

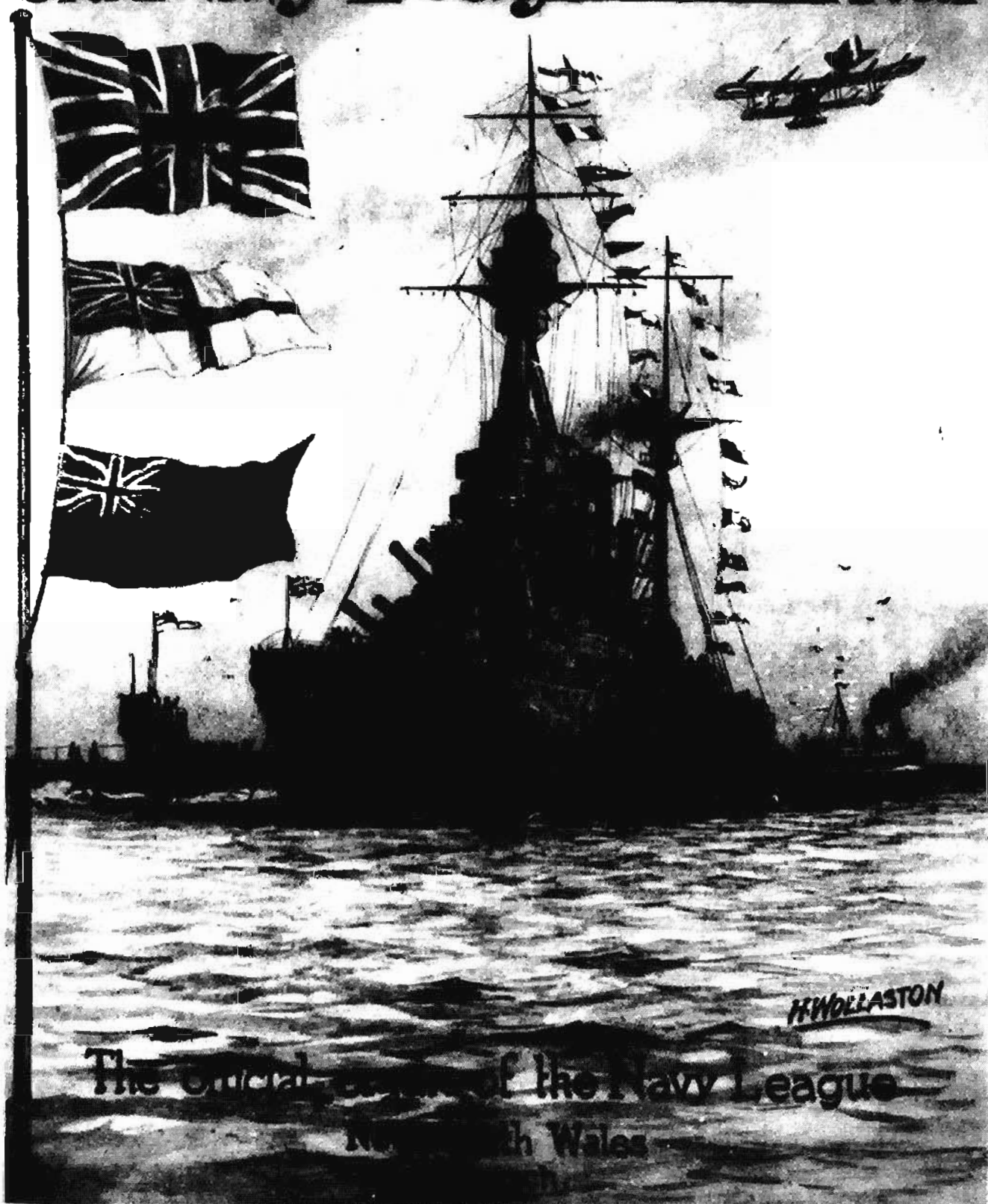
VOL. 4. No. 6.

OCTOBER, 1929

TELEPHONE, CITY 6817

# The Navy League Journal

MITCHELL, B. ARV,  
20 OCT 1923  
SYDNEY



The Official Journal of the Navy League  
New South Wales



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## The Navy League Journal

VOL. IV. No. 6.

SYDNEY, OCTOBER, 1923.

PRICE 3d.

## NELSON.

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

"On thee shall grateful memory dwell,  
And ages yet unborn shall tell,  
How Nelson fought, how Nelson fell  
In the hour of victory!"

—Rev. Samuel Butler.

THE above lines are a verse of a poem  
written of England's greatest admiral who,  
on the 21st October, 1805, one hour before  
the British fleet went into action with the  
combined fleets of France and Spain, on his  
knees in his cabin committed to God this  
prayer:—

"May the Great God, Whom I worship,  
grant to my country, and for the benefit of  
Europe, a great and glorious Victory! and  
may no misconduct in anyone tarnish it!  
And may humanity, after victory, be the pre-  
dominant feature in the British Fleet! For  
myself, individually, I commit my life to

Him Who made me; and may His blessing  
light upon my endeavours for serving my  
Country faithfully! To Him I resign my-  
self, and the Just Cause which is entrusted  
to me to defend! Amen. Amen. Amen!"

"Victory, October 21, 1805, in sight of the com-  
bined fleets of France and Spain, distant about  
ten miles."

And in this frame of mind "the immortal  
Nelson" went into that action, which ended the  
long European war on the water, and no doubt  
settled the question of the British occupation  
of Australia, for had the British lost the Battle  
of Trafalgar, Napoleonic ambition would have  
decided that.

It almost seems as if Nelson had a premoni-  
tion of his death, and had in his mind the words

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ADMIRAL VISCOUNT NELSON.

of Saint Paul that are used in the burial service by nearly all Christian bodies—"But thanks be to God which giveth us the victory"—but he that as it may, his prayer was the outcome of his thoughts.

On the 19th October the British fleet was cruising to the westward of Cadiz, anxiously hoping for the combined fleets of France and Spain to put to sea, and on that day received from Captain Blackwood, of the *Euryalus*, a 38-gun frigate, a signal that the enemy was at sea, and the other vessels which had been detached to watch kept them in view, and it was when day broke on the morning of the 21st the two fleets were in sight of each other, about twelve miles apart. This was what Nelson had most anxiously looked forward to, and maneuvering his ships so as to prevent the enemy from getting back to Cadiz, he ordered his last, and the world-wide celebrated signal to be hoisted, that "England expects that every man will do his duty," which, historians have told us, was greeted with three hearty

cheers, and excited the most lively enthusiasm among officers and men when it had been read and communicated to them. It is not necessary here to relate the incidents of that celebrated battle which took place that day off Cape Trafalgar; the result is too well known to need repetition, suffice to note the effect of the immortal words conveyed to the fleet that day by those few small flags. But not alone to the men who manned the fleet under the command of Lord Nelson did they speak, for they have lived ever since in the hearts of every loyal subject of the Sovereign. Lord Nelson was a Vice-Admiral of the White, and as such all the ships of his squadron sailed under the St George's flag—a privilege the seamen of H.M. Australian Navy enjoy, and which is shared by the Navy League Sea Cadets, and may they each and all be actuated by the same feeling in their hearts as Nelson was when he made his immortal signal:

"England expects that every man will do his duty,"  
and may his spirit teach

"... the valiant, good, and great,  
Thy high exploits to emulate,  
And fearless smile, like thee, on fate,  
In the hour of victory!"



