoners; that was the last Russian success. (5) From the autumn of 1915 to the beginning of 1917 General Alexeiev, who had succeeded the Grand Duke Michael as generalissimo, set out to reform and equip the Russian armies, setting the spring of 1917 as the date for a grand offensive.

Unhappily, Alexeiev had not reckoned with the effects of long inaction on his troops; doing nothing, their morale went to pieces. It was the mistake made by General Gamelin in the first nine months of the present war. But in Russia it led, not to military defeat, but to revolution. Revolution conquered Russia.

The false belief in a German victory then led many people to expect an easy Germany victory now, as we have seen, without warrant.

Yet another surprise awaited the unwary. The Russian morale, it was thought, would crumple. This expectation was, perhaps, even stranger. In action, Russian morale never breaks. I was an eye-witness of the defeat in Galicia in 1915, and of the retreat, part of which I made with the staff of General Radko Dmitriev, Bulgaria's hero of the Balkan Wars, who had taken Russian nationality in order to fight the Hun. At Tarnov, Jaroslav, Sambor, and in the Carpathians, a million Russians died; at least half as many again perished in the chaos of the retreat.

At no moment during or after the retreat did I hear a single word from officers, soldiers, or civilians that betokened broken or even diminished courage. Two soldiers without arms would

(Continued on next page)

UNITED STATES

Population 130,000,000 approx.
Area 3,685,382 sq. miles.

Produces most of the world's minerals, iron, steel (28,000,000 tons), copper, lead and zinc, and supplies 60% of the world's production of petroleum (166,333,000 tons). Coal production annually is over 352,000,000 tons. During the past few years the production of bauxite, from which aluminium is made, was between one fourth and one third of the total world output.

It is the largest cotton producer in the world, and, except for Australia, the largest producer of wool. The United States is also the world's largests producer of corn.

The gross tonnage of the U.S.A. merchant fleet is about 12,000,000 tons.

THE ESSENCE OF RUSSIA

struggle for the rifle dropped by a third, struck dead. The worst that could be said of the officers was that, as throughout the war, they exposed themselves with reckless daring.

Russian morale and patriotism, therefore, given favourable conditions, such as those madly offered by Hitler, are almost proof against attack. Knuckling under to Germany would have cost Stalin his regime and his life. The only large open question was whether the Russian Army was well equipped with modern mechanical means.

Since the Russians themselves had invented troop carriers, parachute troops, and various anti-tank arms, there was no precise reason to doubt it; but the matter had to be proved. Proved it has been. This cannot surprise those who knew the Russians' supple talent, their marvellous manual skill, and when put to it, their powers of organisation.

The trans-Siberian railway, a great achievement in its day, was built by a Russian engineer. Russian rubber manufactured products were the finest in the world; so were Russian cloth and boots. During the last war the Zemsky Solus, or Union of Rural Communes, that contained the germ of genuine self-government for the nation, was brought to a high pitch of usefulness to both army and refugees. The medical and social services of the Army were first rate. The hospitals and trains of the Russian Red Cross were models of their kind.

No soldier in the world was better fed, better clothed, or kept cleaner than . e Russian. Every man had a steam bath once in ten days, and while he had it his clothes were disinfected. Neither typhoid nor typhus made their appearance until the revolution; nor in the long stretch of the western front, over 500 miles, was there any syphilis.

Before an attack every man had a clean linen shirt handed out to him. He would put it on, then stand upright, cross himself, and say: "For my Tsar and my country. Now I go to die." And so he went and died. And so do Russian peasants go now, and so do they die.

These are things that, it would seem, not only we have forgotten, but the Germans too. To us oblivion and illusions about Russia may have had no worse effect than to show up crankiness and complacency. But to Germany they may well prove to have been mortal, or at least a long step on the way to disaster.

GIVE THEM BOOKS

Appeal by Camp Library Service

The Camp Library Service, which was organised at the outbreak of the war by the N.S.W. Branch of the Australian Institute of Librarians for the purpose of providing reading matter for the men of the three fighting forces, acts as the official book collecting and distributing agency for the N.S.W. Division of the Australian Comforts Fund.

Throughout the Commonwealth, the various State Divisions of the A.C.F. will be holding a "Book Week" appeal during February and March for books and magazines for our sailors, soldiers, and airmen.

In New South Wales "Book Week" which will be held from March 23rd to 27th, will be conducted by the Camp Library Service, aided by representatives from various public bodies.

Since its establishment, the Camp Library Service has distributed over 300,000 books and magazines to the men of the R.A.N., A.I.F., and R.A.A.F. in Australia and on active service overseas. Large collections have been placed on every transport leaving Australian shores for use on the voyage.

The vast expansion of Australia's armed forces following Japan's entry into the war has enormously increased the demands upon the resources of the Camp Library Service and it was for this reason that it was decided to hold a Book and Magazine week.

The object of the "Book Week" appeal in N.S.W. is to secure at least 250,000 books and magazines for men at their battle stations, many at isolated posts which are almost entirely dependent on supplies of reading matter for recreational activity.

Collection depots will be established in metropolitan and country centres. In the Sydney city area, collection depots will be set up adjacent to railway stations, ferry wharves, tramway and omnibus termini, and large retail stores and a large number of voluntary workers will collect books and magazines in the streets.

The appeal has the support of Naval, Army, and Air Force chiefs, who all stress the value of suitable recreational reading as an aid to maintaining morale among the personnel under their command.

Mr. H. Missingham, a well-known Sydney artist has designed a striking "Give Them Books" poster in red, white, and blue, and khaki in which the heads of a sailor, soldier, and airman are imposed on the open leaves of a book. This poster reproduced also as a window card is the official "Book Week" pictorial symbol, and its appearance on a building or in a window denotes the location of an authorised Camp Library Service depot. Watch out for the poster in your district and leave your donations there.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian 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.

Its Objects are:

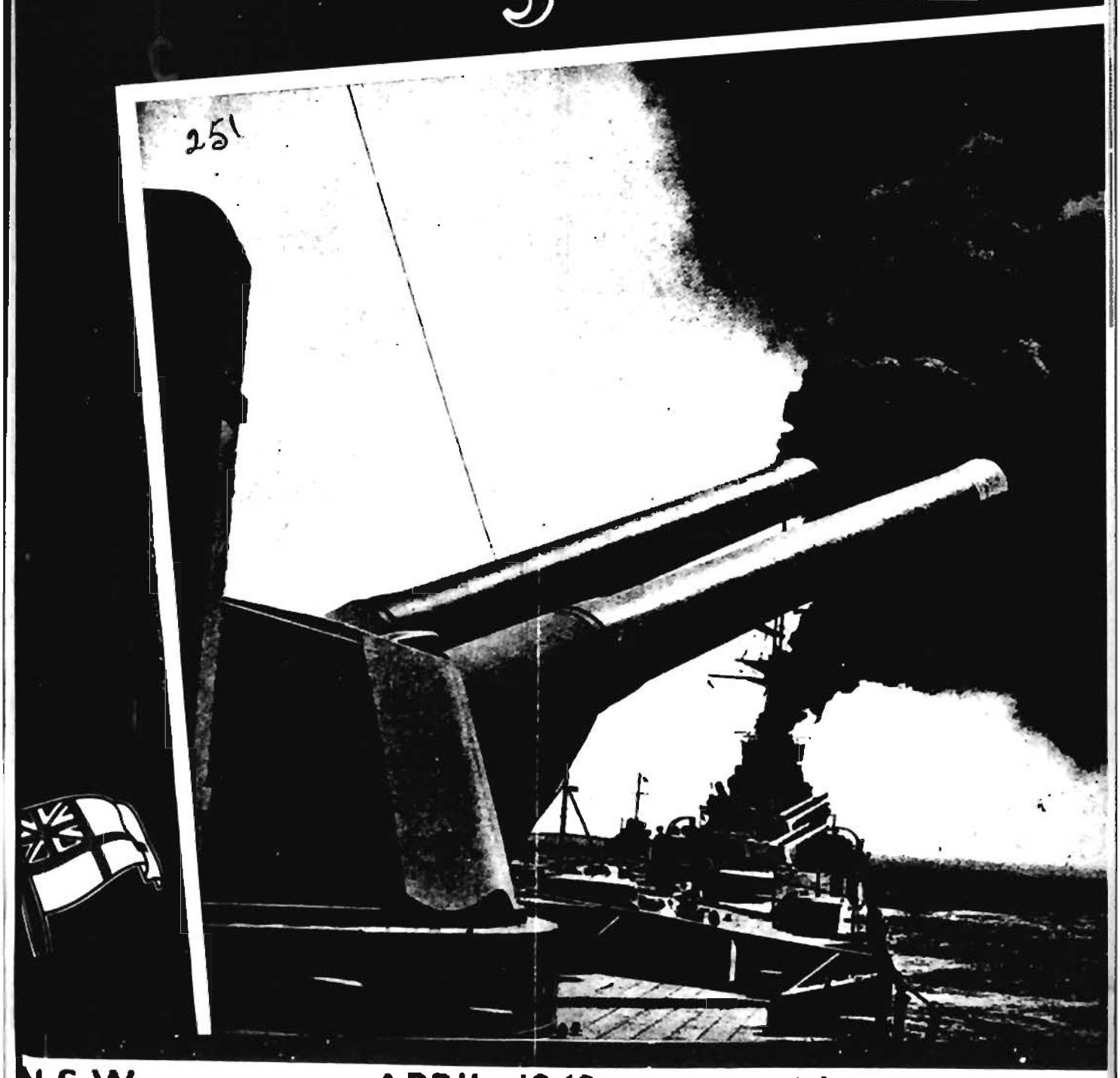
To enlist the support of all classes in Maintaining the Navy at the Requisite Standard of Strength, not only with a view to the safety of our Empire, but also with the object of securing British prestige on every sea, and protecting our vast Mercantile Marine.

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.

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, by learning discipline, duty and self-respect.

Published monthly by the Navy League, N.S.W. Branch, at their offices, Royal Exchange, 54a Pitt Street, Sydney, and printed by Barrymore Press Pty. Ltd., 65 York Street, Sydney.

THE NAVY LEAGUE JOURNAL



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MERCHANT NAVY MEN

From time to time some criticism is written or voiced against men of the great service which makes it possible for the Allied life-line to remain unbroken even though it is mightily strained.

It is true that an insignificant number of merchant seamen have left the sea since the beginning of the war for better jobs ashore, more lucrative jobs affording social amenities and more nights at home. This desire for change has always been a trait common to a few people in all lands, just as some youths on leaving school, readily turn their backs on all that land-life offers and freely choose the sea as a career. A very small number of seamen have deserted their calling because in their opinion, merchant ships were inadequately protected against enemy attack from the air, surface craft or from submarines. Very often these opinions were justified by results of the most tragic character. Generally, seamen have voluntarily and unhesitatingly accepted every war risk, voyage after voyage, in convoy or out of convoy, through zones of the greatest danger where bombs, machine-gun bullets, shells, mines and torpedoes daily add to the ghastly toll of brave men and valuable ships. Even after their ships have been lost and themselves surviving the most harrowing experiences they have returned again and again to the sea and its manifold war dangers. Yes, these merchant seamen are very gallant men.

During this war a number of active and distinguished admirals and other responsible men whose position gives them a clear view of the actual facts, have repeatedly paid the highest tributes to the indispensable work of merchant seamen and to their undaunted and enduring courage and unflinching devotion to duty in the face of the hostile acts of the enemy.

The vulnerability of his ship, weather conditions favouring the foe or hampering his own freedom of action, together with certain navigational restrictions imposed by the exigencies of war, further increase the seaman's many anxieties.

To the men of the Merchant Navy, then, we lift our thoughts and salute them. They deserve every consideration and encouragement and the fullest support capable of being bestowed on them by the Allied nations now and when the war is over.