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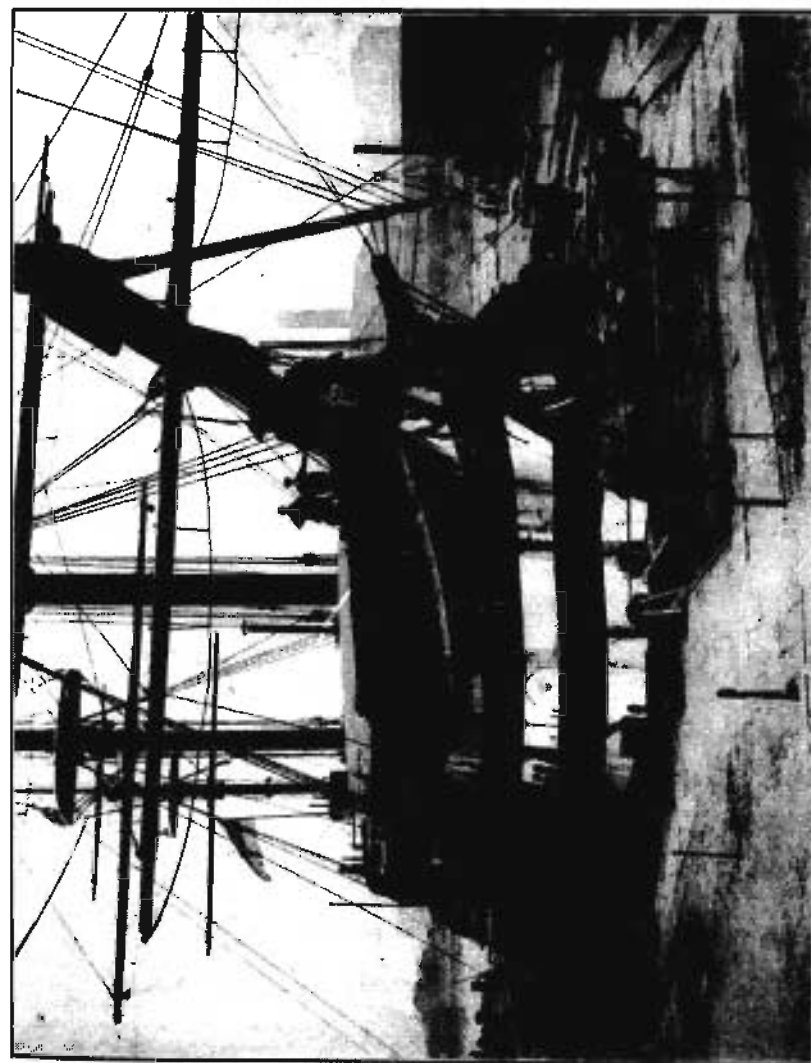
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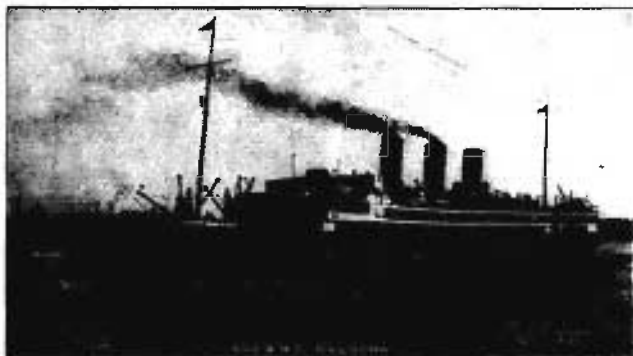


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## THE ROYAL AUSTRALIAN NAVY. WHAT IT OFFERS.

### H.M.A. TRAINING SHIP "TINGIRA."

THE Royal Australian Navy affords men and boys fond of sea life an opportunity of seeing the world and of following a calling congenial to their tastes.

Service in the Royal Australian Navy will appeal strongly to the men and youth of Australia, for the Commonwealth Navy crystallizes Australian aspirations for Naval Defence, and, whilst it will continue to cherish and maintain the worthiest traditions of the Mother Navy, the Royal Australian Navy will be administered and controlled by the Government elected by the people of the Commonwealth.

The rates of pay have been fixed after careful consideration of the average earnings in equivalent employments on shore. It will be found that the Royal Australian Navy rates of pay compare not unfavorably with those ruling on shore; but when one takes into account the permanent nature of the Naval employment, the fact of being doctored, clothed, lodged, fed, at no cost to oneself, the leave given from time to time on full pay (and extended in case of illness), and the additional amounts it is possible for one to earn whilst acting in certain capacities, the scale tilts decidedly in favour of the Naval vocation.

The conditions of service in the Royal Australian Navy present solid inducements, the chief features deserving emphasis being liberal and increasing rates of pay; deferred pay and interest at 3½ per cent.; free rations, clothing, and medical attendance; and good prospects of promotion.

Men in the Navy are not always at sea when earning pay, as in the Merchant service. In the Navy, as far as the numbers available and the exigencies of the Service permit, men get alternative periods of shore and sea-going service. In a few of the posts on shore married quarters are also provided.

At the age of about 40, men are eligible, as far as vacancies permit, for permanent Naval service on shore in connection with the various Auxiliary Naval Services; and, if not so employed, receive preference of employment in a civilian capacity in H.M.A. Naval Establishments as vacancies occur.

Advancement, in due course, brings with it increased pay, and a special allowance to married

men, according to size of family, makes it possible for men to take up the Navy as a permanent profession.

The food is good and varied.

SPORTS.—Naval life affords ample opportunity for sport of every description. Playing grounds are provided at Sydney and Flinders Naval Depot for outdoor sports.

In the Fleet ships are supplied with gymnastic gear, such as Parallel and Horizontal Bars, Vaulting Horse, Clubs, Dumbbells, Single Sticks, Sabre and Foils, Spring Bayonets, Boxing Gloves, etc. Rowing, Sailing and Swimming are included in Instructional Courses.

The attention of parents and guardians is drawn to the value of the technical training imparted in the Royal Australian Navy to boys entered in the Training Ship, fitting them to be "Handy Men," and enhancing their earning capacity should they ultimately return to shore employment.

Officers are entered through the Royal Australian Naval College, Jervis Bay, and are selected from amongst boys who attain the age of thirteen years during the calendar year in which the entrance examination is held. Applications should be lodged with the Secretary, Navy Office, Melbourne, not earlier than the 1st April, and not later than the 30th June in each year.

A limited number of Cadetships at the Royal Australian Naval College are available for specially selected boys from H.M.A.S. "Tingira."

Commissioned rank can also be obtained in limited numbers, according to vacancies, by petty officers and men; also warrant rank to a larger extent.

The entry and training of boys and men, shortly put, is as follows:—

(a) Seaman boys are entered between the ages of 14½ and 16, and carry out 12 months' training in H.M.A. ship *Tingira* (moored in Sydney Harbour). They are then sent to a sea-going ship to complete training.

(b) Youths between the ages of 18 and 25 are

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**CELERY.** just as though picked from the Kitchen Garden—a revelation when used in Soups, Gravies, Stews and Salad Dressings.

Just as Cheap - But Better

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entered as stokers, and after a preliminary training at the Naval Depot, Flinders, are sent to sea-going ships.

- (c) The requirements of the R.A.N. necessitate, in addition to the main divisions of seamen and stokers, men competent to carry out the work of carpenters, blacksmiths, sailmakers, plumbers, painters, coopers, shipwrights, electricians, bandmen, cooks, butchers, stewards, writers, sick berth staff, dental mechanics, regulating branch, &c., &c.

Mechanics, such as fitter and turner, copper smith, boiler-maker, engine smith, instrument-maker, &c., are accepted, if suitable, and are graded upon entry in the Chief Petty Officer rating—a rating which carries special privileges.

Afraid and intelligent young men and youths should find much to interest them in these pages briefly outlining, as they do, the conditions of service in the Royal Australian Navy. It must be borne in mind that the first comers will have more chances of climbing the ladder of promotion than will probably be the case in future; therefore those who join now with the determination to acquire a thorough mastery of their duties cannot fail to reap their reward.

The question which will be uppermost in the minds of many contemplating service in the Royal Australian Navy is: What are my prospects of advancement? It is recognised that the conditions must be such as to induce men to regard the naval service as their life's work, and the avenues leading to promotion will be neither inadequate nor narrow. To a smart youth who is entered in the training ship at age of 14½, it should be possible for the progressive steps leading to Petty Officer and thence to Warrant Rank to be attained as hereunder:—

Rated Ordinary Seaman 2nd class in exceptional cases on leaving training ship or on attaining the age of 16 should they leave the training ship younger.

Rated Ordinary Seaman between 17 and 18	
Rated Able Seaman	from 18
Promoted Leading Seaman	19
Promoted Petty Officer	20
Promoted Warrant Officer	23

There will also be avenues of promotion to Commissioned Rank—

- (a) For young Leading Seamen, Petty Officers, and Warrant Officers on passing certain examinations;
- (b) For Senior Warrant Officers of long and meritorious service.

Such officers will be eligible for further advancement to Commander.

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## PERIOD REQUIRED TO SIGN ON FOR.

TWELVE YEARS FROM DATE OF ENTRY (OR FROM AGE OF 18 IF SUBSEQUENT TO ENTRY).

Purchase of discharge before the expiration of engagement is permitted under certain conditions in individual cases, when it can be shown that there are good reasons for the application. The purchase money payable represents a proportion of the expense incurred by the Government in training the individual concerned.

On completion of first engagement men who are desirous of re-engaging will be allowed to do so (subject to the decision of the Naval Board as to suitability), for further periods of five years at a time, and will, generally, be retired from the sea-going service at the age of 40. In special cases men may, as far as vacancies permit, be retained for five or ten years after reaching the age of 40. When finally discharged from the sea-going forces further employment may be given on shore, as already explained in connection with the Naval Auxiliary Forces. Men discharged other than for misconduct, and not so employed, will be given preference in civil employment in or connected with His Majesty's Australian Naval Establishments.

On completion of their 12 years' engagement, ratings not desiring to re-engage may join the Royal Australian Fleet Reserve, and receive a "Retaining Fee" of £12 per annum in addition to pay while undergoing annual drill.

Don't be afraid of signing on for twelve years. You cannot be trained for the naval service in a day, and everything is done to make life in the Royal Australian Navy a happy and comfortable one. A naval career subjects you to no more restrictions than are necessary in the general interests of any other body of men, and, in most ways, is a freer life altogether.

Youths and boys are particularly desired who intend to take up the navy as a permanent career. Australia will maintain in its navy conditions as to pay, prospects, and life generally, such as compare favourably with other walks of life on shore.

It is to the interest, as well as being the desire, of responsible officers to take every care of the professional, physical, mental, and social welfare of lads entrusted to the naval service, and to make the conditions such that they will be attracted to re-engage from time to time.

ALLOTMENTS.—Facilities are given for allotting money to families and friends, free of expense, and in special cases an allowance out of public funds is made to dependent relatives.

RATIONS.—A free and liberal ration is given. When not given in kind an allowance in lieu is made.

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It is effervescent and pleasant  
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free of charge; in cases requiring it treatment in a general hospital is allowed, full pay being continued, except when under medical treatment for disease resulting from one's own indiscretion or misconduct.

**OUTFIT.**—A free kit is given on first entry, and an adequate allowance for upkeep is made.

**PROMOTION.**—The special rules governing promotion in each class are shown under the various classes. Promotions to Warrant and Commissioned rank, and advancement from one grade to another, are made as vacancies exist, and are subject to such regulations as may be prescribed.

**COMPENSATION.**—Men who are retired from the Service on account of injuries received on duty may receive compensation varying up to a maximum of three years' pay, according to circumstances, and similarly the widows and children of men who lose their lives on duty, or from the effects of injury or disease contracted on duty, may receive compensation not exceeding three years' pay.

**LEAVE.**—Forty-two days' leave per annum on full pay plus travelling time is granted when the exigencies of the Service permit, and six months on full pay after 20 years' service. During periods of leave an allowance in lieu of rations of 1/9 per diem is paid. Short leave is also given from the shore establishments and at the various ports of call when cruising.

**MARRIED ALLOWANCE.**—When a man becomes married his pay is substantially increased.

**DEFERRED PAY.**—Deferred pay shall be allowed to accumulate to the credit of every man entered for service in the Permanent Naval Force (sea-going), for period borne for pay, and shall be dealt with on the following system:—

- Interest shall be allowed at the rate of 3½ per cent.
- To be added to each individual's account annually except as hereinafter provided.
- To be computed annually on the 30th June on the amount standing to the credit of the individual at the end of the previous financial year, except where a rating is paid deferred pay due before the end of the current financial year, when interest shall be allowed from the 1st July to the end of the month of the current financial year that payment becomes due.
- A Petty Officer or man shall not be entitled to payment of deferred pay until he has completed the engagement entered into, other than on discharge, death, or unless specially approved by Naval Board,

and subsequent payments shall not be made until the completion of each period of re-engagement, except as hereinbefore stated, or until transfer to the Royal Australian Naval Auxiliary Service.

- In the event of death of a member of the Permanent Naval Force (sea-going) whilst serving, the full amount of deferred pay accumulated to the credit of the member, together with interest thereon, shall be payable into his estate.
- In cases where a rating is discharged "run," dismissed from His Majesty's Service, or discharged "Services no longer required," on account of serious misconduct, he will not be entitled to payment of deferred pay at credit to his account.

#### PHYSICAL AND EDUCATIONAL TESTS.

**MEDICAL.**—Candidates are subject to a strict examination by a naval medical officer before entry to ascertain if they are free from any physical defect or disability. At places where no naval medical officer is available the military Area Officer or the State schoolmaster acting as recruiting agent arranges for a *provisional* medical examination by a local medical practitioner on receipt of instructions from the Naval Recruiting Officer, after perusal by him of candidate's initial papers.

Height measurement is taken without shoes, chest measurement without clothes. The chest measurement is the mean between the maximum measurement with chest inflated and the minimum with chest deflated.

Candidates should ascertain that they come up to the standard in these respects, and should, as a rule, apply by letter before incurring travelling expenses in proceeding to a recruiting office.

Candidates who are accepted by recruiting officers are sent free of cost to themselves to the Naval Depot, Flinders, or training ship at Sydney.

Candidates rejected at the final examination at a naval depot are granted a free travelling pass to their homes.

**EDUCATIONAL TEST.**—The lowest test for any candidate is that he shall (a) be able to read a short passage from a standard IV reading book, or, if that is not available, from a newspaper; (b) be able to write a similar passage of about six lines slowly read over, and then dictated; (c) have a fair knowledge of the first four rules of arithmetic. The further test for special ratings is shown against each rating.

**PHYSICAL STANDARD.**—The following is *approximate*

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It is the Creaminess of Foster Clark's Custard that makes it the best Custard for all stewed fruits. . . The Creamiest, most economical Custard obtainable, delicious flavour, absolutely pure, most nourishing. . . . .

**THE CREAM OF ALL CUSTARDS**

mainly the standard height and mean chest measurement required. It must be understood, however, that these figures are merely a guide to save candidates expense or disappointment, and not the official standard required (which is subject to alteration):—

Age.	Minimum Height, Feet Inches.	Mean Chest Inches.
14½ years	4 10	29
15	5 0	30
15½	5 1	31
16	5 2	32
18	5 3	34
19	5 4	34
20	5 4	34
21	5 4	34½
22	5 4	34½
23	5 4	35
Over 24	5 4	35½

### SEAMAN BRANCH.

AGE 14½ TO 16½.

Boys are entered for training in H.M.A.S. Tingira as seamen, signalmen, telegraphists, writers, or for victualling branch. The selection of branch is made by the COMMANDING OFFICER some time after entry, according to suitability and vacancies existing, the wishes of candidates being

### Cadet Fund.

A pleasant little function was arranged at Farmer's Ltd. on the morning of 28th September, when Mrs. Venour Nathan handed to Mr. Kelso King a cheque for £590/15 9, the proceeds of the entertainment at the Theatre Royal organised by herself and Mr. Charles Westmacott in aid of the Navy League Sea Cadets' Fund.

Mr. Kelso King in a happy little speech thanked Mrs. Venour Nathan and all those associated with her, in making the matinee such a magnificent success.

considered as far as possible. Candidates must be of very good character; they must produce the written consent of their parents or guardians to their entering the Royal Australian Navy and to their signing an engagement to serve therein up till the age of 18, and for a period of twelve years thereafter.

Boys who have been in prisons or reformatories are not received.

No boy will be entered unless—

- He is in the Senior Cadets, or exempt under section 140 or 140A of the Defence Act, owing to his place of residence.
- He is able to produce birth certificate from a registrar, or a declaration as to date of birth, made by his parent or guardian before a magistrate.

Selected candidates are provided with railway or steamer ticket, and receive travelling allowance.

All boys are entered as Boys Class II., and in no case direct to a Specialist Branch.

From the seaman boys will be drawn the men for the following branches:—Seamen, Signal, Wireless Telegraphy, Writers, and Victualling Branch. Promotion may be gained in special cases to Warrant Officer (Gunner, Boatswain, Signal Boatswain, Warrant Telegraphist, Warrant Writer or Warrant Victualling Officer), and in a limited number of cases to commissioned rank.

Boys commence to count their twelve years' service from the age of 18; at the age of 17 they are rated ordinary seamen (2nd class), and at the age of 18 are usually advanced to the rating of ordinary seamen, ordinary signalman, or ordinary telegraphist. They are rated able seaman, signalman, telegraphist, writer, or victualling assistant as soon as found qualified.

### RATES OF PAY OF SEAMAN RATINGS.

	Active Pay, Per week.	Deferred Pay, Per week. (In addition.)
	£ s. d.	£ s. d.
Boy, and class	0 7 0	0 3 6
Boy, 1st class	0 12 3	0 3 6
Ordinary Seaman, and class	0 17 6	0 3 6
Ordinary Seaman (if under 18)	1 15 0	0 3 6
Ordinary Seaman (if over 18)	1 15 0	0 8 9
Able Seaman	2 9 0	0 12 3
Able Seaman (after 3 years' man's time)	2 10 2	0 12 3
Able Seaman (after 6 years' man's time)	2 11 4	0 12 3
Leading Seaman	2 16 0	0 14 0
Leading Seaman (after 1 year's service if passed for P.O.)	2 17 9	0 14 0
Petty Officer	3 3 3	0 15 9
Petty Officer (after 3 years' service)	3 5 4	0 15 9

Petty Officer (after 6 years' service)	3 7 8	0 15 9
Chief Petty Officer	3 13 6	0 18 1
Chief Petty Officer (after 3 years' service)	3 17 0	0 18 1
After 6 years	...	0 19 10

And thereafter triennial increments of 6d per diem.

And, IN ADDITION, EVERYTHING FOUND. If married, married allowance varying from 14s. to 35s. per week, according to size of family.