Block courtesy "Sydney Morning Herald."

General Douglas Macarthur and Mr. John Curtin (Prime Minister of Australia) in conference.

SEA CADET NOTES

Mr. J. H. Hammond has relinquished his honorary post of Officer in Charge of the Sea Cadets at Victory Depot for reasons of ill-health and Mr. J. Williams, Chief Officer, has been appointed to the Command.

The Department of Information's Japanese "Hate" campaign has served no good purpose, and all decent people are glad it has been interred.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney

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

Telephone - - - - B 7606

"STAND FIRM AND CARRY ON!"

What To Do In Event Of Invasion

The pitiful fate of panic-ridden civilians in Europe in 1940 fleeing in the face of German invasion of their land, has a poignant message for Australia today, when the threat of invasion by the Japanese is coming ever closer.

It is most important that the public should realise that disorderly evacuation is one of the greatest dangers in a moment of panic. The normal life of the community must be preserved, even in face of the enemy's approach.

Guidance for the people of Australia in the event of invasion is contained in a handbook issued by the Department of Home Security for the public, air-raid wardens and police.

The outstanding instruction is to "sit tight and to move only when and as ordered by a responsible official."

The Minister for Home Security (Mr. Lazzarini) said that the pamphlet was designed to let the public know what was expected of them. In this difficult period the resolute attitude of the Australian public was our best asset. His message to the people was, "Stand firm, carry on."

The "invasion" pamphlet instructs the civilian to give all possible help to our troops, and not to tell the enemy anything or assist him in any way. The enemy, it states, would like to spread wide confusion, despondency and rumour so as to have the roads choked with refugees, preventing the advance of our forces. The civilian must be alert and keep a clear head and still tongue. Some typical advice is: If fighting is proceeding in nearby areas carry on normal life. Children should go to school until instructed not to. If fighting breaks out in the neighbourhood and the order "Stand firm" is given, keep indoors or in a shelter until the fighting is over. Take orders from police, A.R.P. wardens and the military Volunteer Defence Corps. Do not use the telephone or send telegrams. Put your motor car out of action when told to do so, by removing distributor head and leads, and either empty the tank or remove the carburettor.

In discussing what the individual should do if personally attacked, the pamphlet states that the enemy is not likely to turn aside to attack separate houses. "If small parties are going about threatening persons and property in an area not under enemy control and come your way, you have the right of every man and woman to do what you can to protect yourself, your family and your home."

Careful plans have been made to enable newspapers and radio to bring people the news in the event of an invasion of Australia.

"In the case of need there are emergency measures which will bring you the news," the Minister said. "If a temporary breakdown in news supply occurs, the public should not listen to rumours or pass them on, but should wait until real news is available."

—Dept. of Information.

THE WAR FRONTS

Those many wishful thinkers and super-optimists who imagine that the Germans have been bundled back to the Polish frontier would do well to study a good map. They will get a shock. It will be seen that in spite of the daily Russian victories broadcast by radio, the Germans have in their mighty grip nearly all Russian territory to the west of a rough line from Leningrad to the Sea of Azov; in addition, German troops occupy the whole of Poland and the Baltic countries formerly under Russian rule. Italy, it is true, has lost most of its empire, but without commensurate gain to the Allies, and Japan has already won an empire of almost incalculable value. What will happen in the future no man can foretell with absolute certainty, but what has happened since September, 1939, we do know with tolerable exactness. And when making assessments or striking balances, on no account must we lose sight of the most vital factor of all—the continued capacity of the Allied Mercantile Marine to function or not.

THE PANAMA CANAL

(By W.W.B.)

There is little that the world does not know concerning the Panama Canal itself, but there is much that is only known to the U.S.A. Government of the fortifications guarding the famous water-way.

The Panama Canal was first opened to traffic on the 15th of August, 1914—a few days after the beginning of the first world war. The Canal cost £74,000,000 to construct, to which must be added the expenditure of many millions of pounds for the provision of the defences, all of which was borne by the U.S.A.

The immensity of this marvellous engineering achievement at a figure representing the cost of seven or eight modern battleships, to be fully appreciated, must be seen over its total length of about 50 miles. The value of the Canal to the U.S.A. cannot be assessed in terms of dollars, nor is it easy to envisage its enormous potential and actual naval and military significance in relation to this second world war; it is enough to say that in some geographical respects it makes a crooked ocean track straight and reduces to fractions east-west and west-east coastal distances of the American continent, to say nothing of its shortening of many trans-ocean routes and the saving of valuable time.

A traveller through the Canal cannot help but be impressed by the quiet (and we emphasise the word quiet) efficiency of the handling of ships in the locks and, indeed, from the time of a vessel's arrival at Balboa or Cristobal till it takes its final departure to sea.

Those travellers who know only Suez as a great artificial highway along which much of the world's commerce flows in normal times, would find here nothing in common—unless it be the polyglot population of Panama as a reminder of Port Said—with the physical features of De Lesseps' finished masterpiece.

The construction of the Panama Canal was a problem infinitely more complicated than Suez; and the scenery in which Panama is set is far more varied, beautiful and interesting.

Approaching the Canal from the Pacific the vessel enters the Balboa Basin and proceeds to the Miraflores Locks to be raised 58 feet to the level of Miraflores Lake. Two miles distant are the Pedro Miguel (commonly known as Peter Magill) Locks, where the vessel is raised a further 27 feet and enters Gaillard Cut, formerly called Culebra Cut. This is perhaps the greatest point of interest in the canal, for it was here that the first attempt at excavation was made by the French. A channel with an average depth of 120 feet and a width of 300 feet had to be cut through nine miles of hills. On leaving the Cut, the vessel enters Gamboa Reach and proceeds across the Gatun Lake—an artificial lake, 24 miles in length, formed by the flooding of the Chagres River and the construction of a dam.

A point of interest here lies in the fact that the numerous islands, now covered with banana plantations, were mountain tops before the construction of the lake. The largest of these islands—Barro Colorado—is now a bird sanctuary.

At the Atlantic end of the Gatun Lake are the Gatun Locks—the largest and most impressive locks in the Canal—where the vessel is lowered 85 feet to sea level and proceeds across Limon Bay to the Atlantic Ocean, a distance of seven miles.

On the east side of Limon Bay is the city of Colon, the docks section of which is known as Cristobal (the city having been named after Christopher Columbus).

There are six parallel pairs of locks on the Canal; two pairs at Miraflores, one pair at Pedro Miguel and three pairs at Gatun. Ships are not allowed to pass through the locks under their own power, but are towed through by electric locomotives called "Mules," running on rails on the dock walls. Each lock is 1,000 feet long, 110 feet wide and 70 feet deep. The average time occupied in filling and emptying a lock is 15 minutes. The time required to pass a vessel through all the locks is estimated at three hours, one and a half hours at Miraflores and Pedro Miguel, and about the same time at Gatun. As a rule the transit of the whole Canal takes about eight hours.

SCIENCE AIDS ARMY

Additional scientific qualifications of a high standard have been brought to bear on the work of the Australian Army Inventions Board, with the decision of the Minister for the Army (Mr. Forde) to appoint Dr. Richard van Riet Woolley, who is a native of South Africa, to the post of Chief Executive Officer and Director of the Board.

Dr. Woolley has been described as "a brilliant mathematician, physicist and astronomer whose training has particularly fitted him for the post." He has already carried out most valuable work in connection with intricate war equipment and is at present a member of the Optical Munitions Panel and Director of the Commonwealth Solar Observatory. In connection with his work on the Optical Munitions Panel he visited the Netherlands East Indies to investigate predictors and optical equipment. He has carried out important work in computing lens systems for optical munitions and in the past 18 months has organised the Commonwealth Observatory to design and produce optical munitions—one of the outstanding Australian wartime industrial achievements.

Dr. Woolley is to devote the whole of his time to the business of the Arm Inventions Directorate which was created to search for inventions, ideas and devices capable of contributing to the successful prosecution of the war. He was born 35 years ago in South Africa and graduated Bachelor of Science and Master of Science at the Capetown University. He also graduated B.A. and Ph.D. at Cambridge University and has other high scholastic attainments. He possesses wide experience of the manufacturing side of optical equipment and design.

The Directorate also includes other notable scientists and industrialists. Among them are Mr. L. J. Hartnett, Director of Ordnance Production, who represents the Department of Munitions; Sir George Julius, representing the Council for Scientific and Industrial Research; Professor E. Ashby, of Sydney University, representing the Australian National Research Council; the Commonwealth Commissioner of Patents, Mr. C. Teece, as well as representatives of the Army and of engineering employees.—Dept. of Information.

THE EMPIRE'S LIFE-LINE

Though manifold dangers beset them the intrepid men of the Merchant Navy keep these ships on the move.

STORM FROM THE WEST

Come back with me to 1913- the year before the war that was to end all wars- that was to make the world safe for Democracy.

General Sir Ian Hamilton was in Australia. He had come from Britain to report and advise on defence. At Centennial Park, Sydney, a military parade was arranged in his honour. It was to be climaxed with a march past of 20,000 Senior Cadets.

These lads were in the 14 to 18 age group (in those days, under the Compulsory Training Scheme, young men from 18 to 26 were classed as Militia).

The day of the parade broke hot, with a gusty north-easter blowing. Towards noon the wind eased. The afternoon was stifling. We had struck another of Sydney's famous contrary spring days.

I took part in the parade. I remember every incident of it; our long, hot march to the Park; those thick woollen khaki shirts tucked into close-fitting breeches; those tight puttees that gripped our legs . . . that unbearable heat.

The parade was mustered. The march past was about to begin.

Suddenly, out of the west, a tornado swooped down on us. A screaming wind flung dust and papers and limbs of trees upon us. Purple clouds heralded worse to come- and it wasn't long in coming. There was a blinding flash of lightning—an ear-splitting crash of thunder.

But above it all came a stentorian order, shouted at us through the megaphones: "Parade—Attention! STAND FAST!"

We stood. We stood as the full fury of the storm burst—the storm from the west—one of the most violent in Sydney's history. We stood, while rain and hail beat down upon us. We stood while thousands of spectators scampered for cover. We stood as the lightning and thunder, continuous now, seemed to single us out for special attack.

Just in front of me, three civilians sheltered under a tree. A great flash of lightning—and the tree was split from top to bottom. Three bodies lay motionless on the ground. One of them was a charred mass.

Then the storm, with tropical contrariness, ceased as suddenly as it had begun.

The march past started—as odd a march past as you ever did see—a march past of sodden, dripping boys with squelching boots. But we were proud though bedraggled. We had stood fast in that blinding storm from the west.

General Hamilton was proud, too. Next day he said: "I have no fear for the future of this country while it is in the hands of these steady young men."

He knew his men. Within a year many of those steady young chaps were in the A.I.F. They laid the foundations of the imperishable tradition of the Australian Digger—on Gallipoli, in Egypt, in Palestine and in France—during the grim days of 1914-1918.

To-day the sons of those men have taken up where their fathers left off. They have carried on the great tradition in Libya, Greece, Crete, Malaya. . . .

For the first time in Australia's history her Militiamen have been in action—at Rabaul, in New Britain, at Port Moresby, in Papua, and in Darwin.

Australia is proud of her men at arms.

Australia is confident, too.

For right here at home the sons of the men of 1913, who stood fast as the storm from the west came down on them, are ready to stand fast against the storm from the north that threatens to batter them any day now.

STAND FAST! What a magnificent battle cry, not only for our gallant soldiers, but for the nation as a whole.

—From Dept. of Information.

American soldiers now training in Australia.

Some Superstitions of Seafaring Folks

By CLIVE HOLLAND in the "Nautical Magazine"

Although there are almost numberless superstitions connected with the sea in the seafaring lore of different countries, it is doubtful whether the modern sailorman is at all more superstitious than landsmen of a similar class and with corresponding training and opportunities of acquiring knowledge. Most people, did they but admit it, will be found to have some pet superstition. Some will undertake no new work on a Friday, for example, yet others will neither sit down at table if the company numbers thirteen; or pass beneath a ladder. Indeed, superstition would appear from the world's history to be almost a human instinct. And of all people perhaps sailors—from the fact that they have to deal with and meet in Nature some of the most inexplicable of incidents and phenomena—are by environment and circumstances most prone to be superstitious. On close examination many of the superstitions of the sea would appear little more than those of the land, upon which, in the course of the ages, have been grafted sea interpretations of the various pheno-

(*Continued on next page*)

SOME SUPERSTITIONS OF SEAFARING FOLKS

mens which have from time to time given rise to them. These have been preserved, as many land superstitions have not been, through the innate conservatism of the sailor-man, even though in the course of the years science or pure reason has afforded rational explanations of them.

In olden times superstitions were so intimately connected with the ship itself that they may be said to have formed a part of her. It was built into her in the very wood used for her keel; had a place in the flags which were to wave at her mastheads; played an important part at her launching; had not a little to do with her name; the crew; and the times and reasons on which she was to sail.

Superstition was responsible for the signs and portents which boded ill to her as much as for those which were esteemed to be indicative of good luck; and was even thought to control the winds and waves which gently swept her towards her desired haven or buffeted her from her port of destination.

In many countries it was the practice to build some stolen wood into a ship's keel so that she might sail faster at night. But this practice was a somewhat risky one, as, if the first blow struck in doing this struck a spark, the ship was held to be doomed to destruction on her first voyage.

The more elaborate ceremonies which took place in former times at the launch, when ships were garlanded with flowers and decked with leaves, and wine was poured on the deck, and the vessel purified and blessed by the priest who anointed it with egg and sulphur, still survive in a modified form in the launching ceremony of to-day, when a bottle of wine is shattered against the cutwater of the receding ship as she is named and glides gracefully into the water. The old time pouring of wine by the captain on deck after it has just touched his lips, the "spread" of cakes and ale for the crew, the cups of wine offered to passers-by on the quay (the refusal to accept and drink which was considered an omen of coming disaster) have their modern and less picturesque equivalents in the dinner or other entertainment given by the builder in the yard.

To have a cat on board is considered so unlucky that shipping agents will tell one that they know of many hands who will not ship for a voyage if they happen to know "poor puss" is a passenger.

An old yacht's captain told the present writer that whilst he was a seaman in the Mercantile Marine quite a number of fatalities, which were almost inexplicable except as "bad luck," happened to a ship on which he voyaged to the western ports of South America. They started with a cat, and until she was drowned by one of the apprentices nothing but bad luck pursued the "Rose of Sharon." At Valparaiso a stray cat crept aboard and apparently escaped detection. A few hours out from that port a block fell, and striking the second mate on the head killed him instantaneously. An hour later mews proceeding from the hold apprised the seamen that puss was aboard, and to their satisfaction at least explained the catastrophe. The cat was promptly sought for and when found tied up in a small bag heavily weighted and dropped overboard!

Lawyers, women, and clergymen have from time immemorial been looked upon with disfavour as passengers upon sailing ships and as certain to bring ill-luck. The first named from the antipathy of sailors to the profession, an antipathy so marked that the term "sea lawyer" is one of the greatest contempt. The second named are unpopular, no one seems to have quite discovered why. Possibly it is because a sailing ship is a very unsuitable place for them, or even because of the seamen's dread of witches and their spells. The third class of people, whether priests, clergymen or parsons, are probably considered to bring bad luck because of their black clothes, and the circumstances that their chief duties when on board are to bury the dead and console the sick. It may also be that their presence is unwelcome because of the Devil being their chief enemy, and from that fact the fear arises that he will take pains by means of tempests to destroy them.

There are many superstitions connected with family names, and men bearing certain of them would never be able to ship under their own.

(*Continued on next page*)

SOME SUPERSTITIONS OF SEAFARING FOLKS

Many animals, too, such as hares, black cats, pigs, etc., in olden times could not be safely carried or even mentioned on shipboard without disaster arising. And although these particular animals (with the exception of the cats) nowadays appear less unpopular there are still captains who would not have them aboard, and seamen who, if these were found there, would probably expect all sorts of misfortunes to ensue.

Of all the nations, Russian Finns are supposed to be able to work the most potent spells. They are able, so Jack believes even to the present day, to call up hurricanes out of the vasty deep, ensure calms, and to bring about these undesirable events by merely sticking their knives into the mast. No seaman, so the superstition goes, ever knew a Russian Finn who was penniless, for by merely putting his hand into his pocket he is always able to find money, whilst his rum bottle like the widow of Scripture's cruse of oil never runs dry!

Whistling is not liked aboard ship, that is to say landsmen's whistling. If a calm prevails a sailor-man frequently woos the good graces of St. Nicholas or St. Antonio by whistling in the hope and belief that a breeze will spring up, but when once the ship shows signs of having way on her woe betide the unwary passenger who whistles. Should he do so indeed he may perchance find that like the skipper in the "Golden Legend"—

"Only a little while ago,
I was whistling to Saint Antonio
For a cap-full of wind to fill out sail,
And instead of a breeze he has sent a gale."

Many seamen even nowadays undoubtedly believe in the efficacy of whistling to raise the wind.

The belief that rats desert a sinking ship or one that is doomed has some foundation in common-sense. Rats having a liking to be dry-footed are in consequence very likely to desert the hold (in which they generally have their quarters) on the first appearance of a leak of any magnitude. It is therefore probable that the exodus of the rats in nine cases out of ten may be taken as an indication of the unseaworthiness of the vessel.

Roman Catholic sailors in many ports on Good Friday slack their gear, cockbill their yards, and scourge an effigy of Judas; while Spanish seamen, on certain specified days, lay out aloft at sunset to beat the sheaves and pins of the blocks (pulleys) so as to drive the Devil out of the gear.

It is generally supposed, however, that this superstitious practice had its rise from the disaster which in days gone by overtook a Spanish squadron that had lain at anchorage so long that when the enemy's fleet came in sight the ships were unable to make sail and engage it, owing to the pins and sheaves of the blocks having rusted and become unworkable.

In ancient times figure-heads were generally the images of gods or goddesses, later on of saints and sea heroes. They were held in reverence, and almost every seafaring nation has enshrined in their sea lore superstitions and beliefs connected with them. Chinese junks usually have two eyes, one on either side of the prow, to enable the vessel to see its way! A junk without these eyes is to a Chinese sailor-man an absurdity. "No have eyes how see go?" they ask, and it is difficult indeed to persuade them that such things are useless.

In ancient times, too, ships' bells were blessed, and if by any chance they were struck wrongly they were (and still on some ships are) struck backwards to break the evil spell which was believed to follow such an error.

Amongst the many other superstitions of the sea is the world-wide one of the "Flying Dutchman," who for having cursed God was condemned forever more to navigate the high seas without putting into port; the burning phantom ship; and the ghostly St. Elmo's fire. In many a church of little fishing hamlets and ports on the French, Spanish, and Italian coasts are hung votive offerings, models of ships, rudder heads, and even rusty marlinspikes, for dangers passed through in safety, and as insurance against possible ones to come, visible signs that even in this twentieth century there survives in the heart of many a seafaring man some of the old superstitions which came into being when the world was young.

A Queen of the Sea, 1890.

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian 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.

Its Objects are:

To enlist 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 Empire, but also with the object of securing British prestige on every sea, and protecting our vast Mercantile Marine.

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.

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, by learning discipline, duty and self-respect.

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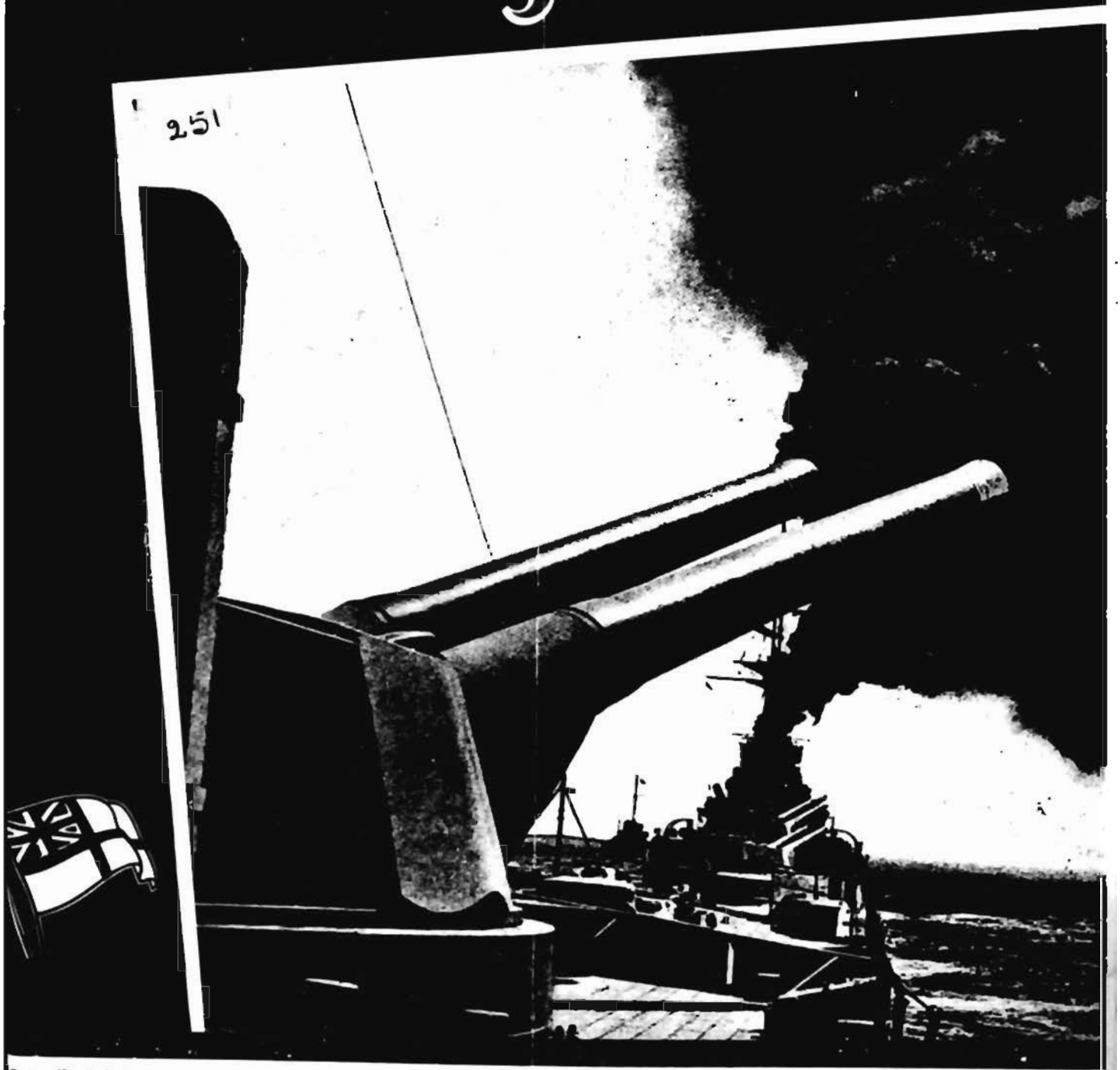

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OUR SEAFARERS

A correspondent questions our statement in the April issue of the Journal under the caption, "Merchant Navy Men," wherein we wrote: "An insignificant number of merchant seamen have left the sea since the beginning of the war." There is no valid reason why the view expressed then should be altered. We had in mind Australian and British-born seamen, not coloured men, or foreigners whose custom in normal times it was to sign British Articles, nor did our words include the personnel of Allied or neutral ships in the present war: of these, in regard to any dereliction of duty, allegiance, or change of vocation, we are not competent to express a trustworthy opinion from the incomplete data available. Subsequent inquiries have served to confirm all that appeared in the article under review.