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	Per Diem. Active.	Deferred.
	s. d. s. d.	s. d. s. d.
Warrant Officer	15 0	2 4 10
Commissioned Officers from Warrant Rank	17 6	2 6 10
...	20 0	3 0 10
...	25 3	3 3 10
...	27 0	4 0 10
...	29 0	4 0 10
...	30 0	3 0 10
...	16 0	3 0 10

(Mates may be subsequently promoted to Lieutenant, Lieutenant-Commander, and Commander, if suitable.)

### WIRELESS TELEGRAPHY BRANCH.

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Boy Telegraphist	0 12 3	0 3 6
Ordinary Telegraphist, 2nd class	0 17 6	0 3 6
Ordinary Telegraphist	1 15 0	0 8 9
Telegraphist	2 10 9	0 12 3
Telegraphist, after three years' man's time	2 12 6	0 12 3
Telegraphist, after six years' man's time	2 13 8	0 12 3
Leading Telegraphist	2 19 6	0 14 0
Leading Telegraphist (after one year's service if passed for P.O. Telegraphist or for higher standard)	3 0 8	0 14 0
Petty Officer Telegraphist	3 6 6	0 15 9
Petty Officer Telegraphist, after one year's service if recommended by his C.O., or after three years in any case	3 7 8	0 15 9
Petty Officer Telegraphist, after three years from receiving preceding rate	3 10 0	0 15 9
Chief P.O. Telegraphist	3 17 0	0 18 1
Chief P.O. Telegraphist, after three years' service	4 0 6	0 18 1
And thereafter triennial increments of 6d. per diem after six years' service	...	0 19 10

And, IN ADDITION, EVERYTHING FOUND. If married, married allowance varying from 14s. to 35s. per week, according to size of family.

PROMOTION. — Further promotion may be gained



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in selected cases to Warrant Telegraphist and Commissioned Telegraphist. Warrant Telegraphists, Petty Officer Telegraphists and Leading Telegraphists may, by special selection, be promoted to Mates (general service), and subsequently to Lieutenant, Lieutenant-Commander and Commander, if suitable. Pay same as for officers of seaman branch.

## SIGNAL BRANCH.

(ENTRIES ARE NOT MADE DIRECT, BUT BY SELECTION AMONG BOYS IN "TINGIRA")

	Active Pay per week.	Deferred Pay per week.
Signal Boy	0 12 3	0 3 6
Ordinary Signalman, 2nd class	0 17 6	0 3 6
Ordinary Signalman	1 15 0	0 8 9
Signalman	2 10 9	0 12 3
Signalman, after three years' man's time	2 12 6	0 12 3
Signalman, after six years' man's time	2 13 8	0 12 3
Leading Signalman	2 19 6	0 14 0
Leading Signalman, after one year's service if passed for Yeoman of Signals	3 0 8	0 14 0
Yeoman of Signals	3 6 6	0 15 9
Yeoman of Signals after one year's service if recommended by his C.O., or after three years' service in any case	3 7 3	0 15 9
Yeoman of Signals after three years' service if recommended by his C.O., or after three years' service in any case	3 10 0	0 15 9
Chief Yeoman of Signals	3 17 0	0 18 1
Chief Yeoman of Signals, after three years' service	4 0 6	0 18 1
And thereafter triennial increments of 6d. per diem after six years' service		0 19 10

And Allowances for Good Conduct, &c.

PROMOTION.—Further promotion may be gained in selected cases to Signal Boatswain and Commissioned Signal Boatswain. Signal Boatswain Yeoman of Signals and Leading Signalmen, may, by special selection, be promoted to Mates (General Service), and subsequently to Lieutenant, Lieutenant-Commander, and Commander if suitable. Pay same as for officers of Seaman Branch.

## WRITER OR VICTUALLING BRANCH.

(ENTRIES ARE NOT MADE DIRECT, BUT BY SELECTION AMONG BOYS IN "TINGIRA")

	Active Pay per week.	Deferred Pay per week.
Boy Writer or Victualling Boy (under 17)	0 14 0	0 3 6
Boy Writer or Victualling Boy (over 17)	0 17 6	0 3 6
3rd Writer or Victualling Assistant	2 12 6	0 12 3
2nd Writer or Leading Victualling Assistant	3 3 0	0 14 0
1st Writer or Victualling Petty Officer	1 11 2	0 15 9



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1st Writer or Victualling Petty Officer, after 3 years' service	3 13 6	0 15 9
1st Writer or Victualling Petty Officer, after 3 years' service	3 18 9	0 18 1
Chief Writer or Victualling Chief Petty Officer, after 3 years' service	4 2 3	0 18 1
And thereafter triennial increments of 6d. per diem, after 6 years' service		0 19 10

PROMOTION.—Further promotion may be gained in selected cases to Warrant Writer or Warrant Victualling Officer, to Commissioned Warrant Rank, and to Commissioned Rank, Writer and Victualling ratings between the ages of 21 and 25 may be specially selected for promotion to Mate (A) and subsequently to Paymaster Lieutenant and Paymaster Lieutenant-Commander.

(The information contained in the foregoing pages is liable to alteration.)

Navy League Sea Cadets who have their parents' approval, and who are desirous of seeing something of the world in the ships of the Australian Navy, should make application for admission to H.M.A. *Tingira* through their respective O's. C., to the District Naval Officer, Naval Staff Office, Edgecliff, Sydney.

## R.A.N. APPOINTMENTS.

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

Commander: Rupert C. Garcia to *Marguerite* in command, and for command of ships in reserve, Sept. 8.

Lieutenant-Commander: Nelson Clover to *Penguin* in command Sept. 8.

Lieutenant: Gordon A. Gould to *Penguin*, additional, Sept. 12 and to *Cerberus*, additional, for passage to Singapore to join H.M.S. *Troop*, Oct. 3. John P. Tonkin to *Adelaide*, Sept. 12; Arthur K. Baxendale, to *Cerberus*, additional, for duty at Navy Office, Sept. 15; Cyril A. H. Sadler, to *Brisbane*, Sept. 15; Thomas L. Dix and John M. Hannan, to *Marguerite* for ships in reserve, Sept. 8.

Engineer-Lieutenant: Edward F. Tucker, Samuel E. Baker, and Percy W. Sims, to *Marguerite*, for ships in reserve, Sept. 8.

Surgeon-Lieutenant: John J. Donnellan, to *Penguin*, Sept. 8; Arthur R. Hill and James M. Flattery, to *Penguin*, additional, August 21 and 22 respectively.

Paymaster-Lieutenant: James B. Foley, to *Cerberus*, additional, for duty at Navy Office as Secretary to Acting First Naval Member, as Acting Paymaster Lieutenant-Commander, August 30.

Commissioned Writer: William J. Pearce, to *Cerberus*, additional, for duty at Navy Office as secretary to Acting Second Naval Member, August 30.

Gunner (T.): James A. Graham, D.S.C., and Albert C. Perry, to *Marguerite*, for ships in reserve, Sept. 8.

Boatswain: Albert J. Habersfield, to *Marguerite*, for ships in reserve, Sept. 8.



OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

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

### HEADQUARTERS' NOTES.

There appears to be some doubt among Cadet Companies as to which unit the N.L. lantern and slides belongs. For the information of all concerned we would say that they are the property of the Navy League and are for use by all Companies. When finished with the lantern and slides must be returned to the Navy League, Royal Naval House.

As there is only one big drum, the property of the League, its home port is Drummoynes Depot. Should any unit wish to have the loan of it for any special purpose, application should be made to the Officer-in-Charge, Drummoynes Company.

The official flag of the Navy League, at present on loan to Balmain Company, should be returned to Royal Naval House on or before the 19th October, as it is required on Nelson Night.

The Executive Committee of the Navy League has decided to have a silver medal struck, for presentation to the best all round cadet in each Company. Presentations will be made on Jutland Day, 31st May, every year.

Further to the notice appearing in these columns last month respecting the boat race to take place under the auspices of the Royal Sydney Yacht Squadron on the 20th inst., it has been decided that each cutter shall be manned by a double crew.

P.O.'s and Cadets who have passed their 16th birthday are not eligible to row in this race. Any statement to the contrary is herewith cancelled.

As Richmond crew is unable to transport its cutter to Sydney for the race, the League expects to be able to arrange for the loan of one for the occasion. Cutters and crews should be at Cremorne wharf not later than 3 p.m., on Saturday, 20th October.

The Committee of the Royal Sydney Yacht Squadron has also very kindly arranged for a tug-of-war between cutters and their crews, and for a log race (water), competitors to be chosen from the respective cutters' crews.

Cadets selected to take part in the last mentioned event will require swimming costumes.

The draw for the cutter tug-of-war resulted as follows: Balmain v. Drummoynes; North Sydney (No. 2) v. Richmond; Concord v. North Sydney (No. 1). Winner Balmain-Drummoynes to pull winner North Sydney-Concord. The victors to contest the final against the successful crew North Sydney (No. 2)-Richmond.