We venture to remind our correspondent of the fact that normal work and training of Merchant Navy men is in the arts of peace and not of war, even though it is true that a proportion of merchant seamen, especially those on passenger liners, are naval reservists who at the outbreak of war were automatically absorbed by the Senior Service and its auxiliaries. The Royal and Royal Australian Navies, as everybody knows, provide our "front line" seamen and these men are our professional fighters on the sea, together with the Naval Air Service. It is to fit these men for the exacting duties they must perform that Naval organisation, specialisation and general training are directed. Their job, too, is to afford the greatest possible measure of protection to the men and ships of the vitally indispensable Merchant Fleet on which depends the transport by sea of necessary raw materials, all essential food commodities over and above home production, the multifarious articles of war equipment, munitions and troops. No far-flung maritime empire can continue to function if its Mercantile Marine is unable to meet all vitally important demands made upon it.

(Continued on next page)

But alike to all our splendid seamen the arduous and dangerous work which faces them by day and by night requires courage, endurance and a high degree of skill which will not fail while we have ships to carry and ships to fight.

It has been said that the humble tramp steamer will win or lose the war for the Allies. And of the men whose unspectacular work has been recorded, Vice-Admiral J. T. Harper said recently: "Merchant seamen are taking risks infinitely greater than the majority of those who have the privilege of wearing the King's uniform."

HANDY MAN

By E. W. Phillips, Merchant Navy

When you're cheering for Tommy and shouting for Jack
And fetching them bacon and beer,
'Tis a wonderful thing, that none of you sing
In praise of the Engineer.
He isn't a picturesque figure, I fear,
His manners and habits are somewhat queer,
You may call it rot, but I'll tell you what,
He's the handiest man of the blooming lot,
Is the greasy Engineer.

He is one of Britain's neglected sons
For whom nobody seems to care,
But Jack couldn't fix his wonderful guns
If the other chap wasn't there.
For whether in war or whether in peace
He's up to his eyes in steam and grease,
Waste and smoke, packing and coke,
While poets are praising the other folk,
He stands by, does the Engineer.

Nobody brings him peppermint drops
And nobody stops to flatter,
But they pretty soon shout if the engines stop
And want to know what's the matter.
But he's down below so they needn't fear,
With a grip that is strong and head that's clear,
Waiting for the Stand-by gong,
Is the greasy Engineer.

The Navy Board announced recently that the Australian destroyer "Vampire" has been lost in action against the Japanese. There were some casualties.

Camouflaged invasion barges with part of their crews return to a British port after a sortie on the Continent.

THE FORTY-NINERS' SEAWAY

The romance of the old forty-niners in the Californian goldfields and their adventures on the prairie route have been made familiar to most people by literature and the film, but the seaways which were used by the majority have been comparatively neglected. Yet their story is every bit as interesting as that of the land route, and the exhibition at San Francisco should make them far better known.

Although the annexation of California by the United States and its subsequent confirmation by treaty with Mexico attracted comparatively little attention among the general public in the East, the authorities themselves realised the possibilities of the Western States even before the Mexican War, and carefully investigated the possibilities of shipping. The sailing ships' route round Cape Horn had been in use for many years, especially for the big trade in hides, but steamboats were the attraction of the moment and Washington was anxious to make the most of them. California was regarded as being a purely agricultural possession, and it was considered that the population would be sparse for a good many years, so that a steamship service would have to be heavily subsidised by the Government in order to cover its expenses. As they wanted to cut their commitments down as much as possible, a treaty was made in 1846 between the United States and the Republic of New Granada, which then possessed the Isthmus of Panama, whereby the rights of New Granada were guaranteed in return for their undertaking to give America the right of way and transit across the Isthmus by any existing means or any which might be employed in the future.

The road across the Isthmus had been used by the Spaniards for centuries, ever since Balboa discovered the Pacific in 1513. In the days of the Spanish rule the route was well maintained for mule trains, and it was the principal trade road between the Mother Country and the colonies in the Pacific. It was unhealthy and frequently raided by buccaneers and others, so that at an early date the Spaniards considered cutting a canal to overcome these disadvantages and the jungle that was constantly overgrowing the road.

The discovery of gold in California in 1848 changed all preconceived plans based on agriculture. It took some time for the news to travel East and to spread, so that the real rush did not occur before 1849 although a good deal of gold was being found in the previous year. In 1848 San Francisco was visited by a dozen sailing vessels, mostly whalers, but in 1849 no fewer than 775 vessels left from the Atlantic ports alone, in addition to ships from practically every part of the globe to which the news had penetrated. Nearly 100,000 passengers were landed on the San Francisco waterfront.

The rush caught the U.S. authorities in the middle of their negotiations with the steamship companies. Efforts to establish mail services in 1845 and 1847 had been unsuccessful, because the authorities had insufficient funds at their disposal to attract the shipowners from less hazardous routes. Finally, the U.S. Mail Company agreed to run a steamboat service between New York, New Orleans and Chagres on the Atlantic side of the Isthmus, and just before the discovery of gold was published Washington had concluded another contract with the Pacific Mail Company to run a monthly service from Panama to Oregon, with calls at various points on the Mexican and Californian coasts. These two services were linked by the Overland Route across the Isthmus and promised the Western states, of which Oregon was then regarded as being quite as important as California, all the steamer facilities that they could reasonably demand at that date, for the cost of sending steamships round the Horn was quite prohibitive. The discovery of gold concentrated the attention on San Francisco; the Pacific Mail ships got their contract rectified to stop there and to cover the Northern part of the route with smaller tonnage on a branch line.

Naturally enough, there was very soon plenty of opposition, and how a large proportion of the steamers ever finished the voyage is a mystery, for vessels of all types were pressed into the service and the greater part of them were absolutely unsuitable and would never have been allowed to sail by the U.S. steamboat inspectors of to-day. On the other hand, some of the ships

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"BLOOD BROTHERS"

When Australians and Americans Fought As One

American and Australian soldiers, sailors and airmen are to-day blood brothers in arms. The Supreme Commander-in-Chief in the Anzac Area (General Douglas MacArthur) has said so. Australia's own army leader (General Sir Thomas Blamey) has said so.

This blood brotherhship of the men of two great Pacific democracies is no new relationship forged by the military demands of a common cause. It is a relationship that goes back to the mud and blood of France in 1918 when Australian and American troops, under the command of Australia's greatest soldier, General Sir John Manash, helped complete the rout of the tottering German armies.

It was a glorious chance that fixed July 4—the anniversary of American Independence—as the date of the Battle of Hamel in which American and Australian troops won a great victory.

When he was planning the Battle of Hamel, Sir John Monash was given 1,000 American troops of the 33rd Division whom he divided into platoons and split up among the seasoned Australian brigades. So skilful was Monash's planning of that battle that the full text of his battle orders and a detailed description of his battle plans and preparations were published by British G.H.Q. for the benefit of all army leaders.

Although less than a division took part in the action, 3,000 Germans were killed or wounded, 1,500 prisoners were taken and a great deal of booty captured.

This is what General Monash had to say about the Americans:—

"It was the first occasion in the war that the Americans fought in an offensive battle. The contingent of them who joined us acquitted themselves most gallantly and were ever after received by the Australians as blood brothers—a fraternity which operated to our mutual advantage three months later."

Three months later Monash was offered the 2nd American Corps to help the A.I.F. break the Hindenburg Line around Bullicourt. In all, 50,000 Americans, commanded by Major-General G. W. Read, were put under his leadership.

Monash thus describes the conduct of the Americans in the battle:—

"They showed a fine spirit, a keen desire to learn, magnificent individual bravery and splendid comradeship."

The Australians and Americans took longer than was expected to reach their objective, but they got there.

They got there as a single army, led by an Australian.

It may be an American who will lead the next invincible combination of Australian and American blood brothers to victory in the Pacific.

—From Dept. of Information.

"THIN GREEN LINE" GROWS STRONGER

Work of V.D.C.

Behind the khaki bulwark of Australia's home army stretches a thin green line of toughened warriors and of soldiers in the making.

These are the men of the Volunteer Defence Corps, the patriots who are giving up all leisure hours to learn the arts of war and make their country's security more secure.

Every day their numbers swell. Every day the thin green line is becoming thicker, more solid.

"Grasshoppers" is the affectionate term that the boys in khaki have for their green-uniformed brothers in arms. The description is apt in more than a colour sense, for the V.D.C. is being trained in guerrilla fighting—in the arts of that "little war" which demands the agility of a grasshopper in those who wage it well.

Ranks Open to All

The V.D.C. claims to represent the real morale of Australia. It is no idle claim. The Corps is open to all Australian males between 18 and 60 years who are not eligible to bear arms with the regular forces because of age or reserved occupation.

There is no sectional control of the V.D.C. Like all other branches of the Australian Forces, it is organised from Army Headquarters. Like all other branches of the Defence Forces, it knows only one allegiance, one duty—the security of Australia.

Hard, Modern Training

The Volunteer Defence Corps is a real military unit with a real military job to do. Recognising this, the Government is providing many new training centres in addition to the many already in operation in drill halls, municipal halls and spare buildings in city and country. Members of the Corps are being trained on the lines of the ordinary field forces in such vital branches of military science as field-craft, guerrilla fighting, tank-hunting, road blocks, bombing, grenade attacks, demolition and technical exercises.

It is hard, modern, realistic training to which members of the Corps devote their leisure, and hardly a man who has been with the Corps for six months has not done his share of bivouacs, day and night manoeuvres and special schools of instruction.

Surprises for Enemy

How well the V.D.C. has responded to training is proved by one incident in recent large-scale military manoeuvres "somewhere in Victoria." Members of the Corps co-operated with crack full-time units in this elaborate war game, and time and again the local V.D.C. members, with their intimate knowledge of the terrain and conditions, were ahead of the official intelligence units with vitally important information.

Australia's Volunteer Defence Corps has many surprises in store for any infiltrators flying columns or parachute troops who may pierce the lines of the regular army.

Members of the V.D.C. have a job to do, and they mean business. If the emergency comes, they will be there—a secondary line of trained defence that has both the will and the ability to become a first line if the occasion demands.

—From Dept. of Information.

—Courtesy "S.M. Herald."

British drifters in the North Sea. Since the beginning of the war hundreds of similar craft have been sunk by German bombs, mines and surface vessels.

SAVED BY A COACH HORSE

By Captain A. W. Pearse, F.R.G.S.

After leaving the sea I received an appointment in London to manage the gold dredging company on the Molyneaux River, Otago, N.Z. During that time I had a thrilling experience. Having decided to inspect the gold dredging companies higher up the river, I hired a buggy and pair of horses and started from Alexandria, my headquarters.

Shortly after leaving the township I saw that one of the horses was not fit, so went very slowly until I reached Clyde. Here I managed to get Hughie Craig, the well-known coach-driver of Cobb & Co.'s coaches, to lend me a horse. This change of horses saved by life.

The next stopping-place was to be Cromwell, which I reckoned upon reaching about 9 p.m., intending to stay the night there. Soon after leaving Clyde darkness fell, with a thick drizzle, so I lighted my two lamps, which shone very brightly. My road ran along the right bank of the river, and in many parts I could look a hundred feet below me at the roaring cataract; even if out of sight it could be heard plainly. My own horse was on the river side and the borrowed coach-horse on the inside. About 8.30 p.m., when I began to think I should soon see the Cromwell lights, and when I was in about the very worst part of the road, suddenly a tall, white figure with both arms held up appeared in front of the horses in the full glare of my lights. The horses made a bound to the left, or towards the river; I felt the buggy slant outwards, and I knew the wheels were over the bank. However, the coach-horse, which had travelled hundreds of times over the road, saved me—he leaned, whilst going full speed towards the inside, and by his weight pulled his mate and the buggy back to safety, flew past the figure, and then took charge of me.

For four miles we tore along that road, passing tent after tent on the hillside, with the miners rushing out to see what lunatic was risking his life, until we came to the Cromwell bridge, with an almost right-angle curve to the left. The coach-horse again saved me; he literally pushed my mad beast round, and here we narrowly escaped being smashed up. We clattered over the bridge, with a riderless horse ahead of us, and drew up at the hotel door, the whole population running out of their houses to see what was the matter. At first everyone thought I was on a drunken spree, and it was only the sight of the riderless, foaming horse, which also had stopped, that told them something was wrong. I reported the matter to the local police, thanked God for my escape, had a good supper and sleep, and next morning went on to Queenstown.

On my arrival there I was met by the police, and was told that I was wanted to show them where the affair had happened, as a Government official was missing. In company with the policemen, I went back over the road. When we reached the place it made me feel ill to look at it. Over 250 feet below was the roaring river. At the edge of the bank the tracks of wheels were plainly seen where they had gone over about eight inches below the edge. Here the soil which they took with them had held just long enough for the coach-horse to bring it back on the road again—even the marks of my horse's feet were visible over the bank. It was a marvellous escape indeed.

Apparently a man had been down the river collecting taxes from the miners and on other business connected with the sluicing claims. Somehow he had been thrown off his horse, which was the one I heard ahead of me galloping into the township. Hearing my buggy come along, the man endeavoured to stop it. He had a long white waterproof coat on, and this was the apparition that frightened my horses, and no wonder. Ten days later his body was picked up at Beaumont 100 miles down the river. I thank God to this day for the loan of Hughie Craig's coach-horse.

THE FORTY-NINERS' SEAWAY

(Continued from page 5)

were remarkably fine vessels for their day, although the Americans were tempted by their unlimited supplies of the finest shipbuilding timber to stick to wooden ships and paddle propulsion at a time when the Europeans were beginning to discover the advantages of iron. W. H. Aspinwall was the moving spirit in the Pacific Mail Line, which was often known as "Aspinwall's Line," and his ships were particularly well built as he fully realised the great handicap which he had to overcome in the lack of docking facilities and coaling stations in the Pacific. Coal had to be taken round the Horn by sailing ships and cost a lot, while docking had to be avoided as much as possible. The Pacific mail service was inaugurated by the "California," which arrived at San Francisco at the end of February, 1849, after a very adventurous voyage which had connected at Panama with the New York mail service across the Isthmus, and the first really big wave of gold miners who fought for places in the ship. Overcrowding was the order of the day; some of the more reputable owners did what they could to control the numbers which they carried, but the officials could have done nothing even if they had troubled, for the great desire was to get out to the Land of Promise and nothing else mattered.

The most formidable opposition to the subsidised companies started in 1851 when the famous "Commodore" Vanderbilt, who had got his early experience with a little ferry steamer, put ships on to both the Atlantic and the Pacific routes. He used the Isthmus of Nicaragua for his land passage instead of Panama, and although his ships were very bitterly criticised on every count he managed to attract a very large number and materially assisted in reducing the time between the Isthmus and San Francisco from three weeks to a fortnight or less. The filibustering campaign in Nicaragua in 1856 closed Vanderbilt's route, and he threatened to move to Panama in direct opposition to the Pacific Mail who bought him out for cash. Some years later he came to another agreement whereby he maintained the service from New York to the Isthmus by way of New Orleans, covering the old U.S. Mail Company's route, while the Pacific Mail operated the Western section. In 1865 his Atlantic ships were bought out and the Pacific Mail then operated the service right through.

It is curious that, while California was producing almost incredible wealth, it was never able to finance a steamship company although several attempts were made. Practically all the financial business was done in New York, where the demand for passages to California, without any regard to what was to be paid, attracted innumerable companies which were mostly of the bubble class without any hope of permanent success. The bigger companies did not hesitate to overcome this competition by any means that were convenient; there were no gloves used by either side. The bigger companies had some advantage by the efforts that they made to regulate their ships, but, generally speaking, the miners who went to California by sea were not of the same fine type as the pioneers who crossed in prairie schooners, and the passenger lists contained some of the worst elements in the Eastern states. The officers of the steamers had to be ready for trouble day and night, not only among the passengers themselves, but also among the crews, for in spite of good pay and conditions any number of the hands who signed on only did so for the purpose of getting to the goldfields, while others found that service in the Pacific steamers was the best way of keeping out of the hands of the police who only wanted their particular area left alone. The work done by those officers is worthy of a full history.

The American steamship companies were not the only ones interested in the Panama route, for the gold diggings attracted adventurers from the whole of Europe. Ships of all countries, both sail and steam, packed the harbour of Chagres, but the most prominent house flag was that of the Royal Mail Steam Packet Company. It was only a comparatively short distance between their West Indian terminal and the coast of Panama, so that they took full advantage of the gold rush and extended the route of the paddlers with which they then maintained the service. So popular was this extension that it was at one time suggested that the Australian mails should be sent by the Panama route. Very thorough in everything that it did, the Royal Mail advanced the government of New Granada—which was in its usual state of chronic impecuniosity—the funds to repair the Cruces road which was an important part of the Isthmus route, and afterwards found part of the money to build the Panama Railroad.

(Continued on next page)

THE FORTY-NINERS' SEAWAY

The completion of this railroad, carried out with the very greatest difficulty, was a godsend to the gold-seekers, for before its advent the road was a very unpleasant one. Passengers who landed at Chagres proceeded up river by native dug-out canoe, having to provide their own sleeping equipment and everything that was necessary. Owing to the dangers in the river, ranging from rapids to snags, the canoes were only able to proceed by daylight and the native canoe men had a habit of stopping at intervals during the day as well. If they were allowed to do this the river part of the journey might take any time, while if their passenger objected he was liable to be tipped into the river among the alligators with all his food and luggage.

There were two roads from the end of navigation into Panama, the first leaving the river at Gorgona. There it was that the canoe men would always stop if they could contrive to, although the proper road was from Cruces, some distance further up. The Cruces road, whose connection with the R.M.S.P. has been mentioned, was regarded as a remarkably good one and was usable at all seasons, whereas the Gorgona road was quite impossible during the rains. The river part of the trip generally took three days and another was spent on mule pack to reach Panama. In the early days the time from New York to San Francisco, across the Isthmus, was between 33 and 35 days supposing that the steamers at either end were not suffering from one of their frequent breakdowns. The Panama Railroad, when it was opened in 1855, cut down the time across the Isthmus from four days to four hours. It was reckoned to be the most expensive railroad ever built, about £30,000 per mile, but it got so much traffic that nearly a third of the cost was repaid before the line was completed. While it was actually under construction the eager miners would take the train as far as they could, even if it was only a few miles, and they did not mind what they paid for it.

Even more romantic with a glamour to hide some of the uglier aspects, was the sailing ship route by way of Cape Horn which had an immense influence on naval architecture all over the world, and which was the route chosen by most miners. Ships had been going round Cape Horn into the Pacific for a long time, but until

the gold rush there was no great effort made to attain speed and the haphazard sailing described by Dana in "Two Years before the Mast" was the order of the day. As early as 1830 the famous Matthew Maury of the U.S. Navy had conceived the idea of wind and current charts for the assistance of sailing ships, and twenty years later his absolutely sound ideas were still having to fight for a hearing. It was, perhaps, the difficulties of the Cape Horn passage which had more influence than anything else in persuading professional seamen to listen to Captain Maury. Until then the voyages were generally unnecessarily protracted, which was the last thing that either owners or passengers desired, unnecessarily strain was put on the personnel which caused heavy casualties, and damage was caused to the ship's gear which could often have been avoided.

When the rush started the clipper ship, although it had already been evolved out of the old Baltimore clippers and other sources, was still in a somewhat primitive state, and there were many authorities who doubted the value of an extra knot or two when it was obtained by fining down the lines until the ship could carry very little cargo. The competition of the early Cunard and other steamers had forced the owners of Atlantic packet ships to go in more and more for clipper lines for the carriage of their emigrants, but they were regarded as being the exception and even they were criticised. When the news of the gold discovery was circulated, every available ship was fitted out for the Californian trade as quickly as possible. Not only were there thousands of hopeful miners to be transported, but all their gear and a good deal of their food as well, for the sudden influx had completely swamped the productive ability of the State. Those who had struck lucky in the goldfields had an ability to buy that they never had before, and as both the overland and the steam route were far too expensive to be considered for goods, the sailing ship via Cape Horn had a magnificent opportunity.

From 1849 onwards the principal shipyards on the New England Coast were kept busy building clipper ships. It was in the early days that their lines were most extreme, the aim of the builders and owners being to contrive a 110-day passage from New York or Boston to San Francisco with tolerable regularity, less

(Continued on next page)

SEA CADET NOTES

It is now known that one hundred and eighty Navy League Sea Cadet officers, instructors, petty officers and cadets joined Australia's fighting services—mainly the Navy—since the beginning of the war. Five were on H.M.A.S. Sydney when she was lost; three formed part of the complement of the Perth when she was sunk in action by the Japanese, and one was killed in action in the Mediterranean.

* * *

North Sydney Company (Mr. J. Williams in command) continues to provide excellent musters on training nights. Signalling, compass classes, first aid, squad drill, boat-work, rope and splicing, etc., are part of the curriculum. Mr. Williams and all those associated with him are deserving of the support and goodwill of all citizens who are interested in the training of boys in the elements of seamanship. Woolwich and Manly Companies, under the respective commands of Messrs. H. Collins and E. Barton, are numerically smaller than North Sydney, but the work is similar, equally as useful and of a high standard of efficiency.

* * *

Lieutenant Alan Hill, R.A.N.R., and Lieutenant Farr, formerly associated with the League, still take an interest in Sea Cadet activities. We were glad to meet them again recently, and to wish them the best of good fortune.

* * *

NAVY'S THANKS FOR JACK'S DAY FUND

The chairman of the Royal Australian Naval Relief Fund Jacks' Day Appeal, Rear-Admiral G. C. Muirhead-Gould, has received a letter from the Rear-Admiral commanding the Australian Squadron, thanking the people of New South Wales for their magnificent response to the appeal.

The appeal has resulted in a total of £46,000 being raised up to date.

THE FORTY-NINERS' SEAWAY

whenever possible. These extreme ships were usually very uncomfortable for their passengers, which mattered very little to the owners as they were most unlikely to see any of those passengers again, but they also had a tendency to wrack themselves to pieces alow and aloft, which was a very serious matter indeed as the ship repairing facilities in the Pacific were practically non-existent, and where they did exist they were terribly expensive. So in the mid-fifties the lines were made more moderate to give a healthier ship and also to carry more cargo, and this was often done without impairing the ship's speed in the least.

Some of the most noteworthy naval architects and shipbuilders in the world were busy on the Californian clippers, headed by the famous Donald MacKay. Their designs were magnificent and influenced the whole world; within the limitation of soft woods their construction also could scarcely be bettered, in spite of the fact that many of the ships were turned out in record time, but they were pressed so hard to make the best passages that very few of them had long lives. Some of them foundered while they were still new; several were burned through the gross carelessness of their passengers in spite of the fire discipline which the officers tried to maintain. Most of the remainder were leaking so badly after a few years that they were relegated to the trades in which salt water did not really matter, but in those their fine lines were very much against them by limiting their carrying capacity.

Ever since the earliest days of the independence of the United States, the keynote of their shipping policy has been that the coastal trade is strictly reserved for American ships, generally American-built as well, and as there was no foreign competition with its cheaper crews and smaller running expenses, the American owners could afford to see a certain amount of waste. Waste there was in plenty in every department, and the fares and freights charged on the intercoastal run tempted harpies of every kind to victimise the shipowners. Among the worst were the crimps and keepers of sailors' boarding houses in New York City, to whom the shipowners had to pay a heavy bribe or they could not get a single seaman, although the port was full of men who were willing to ship before the mast without pay in order to get to the goldfields.