Prizes will be given to swell the Cadets' fund of the successful teams.

Draw for cutter race positions resulted as under: Drummoynes, 1; North Sydney (No. 1), 2; Richmond, 3; Balmain, 4; Concord, 5; North Sydney (No. 2), 6.

All non-essential gear should be removed from cutters prior to leaving Depôts.

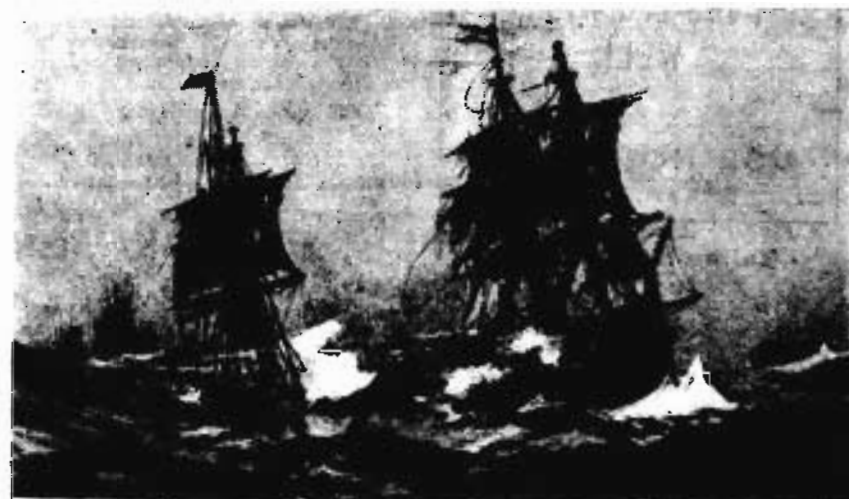
It is hoped that officers and cadets, in full

in the Editor's opinion, submits the best essay for publication in the NAVY LEAGUE JOURNAL. The subject chosen is "OUR SEA CADETS."

Essays should not exceed four hundred words in length and must reach this office not later than November 30. All N.L. Sea Cadets are eligible to compete.

Sea Cadets, between the ages of 14½ and 16½ years, wishing to join H.M.A.S. *Tigara*, should

## A SEA DUEL.



IN THE DAYS OF WOODEN SHIPS AND IRON MEN.

strength, will wind up a pleasant day with an equally pleasant evening at Royal Naval House, where the annual celebration of Nelson Day will take place.

Cadets should be instructed to muster in Grosvenor Street (outside R.N. House) at 7.30 p.m. prompt. Concert commences at 7.45 p.m. All parents and friends interested are welcome. Admission free.

A fountain pen is offered to the Sea Cadet who

make application through their O.C. to the District Naval Officer, Beach Road, Edgecliff, Sydney.

Cadets and their parents are invited to read the article on the Royal Australian Navy, printed in this issue.

Sub-branch Hon. Secretaries are requested to furnish a complete list of names of members of their respective Committees for publication in the next issue of the NAVY LEAGUE JOURNAL.

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### WATCH WORDS.

GODLINESS. CLEANLINESS.  
COURTESY. OBEEDIENCE.

The following presentations were recently made to the Cadets of this Company:—

20 Silver Medals, made to special design, to the Cutters' Crews for 1922 and 1923.

2 Jack Knives to T. Phillips and R. Hayward, who were carried as ballast in the last Cutter Race.

One Gold Medal to Mr. Murdo Macdonald (late coxswain of Balmaln's Cutter crew and now Officer-in-Charge of North Sydney Company.)

£1/1/- presented by Mr. T. Fox to P.O. Caul for proficiency.

One Electric Torch to P.O. Mountford for best Signaller, Morse and Semaphore.

6 Jack Knives to Cadets of the Splicing Class.

3 Pocket Compasses to Cadets Hemmley (Ath-

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£100 in Cash Prizes—Save the lids.

letics), R. Ferguson (Soccer), and P.O. Caul (Compass).

2 Cricket Balls to Cadets J. Hayward and C. Dines, for regular attendance at Bugle Practice and Drill respectively.

2 Jack Knives to Buglers Stewart and Dines for long service, these boys having joined the Navy League over two years ago.

The foregoing trophies were presented by Mrs. M. Mayne, and Messrs. T. Fox and J. Booth. Our boys have been well looked after in the way of prizes, and the presentations mentioned will act as an incentive to those who were not successful in winning a trophy to endeavour to participate in the next distribution.

On Saturday, 22nd September, our Soccer team visited Richmond at the invitation of that Company and played the local lads Soccer, winning by 6 goals to 1. As is usual our boys were splendidly entertained by the Richmond Company.

The Annual Meeting of the local Committee was held on 5th inst. Officers for the ensuing year were elected and it was decided to issue new equipment to the Cadets.

It is proposed to shortly hold an entertainment in the local Town Hall, the proceeds from which will augment the funds.

## DRUMMOYNE DEPOT.

We visited this depot during the week and found a very great change had taken place in its appearance. A complete set of wireless has been installed, the slip has been repaired and is now in proper working order; new doors have been added to the shed, which presents a trim and comfortable appearance under its new coat of grey paint. The ground immediately in front which until recently was a sandy waste, is now a well kept lawn—the depots "quarter deck"—and is green as the fields of Ireland in Spring. The cutters, freshly painted in anticipation of the race on the 20th inst., are at its moorings a few yards from the whitewashed steps of the depot, and abreast of the tapering and business like signal mast with its gaff and yards and wireless aerials.

Drummoynes has been exceptionally fortunate in being able to establish a depot in such an ideal position, and we sincerely trust that the other Companies of Sea Cadets ere long will be rewarded with a measure of good fortune similar to this Company.

North Sydney, Concord and Richmond Companies continue to make satisfactory progress, and there is no doubt that the two former will emulate Richmond and consolidate their gains and make still further advancement, as soon as they are housed in more suitable depots. Balmaln, North Sydney and Concord have been very much hampered owing to the difficulty in obtaining water front depots for their respective units. Not one of them, however, is discouraged; they look upon the handicap as something to be overcome and turned into the basic structure on which well earned success will ultimately rest. They well deserve the assistance of every reader of this Journal.

## ROYAL SHIPWRECK RELIEF SOCIETY.

The annual meeting of the abovenamed Society was held in the Sydney Town Hall on the 17th September. Proceedings were opened with the following resolution, which was carried in silence:—"That this meeting desires to place on record its deepest regret at the death of the Governor, Sir Walter Davidson, and conveys to Dame Margaret and her family its expression of sincere sympathy with them in their sad loss."

The Chair was occupied by the Vice-President of the Society, Mr. F. W. Hixson, O.B.E., and the awards—65 in number—namely: 4 gold, 5 silver, and 30 bronze medals, together with 16 certificates of merit, were presented by Mrs. S. G. Green, wife of the Chairman of the Society, Captain S. G. Green, F.R.G.S., who was unavoidably absent.

Out of respect to the memory of the late Governor, speeches were dispensed with, and at the close of the proceedings the huge audience rose and stood in silence as the haunting music of Handel's Dead March in Saul floated from the organ and from the very fine band of the N.S.W. Police, and filled the great hall with its soul-touching beauty.

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## A Navy Leaguer.



MISS FRANCES GLASSON

A VALUED AND CONSISTENT SUPPORTER OF THE  
SEA CADET MOVEMENT.

## COMMITTEE MEETING.

The Monthly Meeting of the Executive Committee was held at Royal Naval House, Sydney, on the 8th inst., Judge Backhouse in the Chair.

The Chairman spoke of the untimely death of Sir Walter Davidson, Governor of New South Wales, and a Patron of the Navy League. A vote of sympathy to Dame Margaret and family was carried in silence, the Committee, as a mark of respect, standing.

For sterling services rendered to the League in connection with the raising of funds, Mr. and Mrs. Venour Nathan and Mr. Charles Westmacott were elected Vice-Presidents of the Navy League, N.S.W. Branch, for life, and Mrs. Kelso King was elevated to a similar position. Mrs. King was formerly a Life Fellow and is one of the original lady members, having joined the League at its inception in N.S.W.

Mr. H. H. Massie, General Manager of the Commercial Banking Company of Sydney, Ltd., was appointed a Member of the League's Executive.

The Committee agreed that the Annual Sports should be held at Richmond on December 8th provided satisfactory arrangements can be made.

Authority was given to form a Company of Sea Cadets at Windsor, N.S.W.

The wish was expressed that N.I. cutter races should be rowed by double crews. Owing to size and weight of cutters it was considered that this would be in the interests of the cadets themselves. Companies to be so informed.

Those present at the Meeting were: Judge Backhouse, Commodore Addison, C.M.G., R.N., Captain Crauford, R.N., Messrs. Kelso King, A. G. Milson, F. W. Hixson, H. H. Massie, Harry Shelley, G. E. Fairfax, T. Fox and W. W. Beale.