When they did get their crews on board they were the toughest to be found anywhere in the world, leaving even the famous Liverpool "packet rats" completely in the shade. They cared nothing for discipline and every one of them had every intention of deserting for the goldfields, where he was sure that he would soon find a fortune big enough to keep him in idleness for the rest of his days. An able seaman's pay varied from 125 to 200 dollars a month, but such a sum meant little to them, and if they got the opportunity they deserted and left their accumulated pay with the ship. In July, 1850, there were no less than 500 idle ships in 'Frisco Bay, unable to get away for lack of men. Many of these never left port. Over a hundred of them were used as floating stores, hotels, hospitals or prisons at their anchorage, while others were drawn up into the mud of the San Francisco waterfront where they supplied ready-made warehouses and lodgings at a time when there was no labour to erect orthodox buildings. A good example is the case of the British ship "Niantic" which arrived in San Francisco in July, 1848, and was abandoned by all hands from the captain downwards. After being idle for some months she was either bought, or else quietly possessed, for conversion into a warehouse ashore. Firmly embedded in the mud she seemed quite safe, but her topsides were destroyed by fire and the part of the hull below ground was used as the foundations and cellars of the Niantic Hotel which was built on to it.

Another great difficulty which the shipowners had to face, even greater than the desertion trouble which tended to right itself when disappointed miners drifted down to the waterfront again, was the lack of return cargoes to the East, so that ships which had made large sums in fares and freights to California generally had to cross the Pacific in ballast and search for a cargo in the East Indies or China. The repeal of the British Navigation Acts at about the same time that the trade started gave the American clippers a great chance in the tea trade between China and Britain, and they took full advantage of it.

However, the outward rates were generally sufficient to cover any risk on the homeward. In 1850 the clipper "Samuel Russell" loaded at 60 dollars per ton, earning 72,000 dollars for the single run, which was roughly what she had cost to build. Several other ships were equally

The Navy League

N.S.W. Branch

lucky. The clipper's best advertisement for these high rates was her speed, and fast passages were fully advertised, so fully indeed that nowadays it is often difficult to see just how true some of the claims are. In 1849 the record passage from New York to San Francisco was 120 days by the "Memnon." In 1850 the "Sea Witch" did the run in 97 days, and in 1851 the "Flying Cloud" sailed from Sandy Hook to San Francisco in 89 days 21 hours, which stood as the record until 1860 when the "Andrew Jackson" did it in 89 days 4 hours.

The American Civil War checked the construction of big clippers for the Californian trade, but even if it had not occurred it is doubtful whether their trade would have continued, as the profits had been greatly reduced. The completion of the trans-continental railway, and the substitution of grain for gold as California's most important product, put an end to all the exotic romance of the Cape Horn route although it was still to produce the finest seamen in the world.

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian 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.

Its Objects are:

To enlist 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 Empire, but also with the object of securing British prestige on every sea and protecting our vast Mercantile Marine.

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.

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, by learning discipline, duty and self-respect.

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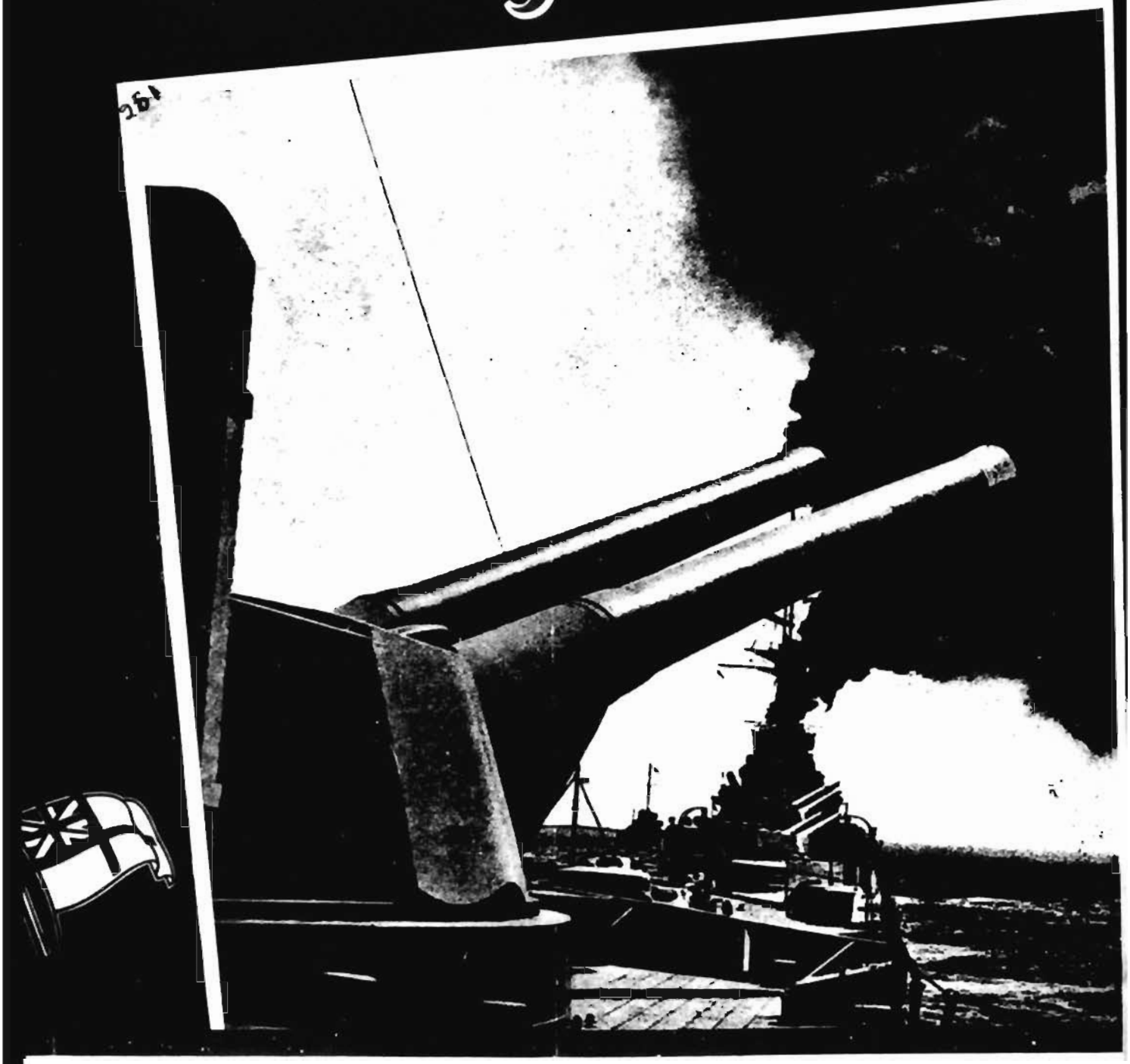
THE NAVY LEAGUE JOURNAL



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THE KING!

The official organ of the English Navy League, "The Navy," reports:—

His Majesty King George VI has become Admiral of the Sea Cadet Corps.

Previously, Sir Lionel Halsey had been Admiral of the Navy League Sea Cadet Corps. He accepts a lower rank. Why? Because the King himself has become Admiral of the Sea Cadet Corps. Among all the honours earned by our Sea Cadets, amidst all the pride in official recognition of their service, no honour could possibly be the occasion for so much pride as this personal contact between the Crown and the Sea Cadet Corps. King George VI has been, as his father was, an ordinary officer in the Royal Navy. He has done what no other monarch has done since the legendary days of personal heroism. He served as a junior officer in a gun turret of a battleship in the greatest naval battle of history. His titular command of the Sea Cadet Corps will be forever an inspiration to duty and discipline.

At the same time the Duke of Montrose becomes Commodore of the Sea Cadet Corps in Scotland.

A "Sydney Morning Herald" photograph showing damaged Japanese midget submarine raised from the bed of Sydney Harbour. The submarine was one of four, all of which were destroyed by Allied naval action, which succeeded in entering the Harbour late on Sunday night, May 31st, 1942. Before their destruction one of the submarines was responsible for the sinking of a ferry steamer in use as a naval depot ship, resulting in 31 casualties, including 15 dead. Following this abortive raid on Sydney, Japanese ocean-going submarines have appeared off our coasts, sinking two cargo steamers within a couple of hours' steaming from Sydney. Newcastle and Sydney were lightly shelled by enemy submarines a few minutes after midnight on Sunday, June 7th. At least two of the big submarines are said to have been sunk by Allied aircraft.

For further particulars of these underwater raiders see page 11 where another excellent photograph will be found.

SEA CADET NOTES

Messrs. H. Collison and Crosskill, on short leave from the R.A.A.F., paid a call at League Headquarters recently before returning to their respective units. Both were formerly associated with Woolwich Company of Sea Cadets when, as officers, they gave years of excellent service. Most of their colleagues are in the Fighting Services for the "duration," and when opportunity offers they, too, look up the Navy League and its Sea Cadet Corps.

Mr. J. Williams (O.C., North Sydney Company) reports: "Twenty cadets under my charge attended the funeral of the late cadet Dawson Brown of this Company.

"Leading-seaman Richard Whitford is commended for saving a boy from drowning. Details of the act will be supplied to the Royal Humane Society.

"A working party under my charge visited the boatshed at Woolloomooloo Bay when the punt, lying alongside, was beached to free it from water. I take this opportunity to thank the personnel of Preston's boatshed for their ready assistance and for the use of their slip and winch to aid in getting the punt ashore for overhaul.

"Good musters of cadets are a feature at 'Victory' Depot. The lads are looking forward to the Patriotic Pageant to take place at the Sydney Sports Ground on the afternoon of June 21. We hope to meet our fellow officers and cadets there from Woolwich and Manly units.

"Mr. Armstrong has been appointed acting Chief Officer of this Company."

North Sydney Cadets were most interested to hear Mr. D. Brennan (a former member of North Sydney unit till he joined up) relate some of his many and varied experiences afloat since the beginning of the war.

To the relatives of the late Dawson Brown, Cadet at "Victory" Depot, North Sydney, Officers and Cadets extend their sincere sympathy.

SIGNS AND PORTENTS

Irresistible forces have been more in evidence than immovable objects in this war.

Many people see in the great British air-raids on German cities the beginning of the end of Germany as a mighty antagonist. They may be right.

It is the writer's opinion that no matter how devastating and morale-shaking the effects of such raids, they of themselves will not win the war. Much of industry will be dislocated and masses of invaluable equipment will be destroyed, but unless the German armies in the field are smashed and scattered beyond recovery, Germany will not be beaten. It may be that air-raids of the intensity of those over Germany would reduce Italy to calls for peace, but that they will crumble the military spirit and power of Germany is far more problematical.

The destructiveness of air-power is not underrated, nor are the far-reaching possibilities of the planned use of the plane hidden from the imagination, but planes to be war-winners must be used in large numbers as part of the armies in the field for the purpose of disorganising and destroying; and at sea their value must be immeasurably extended proportionately to an ever-increasing number of aircraft-carriers from which they can operate. It is, of course, true that ships within range of land-based aircraft greatly add to their own chances of destruction, especially if not screened by a strong force of carrier-borne fighter aircraft. But all this does not detract from the world-shaking importance of the movement of the vast armies on the Russo-German front. Here, in this writer's opinion, the first real cracks to victory or defeat will be unmistakably revealed.

The action of commandos, of guerrilla warfare, of sporadic raids of all kinds can have no influence on the main issues which will decide the fate of the world for generations to come. And it seems crystal clear that the main issues will be resolved on the principal Russian fronts and on the sea.

Briefly, then, final victory will not be achieved until the main German armies in the field are utterly broken and routed. Whether the Allies are capable of accomplishing this gigantic task by military effort is far from certain, but it is clear that overwhelming victory must be sought via this road and not along the by-roads where singleness of aim and purpose weaken and lose their knock-out punch.

Militarily the Allies have not yet even scratched Japan through her skin, but they have suffered at her hands much loss of valuable tissue. The present moving picture is of enormous efforts, of positional sparring, of terrific blows, of destruction, of death, but the end is far off.

—W.W.B.

THE BISMARCK BATTLE

Here is an authentic story of what happened on board the battleship "Bismarck" during her last Fateful Minutes

By ROBERT S. CLOSE in "Digest of World Reading," Well-known Writer of Sea Stories

On the night of May 21, 1941, two grey shadows swept out from the Norwegian port of Bergen into the bleak waste of the North Atlantic. One was the German battleship, "Bismarck," arrogant in pride as the world's mightiest battleship, and supremely confident of her unsinkability; the other, her escort, the 10,000-ton cruiser, "Prince Eugen." Into the broad passage between Greenland and Iceland they headed, a wolf and her sturdy cub on prowl for Allied convoys.

But their departure from a guarded lair had not passed unnoticed. Alert aerial reconnaissance warned the British of the menace, and formidable units of the British Fleet, including Britain's largest battleship, "Hood," and her newest and most powerful, "Prince of Wales," were immediately mobilised to intercept them.

At dawn of May 24 the steel gladiators tore the misted curtain and entered the arena from opposite horizons. Aboard the "Bismarck" pipes shrilled, loud-speakers blared a brazen call to battle.

From almost extreme range, the "Hood's" 15-inch guns opened fire, hurling great shells through the scud and spume. The "Bismarck" answered with all her turrets.

Then the German directed her fire at the "Prince of Wales." The grey canopy of growing day filled with a thunderous rumble. Sheets of spray blanketed the "Prince." She stumbled in her stride and yawed from her course. A roar of triumph burst from the "Bismarck" men as she was seen to drift injured from the running fight. The duel was left to the "Bismarck" and the "Hood" across 13 miles of icy seas.

At the "Bismarck's" third salvo, the lookouts saw the "Hood" belch a gust of oily smoke. The giant ship reared in the sea, listed to port, then suddenly buckled and broke in two. The stern half sank immediately. Like a harpooned whale the other half floundered for several minutes, then slowly slid beneath the rush of endless combers. Vale the vanquished. The brief and deadly combat was over.

From the turret crews to those in the tunnels far below the waterline the news swept in a fire of jubilation to every compartment of the "Bismarck." Men cheered and embraced each other. With only scarred injuries, and a few wounded among her immense crew, the "Bismarck" had won cheap victory.

For two days the ship seethed with excitement and jubilation. The crew mustered to hear the stirring speeches radioed from their Fuehrer, and to hear announcements of decorations awarded to members of the gunnery crews. Motion picture operators from Dr. Goebbels' propaganda department, who had filmed the naval action, now recorded lifted faces roaring "Sieg Heils" of victory.

The mighty ship was packed from stem to stern, for in addition to her usual complement she carried 500 cadets from Flensburg, the German naval academy. The elation on board was not merely a reaction from anxiety. It was the accomplishment of a triumph all had confidently expected, not only because of the belief in the leadership of a Leader they had been trained never to doubt, or even in the supreme belief of their Master Race that had been inoculated into them from infancy (most were yet in their early twenties), but because the engagement apparently justified the data regarding the "Bismarck's" structure, which had always claimed her to be invincible and unsinkable.

And certainly this belief was not altogether based on nebulous propaganda. The "Bismarck" was the greatest and most powerful warship ever to have been built. There seems little doubt that her tonnage was much greater than the 35,000 tons permitted under the Naval Treaty. Some competent authorities have rated it nearer double. She was faster than any British or U.S.

(Continued on next page)

THE BISMARCK BATTLE (continued)

battleship. While her length was about equal to the largest unit in the British navy, her beam of 118 ft. gave her spreading weight and power, a solid structure to carry the four massive turrets for her eight 15-inch guns, and ample room for her four planes amidships.

But it was in her hull below the waterline rather than her armament that made her unique in naval shipbuilding. For here the shell of her bottom was protected by no less than five skins of steel, each honeycombed into watertight cells of complicated arrangement. She was as near to being unsinkable as the mechanical ingenuity of man could devise. Her crew believed utterly in her invincibility.

But according to a recent American article, written by Edwin Muller, whose sources are wholly authentic, there were some of the older hands aboard the "Bismarck" who knew that against the sea and the might of man no ship could ever claim to be completely invincible.

Of these, records Muller, Captain Lindemann was, perhaps, the most sceptical. A veteran of the last war, he had already had one ship sunk under him and knew that no ship afloat could claim invincibility from sinking. He is pictured as being a quiet and capable officer rather than a fanatic of political and economic movements. But his superior officer was a Nazi from polished boot to braided cap.

Like many men of slight build, Admiral Luetjens had an air of stern belligerence and violent behaviourisms. He was a shouting leader who used emotionalism to fan the fervour of his men. And as was inevitable with one of such emotional instability, he knew secretly the pendulum swing into the lowest depths of despondency.

Although the "Bismarck's" augmented personnel of 2,400 made conditions extremely uncomfortable, morale had been high from the moment they had left Kiel about a week previously. There could not be ample quarters and additional protection too, so the crew slept jammed together. Junior officers slept four to a tiny cabin.

But morale based on fanaticism cannot be kept up indefinitely under war conditions at sea —the first crack appeared on the second day after the destruction of the "Hood," when the "Prince Eugen" left the "Bismarck" and turned toward home.

For the escort's crew would be the ceremonies of a victorious return, theirs the cheers and feasting and the flush of conquest during the nights ashore, theirs the visits to loved homes. But for the "Bismarck" there were still the stern realities of war and the emptiness of the menacing ocean. As if symbolic of impending events, the weather gloomed with snow-squalls and sleet. Many of the cadets had never been out of sight of land before; their eyes mourned the long swirling ribbon of their wake that stretched toward the far haven of their homeland.

And then on the morning of May 26, when off the southern end of Greenland, they knew that they now, in turn, were being hunted. From somewhere in the blanket of mist overhead came the drone of a plane. With a gusty hand the gale lifted a brief corner overhead, and there winging in the roaring wind was an American-built Catalina. A.A. guns hammered the scud with a barrage of shells. The plane disappeared, but a little later there was again the menacing drone from the clouds. Like the eye of a relentless Nemesis hovered another plane.

To add to the tension, a rumour crept around the ship that Captain Lindemann and the Admiral had come to loggerheads over an opinion of strategy. Realising that they would soon be dogged by units of the British Fleet and air arm, Captain Lindemann urged the Admiral to race at once for the shelter of home waters. But Luetjens, drunk with victory, angrily refused the suggestion. Instead, he mustered all hands, and in a grandiose speech announced he intended to lead them on to further conquests.

That afternoon the swelling hum of aircraft soared from over the heaving rim of the sea. The beat of screws throbbed the air like a swarm of gigantic wasps. A whole squadron of Naval Swordfish planes had found their quarry. Down they swept, these wire-stayed antique biplanes, contemptuously referred to by plane-carrier pilots as "string bags." One by one they leaped through the hail of fire to within 500 yards of the "Bismarck's" heaving hulk. At 20 feet they spat their silver dolphins. One struck the "Bismarck" dead amidships. A column of sea spouted high above the mastheads. The ship jolted from truck to keelson. Down below the damage crew worked at a compartment suddenly swamped with water.

(Continued on Page 17)

THE BRITISH SEA CADET CORPS

The first Lord of the Admiralty announced in the House of Commons recently that the Admiralty has arranged to take over the direction of the training and organisation of all recognised Sea Cadet Corps throughout the United Kingdom and Northern Ireland. This decision is in accordance with the Government policy of taking the greatest responsibility for training the youth of the nation from the school leaving age.

The new scheme gives much fuller recognition than hitherto to all recognised Sea Cadet Corps, the great majority of which are affiliated to the Navy League and envisages considerable expansion entailing the formation of a number of Sea Cadet Corps units throughout the United Kingdom and in Northern Ireland.

It will thus expand, encourage and help the valuable training provided in the Sea Cadet Corps units and help to meet the future demands for personnel for the Royal Navy.

The Admiralty, through the Admiral Commanding Reserves, will, by arrangement with the Central Associations, assume control of the training and organisation of the Sea Cadets. Matters of administration will remain the responsibility of the present Central Associations, of which the most extensive is the Navy League.

Revised arrangements will apply to Sea Cadets between the ages of 14 and 17. These Cadets will be expected, on attaining the age of 15, to give an honourable undertaking, supported by the consent of their parents, to join the Royal Navy in due course.

All Sea Cadets coming under the scheme will receive a free issue of uniform, of which certain particulars are under further review. Any Sea Cadet accepted under the Y Scheme at the age of 17 will continue to train in his Sea Cadet Corps or in other accepted organisation or service, until called up. Others may enter the Communications Branch of the Royal Navy after reaching the age of 17 and after receiving the special training necessary for that branch.

Certain officers recommended by Central Associations will be selected for appointments in the R.N.V.R. (Special Branch). Such appointments will be unpaid, but the officers will receive uniform allowances.

There are at present 107 Sea Cadet Corps units and 12,000 Sea Cadets in Britain. One hundred new Sea Cadet Corps units are to be formed, and the number of Sea Cadets is to be expanded in the immediate future to 25,000.

The administration of finance will remain the responsibility of the Central Associations, who will receive an annual grant of 12s. for every cadet between the ages of 14 and 17, and for cadets who on attaining the age of 17 have enrolled under the Y Scheme and continue in the Sea Cadet Corps.

Hitherto, the annual capitation grant to the Central Associations in respect of Sea Cadets has been 3s. 6d. The increased grant of 12s. will cover some 40 per cent. of the total cost to individual units of providing the necessary equipment and facilities required to carry out the training. The remainder of the cost will continue to be met by the funds of the Central Associations from voluntary contributions. The proportion of the cost, which will continue to be borne by the Associations, will preserve the voluntary character of the Sea Cadet Corps and continue to stimulate local interest in the various units.

Both the capitation grant and uniform will be made subject to certain conditions of attendance at drills and certification by an Admiralty Inspecting Officer of the efficiency of the unit.

Courtesy "Sydney Morning Herald"

The salvaging of the two midget submarines, one minus portion of the forward hull and loop and the other with its stern blasted off, will enable Allied naval experts to reconstruct a complete picture of the finished submarine and to obtain full and detailed knowledge of its construction and secrets. The recovery of the vessels from each of these underwater craft seems to indicate that the crews each consisted of only two men, which is rather remarkable considering the size of the vessels—their overall length being about 80 feet compared with the 45 feet of the two-men type used in the attack at Pearl Harbour.

BRITISH — AND PROUD OF IT!

In case there should be the slightest vestige of doubt where the R.S.L. stands, let it be stated that the R.S.L. is British and aggressively so. It has no intention of standing passively by while attempts are made to weaken the link with the Mother Country.

Returned men have affectionate memories of Britain, and of the magnificent British troops with whom they were privileged to serve as comrades in the days of the last war. Their first experience was of the gallant 29th Division, a body of men as much like Australia's own as could be imagined. Right onwards through the three and a half years of warfare that followed the landing at Anzac the A.I.F. served alongside the British Tommy, and learned to admire and respect him for the great soldier he was.

There were often weak regiments, made up of new drafts—youngsters who should have been at school, but these came only when war had taken toll of Britain's manhood, and men and boys were sent in together to finish the job.

Returned men are not fair weather friends, nor do they readily forget services rendered. Australia has past debts to redeem—debts to kinsmen who have borne the cost, in blood and money, of the defence of the Empire—a defence which has stood Australia in good stead until now.