## Nelson Night.

Members of the Navy League and their friends are cordially invited to be present at Royal Naval House, Grosvenor-street, on Saturday, 20th Oct., at 7.45 p.m., when the Rt. Hon. W. M. Hughes, P.C., K.C., M.P., Prime Minister of Australia during the greatest crisis in the long and glorious history of the British Empire, will give a brief address.

Musical and other items have been arranged, and a pleasant evening is assured. Sea Cadets of the Navy League, N.S.W. Branch, will be in attendance.

Admission—Free.

## STATE GOVERNORSHIP.

Admiral Sir Dudley De Chair, chosen.

Sir Dudley is 59 years of age and has had a distinguished career in the Royal Navy which he joined in 1878. During the World War, he at

one period commanded the blockading squadrons against Germany. He held other high posts, afloat and ashore, including that of Naval Adviser to the British Foreign Office from 1916 to 1917. Sir Dudley is a Knight Commander of the Order of the Bath, an honour conferred on him for valuable services to his country. He is keen on yachting and should be well provided for on "our harbour."

## THE FACE IN THE MOON.

## A SOUTH SEA ISLAND (NAURU) LEGEND.

(TRANSLATED BY HENRY W. H. STEPHEN)

A LONG, long time ago, when things were different to what they are now, and when men in this world of ours dealt with spirits, a young girl named Ejiawanako lived with her grandmother under a very high tree. This tree was called Te Tukumateri, and it grew so high that its upper branches reached the sky. The leaves were beautifully green and the foliage was so thick that the rays of the sun never penetrated through it, and as the tree was so very large it also served as a protection from the rain.

The old grandmother saw her granddaughter growing up to womanhood, and often wondered what she would do for a husband, as she did not want her to marry anyone on this earth, but said that with all her beauty she would wed her granddaughter to one of the gods.

At last the time arrived when the grandmother, becoming weak and feeble, felt she must get a husband for her granddaughter, so early one morning she called her and said, "Ejiawanako, you must now think of getting married. There are many men who would go through fire and water for your love, but I have already picked out a husband for you, and I will now give you my instructions. To-morrow morning, before the sun rises, you will be ready to go: you will anoint yourself with sweet smelling oil, and deck yourself with wreaths of pretty flowers on your head and body; you will then start to ascend this tree, under which you have lived all your life, for you know there are steps which lead right to the top, but no human being has ever ascended them as it would be certain death, but you can go without fear, for with the enchantment I will pronounce over you everything will go well if you make no mistake."

Ejiawanako replied, "I will go wherever you tell me to, for I know everything you do for me will be for my benefit."

After the grandmother had said the enchantment over Ejiawanako, they parted to retire for the night and await the breaking of the day. At the appointed time Ejiawanako was at the foot of

the tree, gaily decked out with pretty flowers and anointed with sweet smelling oil. She then called to her grandmother to come and say good-bye. The grandmother hugged her to her breast and said, "My dear, if you come back I shall be disappointed, but if you do not I shall know you have found a husband and that my hopes have been fulfilled."

Ejiawanako then commenced to ascend, but so quickly that in a short time she arrived at the end of her journey, for being enchanted, she flew rather than walked. On reaching the top of the tree she was surprised to find she was not on the clouds or the sky, but on earth, on which she could walk, and close by she saw a small house, so directed her steps towards it. Approaching nearer she saw it was inhabited, at which great fear came over her; but on advancing she espied an old woman boiling toddy (juice from the frond of a young bunch of coconuts) down to make molasses (komidada). The toddy is boiled down in half coconut shells, and must be stirred at intervals to prevent it from sticking and burning the shells. Coming still closer Ejiawanako noticed that the old woman was quite blind, and that as she stirred the toddy she chanted and counted each shell to ascertain that they were all there.

Ejiawanako crept up close to the old woman, and as she finished counting the row of shells would take one away. The old woman would then start to count again, and every time she missed one would say, "How is this? I commenced with so many shells, but every time I count, I miss one." At last she thought to herself, "the shells cannot run away, so someone must have taken them." So she waited her chance, and just as Ejiawanako put her hand out to take one of the shells she caught her by the arm and said,

"I have caught you at last! Who are you that comes to steal a poor blind woman's molasses? You will pay dear for this, for as soon as my sons, Eguan (the Sun) and Matramen (the Moon) arrive they will kill you for ill-treating their mother."

"Oh! have mercy on me. My name is Eji-

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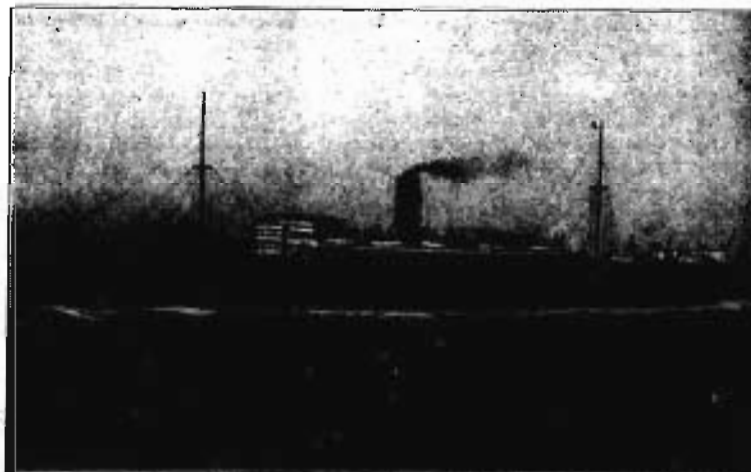
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wanako, and I only did it for fun. Forgive me this time and I will never do such a thing again, and do please let go my arm," for the old woman's fingers encircled her wrist like a vice and gave her great pain.

"My name," said the old woman, "is Eniburara. I am the mother of Equan and Marramen, and I was cooking molasses for them; this I do every morning, and I will have no mercy on you after stealing my shells."

"Oh! dear good Eniburara, let go and forgive me this time and I will do anything you want me and always obey you."

The old woman answered, "I do not want any servants, what little I do, I do for the love of my children; I, myself, never have need of food, drink, or sleep."

"Oh! pray let me go and I will tell you a secret that my grandmother taught me."

"Well! foolish child, what is it? Tell me."

"I can cure your blindness."

"No! No! that is an impossibility. A great many wise people have tried but could never succeed."

"Never mind, let me try, and if I do not cure you can do with me as you please."

So Eniburara let go her arm and Ejiawanako then took the old woman's face between her hands, and after muttering a few words, spat in her eyes, when from the corners there crept out lizards, fleas, cockroaches and all sorts of vermin, and after a few minutes the old woman could see. She clapped her hands in delight and said:—

"Oh! what a beautiful world. I always thought it was dark and dismal, but now I will be able to see my two sons on whom I have never set eyes yet. But now I must think of you, for if I do not hide you away somewhere Equan and Marramen will surely kill you, for they kill everybody they see."

So she put Ejiawanako inside a large wooden trough that she used for oil, and told her to keep

perfectly still as they would be there in a few minutes.

The old woman had hardly got back to her molasses and shells when Equan came up on the horizon in all his glory and so dazzled his mother that she could not look at him so had to turn her head away. Seeing this, Equan said,

"Mother, why do you turn your head away? You never did that before."

"Because, my dear child, I can see you, which I could not do before."

"Why, Mother, who has wrought this miracle?"

Just as he spoke Marramen appeared, and his mother looked at him and thought how quiet and good he looked in comparison with his fiery brother, who nobody could look at.

Marramen went up to his mother, and kissing her on the cheek, said, "Mother dear, why do you stare at us as if you could see us?"

"Because, my boy, I can see now. You, I can look at, but your brother, Equan, his splendour is too great, I cannot look on his face."

"But Mother, what is this peculiar odour that we smell, like that of a human being?"

"It is so, my children, but this one is so good and beautiful, and she has cured your poor mother of her blindness, so I think one of you should take her for his wife."

"Very well, Mother, if she has really done this let her come and take her choice, and neither of us will be jealous."

Eniburara then got up and went to the oil

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trough, and lifting the cover let Ejiawanako out. She then took her by the hand, and leading her to her sons, said,

"Now, Ejiawanako, choose which one you would like for a husband."

Ejiawanako stood for a few minutes and looked at them both, and then said, "I cannot marry Eguan, he is so hot and I cannot look at him, but Martamen looks so quiet and nice I will go with him."

Thus saying, she went over to Martamen, who caught her in his arms and commenced sailing through the sky. To this day you can always see Ejiawanako in Martamen's arms as he goes on his travels in the heavens. So ends the legend of the face in the moon.

Mr. F. Danvers Power, F.G.S., shares with Capt. J. H. Watson, F.R.A.H.S., the distinction of being the most consistent voluntary contributor in the columns of the NAVY LEAGUE JOURNAL.

In an unassuming way Mr. Danvers Power has done much for the Boy Scout movement and for the Navy League.

Mr. Danvers Power is a much travelled man, a mining engineer by profession he has been to many parts of Europe, Australasia, North and South America, Africa, the Indies, Asia and several of the islands in the Pacific. He is Lecturer on Mining at the University of Sydney, and has twice been President of the Australasian Institute of Mining Engineers.

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## BOY SCOUTS.

## Sir Alfred Pickford's Farewell Message.

"During a stay in Australia of about seven months I have been given every opportunity of coming into the closest contact with those who are controlling and assisting the Boy Scouts' Associations in the different States. I have ventured to give repeated public expression to the splendid qualities, physically and in other ways, of the Australian boys. Australia has, as everybody knows, in her boys first-class material for the further development of her wonderful country."

"The Boy Scout movement provides a natural and effective means of assisting to develop in the boys those feelings of goodwill and harmony, both among themselves and in their relations with the citizens of other parts of the British Commonwealth, and those of foreign nations, which are natural to them, and which, under this system of training, are not affected by differences of race, creed, or class. As Boy Scouts they are shown the way to good citizenship, with the qualities which good citizenship requires—clean living, reliability, loyalty, sense of duty, readiness to defend the honour and security of their country (but a complete absence of the militaristic spirit), truthfulness, a cheerful attitude to women, and the spirit of selfless service. They are taught that happiness is the inheritance of every human being, and that only by developing good citizenship can true happiness be secured, whether in a nation or an individual."

"But to achieve this result men are needed as commissioners and scoutmasters. There is already in Australia a large number of men who are giving, in the most self-sacrificing way, their time, energy, brains, and often money, in doing this valuable work for the nation. To them, and also to those men and women who are helping on councils and committees, the Boy Scouts' Association owes a deep debt of gratitude for the splendid service they are doing, service which is immeasurable in its effects, both immediate and potential. I have seen these Scout officers ('Scouters' we call them collectively) under all conditions, and must bear testimony to their magnificent work. Keen, hard-working, selfless, efficient, cheerful, they are setting a great example to their young brothers."

"This is not enough, however. By reason of the fact that the aims, ideals, and possibilities of the Boy Scout movement are insufficiently understood, and often misunderstood; these men are being to a great and deplorable extent, forced to play a lone hand. And yet it must be admitted by every citizen who gives the matter a moment's thought that the development of good citizenship in the rising generation is of the deepest concern to the whole community, and to all classes of the community. Does a minister desire a boy's religion to be made more real? The Boy Scout movement does this. Does a school teacher desire a willing and obedient learner? The Boy Scout movement helps him. Does the employer desire a reliable employee with a sense of duty and responsibility? The Boy Scout movement develops these qualities. Do the employers want to see a number of just, generous, and considerate employees grow? The Boy Scout movement will achieve this result. Does the Government want to see the factor of health improved, the standard of the public services kept high, the incidence of juvenile crime reduced? Boy Scout training will do these things. Do parents desire to see their boys efficient, self-reliant, well-behaved, considerate and helpful, both at home and abroad? These are qualities the Boy Scout shows. In short, does the community believe that the standard of a nation is decided by the standard of the individual citizens composing it? If it does, it will not withhold support from the greatest movement the world has ever known—the scheme of training which has been described as 'the finest system of education ever devised.'"

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WRITE FOR BOOKLET.

## WHITE AUSTRALIA PROBLEM.

CAPTAIN C. E. W. BEAN, writes:—

"May I trespass on your space to make my last reply to Dr. Antill Pockley's rejoinders."

"The importation of Kanakas into Queensland is unopposed by him as a measure which solved a national labour problem. But those who think as so do, do not regard a 'national problem' as solved by a measure which lasts only for a generation. Probably Dr. Pockley would contend that, if it had been allowed to continue, Kanaka labour or Chinese labour would have solved the problem of Northern Australia not for 50 years but for 500. That is where the advocates of 'White Australia' differ from him; and they are bent upon what they believe is the only solution—the solution which, if we can attain it, may last 5,000 years."

We admit the difficulties. The gradual acclimatisation of an Aryan strain in India is the only precedent I am aware of; but that strain is probably too mixed, and our definite knowledge of the development is too small, to make it a useful argument either for or against the colonisation of Northern Australia by our own race. Our basic contention is that, in spite of anything that may be said of past experience, the settlement of white people in Northern Australia has never been proved impossible because never yet has a real effort been made to test its possibility with all the aids that the twentieth century gives us. We say that until—

- (1) We have scientifically tested every means with the whole resources of science and of the Government at the back of the experiment, and
- (2) Until we have tested the possibility of white men working in that country for part of their time and spending part in temperate Australia, and,
- (3) Until we have discovered whether the north can be colonised by a population which has become gradually acclimatised during generations in the sub-tropical districts immediately south of it—

until all these methods have been scientifically tested with the full power of twentieth century research and experiment, it cannot be truly said that white settlement of Northern Australia is impossible. People may have their theories, based on such imperfect experience as exists. But are we, on the strength of these theories, to take action which will, we believe, irretrievably cast away once and for all our chance of preserving this country for an unmixed race; and instead needlessly import into it problems of which, in those countries where they exist, no man can foretell—but every man dreads—the issue!"



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Its objects are :-

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2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A Sudden Development of NAVAL STRENGTH is impossible, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy. IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEEDS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto:-  
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Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, The Navy League Journal, Royal Naval House, Grosvenor St., Sydney.

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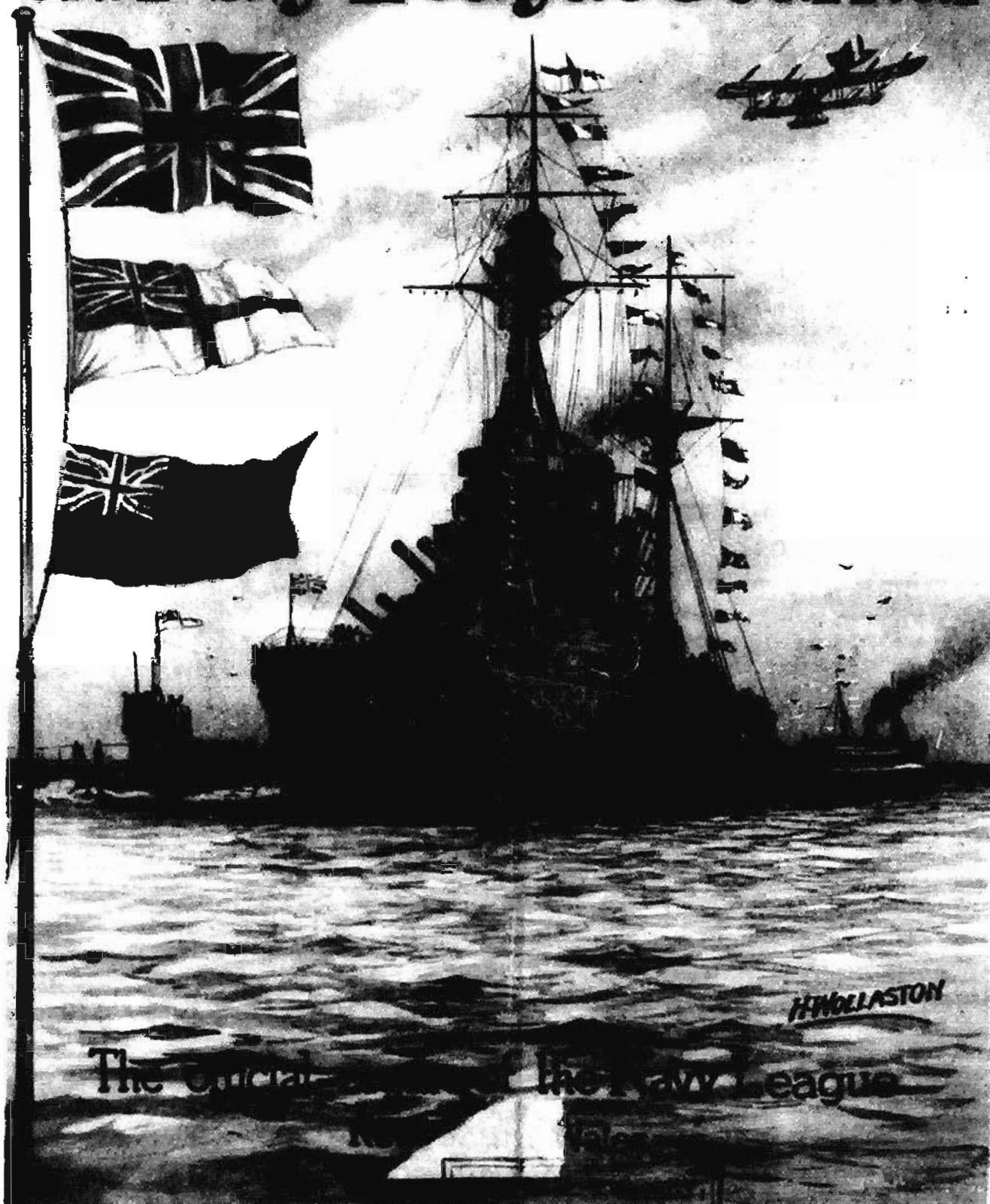


VOL. 4, No. 7.