Nor would returned men add one iota to the criticism of the British war effort. If there is to be any blunt speech—if there are to be any statements made without regard to sentiment or family ties—then one can begin at home and question whether we in this country possess the right to criticise. Having allowed Britain to carry the major burden of defence, and leaned on her down the years for protection against foreign aggression, Australia hardly stands in a strong position to criticise.

In its two and a half years of peace and calm, ensured to Australia over most of that time by the men of Britain, serving on all seas and in all lands, the Commonwealth can hardly be said to have given of its best. Actually, it began to move with determination only when danger approached its back-door. Returned men fought an uphill fight for two years to secure a 100 per cent. war effort, and even now much remains to be started.

Threading the recent criticisms of Britain was a suggestion of decadence. The heart of the Empire was on the wane, and virility was a quality found only in the Dominions . . .

On what ground can we stand as a nation for a general criticism of British virility? Where has there been so much softness, surely the precursor of decadence, as in our own cities?

Where does there exist any evidence of British decadence?

Is it in the Royal Navy, whose ships are on all seas fighting against odds that are greater than ever, and who only come under notice when the enemy is dealt with or is victor?

Is it in the Army, which has shown itself on top on every occasion it has been afforded equality in equipment and air strength?

Remember 1941! France, Holland and Belgium had gone. Only Britain remained—a non-military nation which carried on the fight unaided against the armed might of a war-like nation powerful in its own right and swollen with the spoils of conquered countries.

It cannot be in the air that Britain shows decadence. There is no one now who doubts that Germany, from July in 1940, threw in everything she had to blast England off the map. The Germans do not do things by halves, nor do they send a boy on a man's errand, or a battalion to do the work of an Army Corps. German offensives are timed for the precise moment when every man shall be in his proper place, trained, fully equipped, and ready to strike. All these conditions were present in August, 1940, and yet the attack failed. The numerically weaker British Air Force gave the Luftwaffe such a hiding that it lost heart and went home not to return.

No one has dared to suggest that there is the slightest hint of decadence in the Mercantile Marine. Evidence that the men of the Mercantile Marine possess in full measure the spirit of

(Continued on next page)

the race is afforded every day. Two names in Britain's long and glorious story of the sea will descend in history to endure as long as Britain endures. They are those of Captain Kennedy of the "Rawalpindi" and Captain Fegan of the "Jervis Bay." Wherever seamen meet and speak of bravery—wherever the courage and daring of fighters at sea are toasted, these names will recur, for the men who bore them wrote into the world's maritime history two of the most glorious chapters ever penned.

—Reprinted from "Mufti," official organ of the Returned Sailors, Soldiers and Airmen's Imperial League of Australia (Vic. Branch).

SHORTAGE OF BRITISH SEAMEN

The difficulties experienced by shipowners in manning their ships with competent seamen is mainly due to the great losses of personnel sustained by the Merchant Navy, the result of enemy action. Thousands of merchant seamen have been killed or drowned since the beginning of the war.

WHAT EVERY AUSTRALIAN SHOULD KNOW

Emphasising that in the event of air attacks dispersal is the keynote of protection, the Department of Home Security urges the public to avoid concentration in large numbers in the city.

It is suggested that this might best be achieved by shopping locally, by leaving children at home when the city area is visited, and by avoiding visits to the city at night-time under brown-out conditions. Large congregations of people are considered a danger at any time when air-raids are a possibility, and the Depar' ment, in view of experiences in other countries, urges that masses of people should not congregate.

If Attack Is Sudden

It is important to learn now where public shelters are located, so that these may quickly be reached in an air-raid and in an orderly fashion. Remember that if unable to reach a building or to take cover, the best protection is to lie face downwards in the gutter with the hands over the ears, elbows on the ground supporting the weight of the body, and the mouth open.

Live Wires

Electric wires brought down during an air-raid are a danger. They must always be treated as live wires. Keep away from any wires on the ground. You should report any fallen wires to your local Air-Raid Warden at the earliest opportunity.

Summing up, the golden rule to follow in an emergency is not to panic, be calm, take cover and stay put.

—Department of Information.

SAILING SHIP JOINS ALLIED FLEETS

Before Finland actively joined the Axis the steel four-masted barque "Lawhill" left Australia and sailed into the Buffalo River, South Africa. When South Africa declared war on Finland the "Lawhill" had, of necessity, to change her flag. When U-boat sinkings make every serviceable hull of value to the Allies, it is of interest to learn the use to which this vessel is being put in the following story from the South African Bureau of Information: "It must be 25 years since a crew was recruited for a deep-sea windjammer in South African waters, but old-timers who breasted the waves in days when sailors were sailors have been turning out sea chests to find, amid bits and pieces from many lands, the old yellow documents which certify that their owners have served their time in sail. Old-timers have been sought by the Union Government of South Africa which advertised for them. South Africa, which has never before owned a really big windjammer, has acquired Gustav Erikson's 'Lawhill' as a prize of war and a crew has been called for to man her. She is a barque of 2,816 tons, a sister ship of the 'Garthpool' and one of the largest sailing ships afloat. Soon she will carry the Union's colours at the mast-head, manned by men who remember days when a mast held more than a brace of radio wires."

The "Lawhill" was launched for British owners from the yard of W. B. Thompson and Co. Ltd., Dundee, in the year 1892, and is, therefore, fifty years old—a wonderful tribute to the builders, the steel and to the men who commanded and cared for her since she left the slips.

FRANCE STILL FIGHTS FOR LIBERTY

Remarkable Document

A remarkable and moving document has reached General de Gaulle's headquarters in London. It is addressed to the "workers of the free world" and comes from the trade unionists of France. This is what it says:

"It is in confidence and hope that we, active trade unionists living in France—members of united and Christian unions—who have remained faithful to the national and social traditions of the Labour movement with the knowledge that we represent the unanimous opinion of French workers, on this first day of May, 1942, call upon workers all over the world, and more especially upon British, American and Russian workers who share the heaviest responsibility in the task of liberation.

"Comrades, we do not ask your pity. Yet our country is plundered and betrayed—plundered by a pitiless enemy who steals our machines, our food and our labour to wage a war of slavery. Our country is betrayed by the most despicable man in France, a man who served his apprenticeship in treachery at our expense.

"Our plight is serious. The Germans impose low wages, interfere with food supplies and organise black markets. Their export of National Socialism is fundamentally based on social inequality. Our liberties are dead. We have no longer any means of expression, any free trade unions or any social security.

"We do not ask your pity, but we ask you to maintain your confidence in us. We are not the accomplices of traitors. Germany forces some of us to work for her by sheer force or by threat of starvation. They lie who would make you believe we collaborate in the least degree with the invader or his henchmen. On the contrary, it is in you, comrades, that we place our confidence—in you who are working to free us, in you who are making planes, tanks and ships for victory. We are ready to do everything to help you; to sabotage the enemy's production as we can, to accept justified bombing of factories working for Germany and to follow the instructions you may send us.

"Our country is still at war. Our representative, the representative of the people of France, General de Gaulle, fights with the Allies. Although his army is still small, there is a huge imprisoned force behind him in France. The enemy will not, perhaps, be able to keep this force enchained.

"Comrades, on this first of May so full of memories for you and for us, our hearts beat with yours. Think of us often and remember that, like miners working to reach their friends after a pit explosion, you are working for comrades in peril."

—Department of Information.

THE BISMARCK BATTLE (continued)

Although the blow did not cripple the "Bismarck" it seemed to have utterly unbalanced Admiral Luetjens. He is reported by an eye-witness to have mustered the crew and made a speech—an extraordinary speech.

He said the "Bismarck" would now be forced to do battle; the British, having found her, would bring up their strength. While he hoped U-boats and their own planes would come to their assistance, the "Bismarck" would, in any case, take more than one of their opponents to the bottom with her. "Remember your oath, men," he shouted. "Be true to the Fuehrer to the end."

This speech was a shattering blow to the men's morale. They had been told that they were invincible. It had been dinned into them that their ship was unsinkable. Now, suddenly, there were doubts and words of Death!

Morale was further worsened by rumour of violent quarrels among the Admiral's staff and the ship's officers. To offset the blunder of Luetjen's speech, officers spread a rumour that U-boats and planes were actually on the way. The "Bismarck" was headed towards Finisterre, hoping to reach the French coast and creep along it to safety.

(Continued on Page 19)

THE BISMARCK BATTLE (continued)

But again the Swordfish came. They soared with strumming wires and laden bellies. As night was dropping her mantle they attacked. Three torpedoes struck the blurred shadow of the "Bismarck." Two of them did little damage, but the other gave the blow that eventually led to the vessel's end. It exploded in the steering gear and jammed the rudder hard to port. The log needles slowed around the dials. With her rudders jammed hard across, she swept slow circles in the sea. Attempts to repair the rudders failed. The ship yawed about like a maimed dog. The Knight's Insignia of the Iron Cross was promised to the man who could repair the rudders. In the midst of all the confusion a radio was received from Hitler, safe in sanctuary, saying, "All thoughts are with our victorious comrades."

A little after midnight a flotilla of British destroyers surged through the darkness and began to circle around the stricken ship, like terriers around a hamstrung beast. Every now and again one would dart between the stab of shells and loose torpedoes. More of the vital compartments were shattered. More men filled the casualty wards.

One last message Luetjens radioed to his Fuehrer: "We shall fight to the last shell. Long live the Fuehrer, chief of the Fleet." After that he cracked up. From behind his door he was heard shouting hysterically: "Do what you like. I'm through."

All through the night the "Bismarck's" crew strained their eyes for the promised help that never arrived.

And then as dawn of May 27 pasted a grey smear across the sky, there loomed on the horizon two massive lions of England's grand fleet, the "Rodney" and the "George V." They pushed apart the wind-lashed seas, and at 11 miles range their 16-inch guns opened up. The "Bismarck" returned salvo for salvo. Then one 2,100 pounder, travelling half a mile a second, struck the "Bismarck's" control station and ended her co-ordinated firing.

The "Rodney" and "George V" closed to two miles, flogging the German with a flail of steel, whipping great hunks of metal from her massive hide. Through these gashes sheets of flame snorted on writhing men, leaping high to the wrecked bridge and tumbled turrets. Yet still the "Bismarck" floated, and the English marvelled at her buoyancy. No ship of war had taken such terrible punishment and remained afloat.

The decks became a vast and buckled pan. The cries of men and boys wailed on the wind until the men fighting her became sickened with the slaughter of their guns.

For seven hours it went on, shell after shell, until the pride of Germany's Fleet rolled over like a stricken shark.

Her black belly became alive with crawling men. Then slowly her bow tilted to the sky. The sea washed upward from her sinking stern . . . until there was left of her only men swimming in the oil and freezing water.

About a hundred were rescued by the British ships, but a warning of approaching U-boats compelled the British vessels to leave the field. In the icy sea those left did not swim for long . . .

Neither Lindemann nor Luetjens were among the rescued, but some of the hollow-eyed, haggard men dragged from the sea claimed the Admiral redeemed himself at the end by sticking to his ship as she went down.

Thus ended the battle of the "Bismarck," Germany's nearly unsinkable ship. In her sinking there is still England's unlearned lesson: A modern battleship, however formidable, is only valuable in modern warfare in ratio to the air protection afforded it.

PLEASE NOTE

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, the "Navy League Journal," Royal Exchange Building, Bridge Street, Sydney. The Navy League does not necessarily endorse the opinions of contributors to the Journal.

Telephone - - - - B 7808

The Navy League

N.S.W. Branch

AIMS AND OBJECTS

The Navy League is a Voluntary Patriotic and non-Sectarian 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.

Its Objects are:

To enlist 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 Empire, but also with the object of securing British prestige on every sea and protecting our vast Mercantile Marine.

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.

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, by learning discipline, duty and self-respect.

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