NOVEMBER, 1923.

TELEPHONE, CITY 6817.

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The Official Journal of the Navy League

H. W. L. ASTON

9 NOV 1923

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# The Navy League Journal

VOL. IV. No. 7.

SYDNEY, NOVEMBER, 1923.

PRICE 3d.

## OUR NEGLECTED DEFENCES.

AUSTRALIA'S greatest weakness is her reliance on England's strength. If some colossal catastrophe suddenly overwhelmed England's Navy, and rendered inoperative England's shipbuilding yards, Australia would be the first fat lamb from the Empire's scattered flock to perish.

Our dependence on England for protection is patent to all the world and yet we flatter ourselves that we are a nation with a status equal to any on earth. The truth is, we are a long way behind many nations, who are not so highly favoured by nature, when it comes to the question of capacity to safeguard our land from invasion.

Let us get the unsubstantial dream of international altruism out of our heads or it will lead the country into the arms of the Trotsky's and Lenin's who look to the day when they hope to maintain the altruistic sham in this fair land under the shadow of their own particular brand of discipline, of tyranny, and of might. They would abolish the country's naval and military training which alone continues to be our safest insurance against aggression from without. Even in family life it is difficult to find unadulterated selfishness, real sympathy, or understanding rooted in love and clothed in tolerance, and yet there are those among us who pretend to see the consummation of these rare attributes in beings who have nothing in common with us—beings of alien speech and alien institutions, alien ideals and alien hearts.

If we wish Australia to survive permanently, the time has surely come for us to take stock of our defences, and survey them in the light of truth, and not through the fog of political or party expediency and camouflage.

To all who are not wilfully blind or traitorously inclined, it is palpably evident that the defences of Australia are totally inadequate. The few existing shore batteries have outlived their usefulness and need replacing with up-to-date weapons; the Australian navy has been starved into obsolescence, and the effectiveness of the military machine has been destroyed by the cheese-paring and shortsighted policy of the Government. The country is short of guns and munitions—is, in fact, completely innocent of nearly every kind of equipment essential to the needs of an army in the field. In addition, our air services—and let us make no mistake, air power will be a determining and terrible factor in the next war—are practically non-existent. Of airships in particular, eminently suited as they are to a country like ours, with its long distances and huge waterless spaces, we have not a sign.

For this deplorable and grossly neglected state of affairs we have to thank our politicians. The responsibility for the culpable negligence displayed in matters of defence rests with the Government as the custodian of the nation's life-blood. The most that naval, military and air advisers can do is to tender their expert advice to the head of the Defence Department—the Minister for Defence; and it is for him and his Government to act on that advice, or accept without qualification the sole responsibility for the dangerous drift that has set in in matters of defence.

If the Australian public allows such a life-and-death matter as defence—a matter vital to its very existence as a free and well favoured people to become the plaything of politicians and parties, then God help Australia—its women, and its children.

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TELEPHONE

# THE MARINER'S COMPASS. PAST AND PRESENT.

BY HERALD A. HILL.

Of all scientific instruments invented by man perhaps the Mariner's Compass is the most useful, as it is one of the most simple of instruments. I use the word "simple" in its mechanical sense, for otherwise I know of no instrument to compare with the compass for sheer eccentricity and waywardness.

Sextants, ameroïds, patent logs, or sounding machines, and mostly any instrument of good workmanship in use by the seamen of the present day have but an infinitesimal error which is usually known to a fraction; while even a chronometer, one of the most delicate of instruments, although given to large errors, its rate or diurnal error can be ascertained to a half second with comparative ease, and duly allowed for.

Not so with our erratic friend, the compass, which guides the shipping of the world to its varied destinations, for it develops a different error almost every time the ship's course is altered. The ship's geographical position, the angle of her keel from the vertical (known as the heeling error), the nature of her cargo, the hoisting or lowering of iron or steel derricks, repairs or alterations to fittings are among some of the causes which may collectively, or separately, affect the direction of the compass needle.

Without going into any technical details we may as well state here that the compass is affected by two entirely separate and distinct forces. The first is due to the magnetism of the earth—which in itself is a vast magnet—and is known as variation, and is a constant and unvarying error or nearly so, changing only with the ship's geographical position. The navigator knowing within a degree his ship's position, can tell by a glance at the chart on all of which the variation—with its annual change if any—is marked what this error amounts to at any given time. Most people know that a freely suspended magnetised needle when in repose takes up a North and South position. But the north seeking end of the needle when mag-

netic, that is free from the second directing force—known as deviation—does not point to the true or geographical north, but to the magnetic north. Hence variation is the angle made by the compass needle between the true and the magnetic meridians—and here a curious anomaly takes place. Imagine a ship situated exactly between the geographical north and the magnetic north poles. The north seeking end of the needle would, of course, point to the magnetic pole, and consequently in order to reach the geographical North Pole the ship would have to steer due south.

Variation then does not worry the seaman, except in a few isolated instances, where what is known as "local attraction" occurs. This is due to the highly magnetic character of the ocean bed or neighbouring land in such places as Cossack, N. Aust., C. St. Francis, Labrador, and the coasts of Madagascar and Iceland. Approaching these or similar places where "local attraction" is known or suspected, the utmost caution and the most meticulous care is needed, as little reliance can be placed on the compass itself.

We now come to that other far more potent and elusive directing force known as deviation. Whole volumes have been written on this subject, and instruments devised for demonstrating its effect on the compasses of iron or steel vessels. Sufficient for our purpose, if we state here that deviation is the magnetic force exerted first by the ship itself, provided she be built of either iron or steel; and secondly, by the iron or steel fittings with which the ship is equipped, particularly those in the vicinity of the compass itself. It is this deviation or angle shown by the compass needle between the magnetic meridian (or meridian it should point to if free from deviation), and the ship's head which is the cause of all the trouble in a compass, and the true detecting of which has become a fine art, and led to the creation of a special profession known as compass adjusters. Of course, unless the captain or one of his officers happens to be—as many of them are—a compass adjuster, the

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adjusting of a compass is done in harbour by one of these gentlemen. Perhaps the reader has noticed from time to time ships moored to a buoy in the harbour being towed very casually around in a circle. On such occasions compass adjusting is in process. The error on each of the thirty-two points is obtained by noting carefully the bearing of a distant object—such as a light-house, or church steeple, as the ship's head is steadied on each individual point. Obviously, if there were no deviation the bearing of the object would remain unaltered, no matter where the ship's head was pointing, and this is where the eccentricity comes in, for in practice hardly any two points reveal the same amount of error, and while the error, or rather the deviation, may show a constant direction of east or west in one quadrant it may be the reverse in the next.

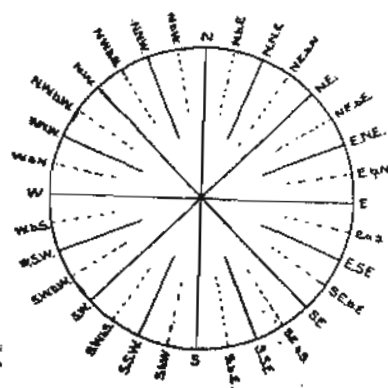
These deviations arise from different sources, which are classified as coefficients—A, B, C, D, and E.

Each coefficient is the result of a different force acting in a different manner, and requires a different remedy to adjust. The remedies consist of bar magnets placed in various position beneath the compass—soft iron spherical balls placed on either side of the binnacle, and a hollow steel cylinder—known as a Flinders bar after its inventor Captain Matthew Flinders, R.N.—placed either abaft or before the binnacle. (To the uninitiated I may explain that the binnacle is the fitting which houses the compass, and is derived from the Portuguese word, "abitacolo," meaning "a compass house.") It is the exact placing of these magnets spheres and bars in order to reduce the deviation to a workable minimum—say, 1°—3°, on any one point which is the compass adjuster's art, which thousands of otherwise highly skilled officers both in the Merchant Service and the Royal Navy, although using the compass every day of their lives afloat, are totally incapable of doing. Most captains of ships look on the insides of their binnacles as shrines only to be opened and gazed upon by the eyes of the uninitiated, and in this they are quite right, for anyone without the requisite knowledge to meddle with the magnets, etc., once they have been placed in position is to court disaster. For this reason the binnacles in all ships are kept locked, and the keys in possession of either

the captain or the navigating officer.

Captain Lecky, in his incomparable "Wrinkles on Navigation," tells how on one ship he commanded, the compass behaved in a most eccentric fashion. Close observation revealed the fact that this eccentricity only occurred when a certain quarter-master came to the wheel, the compass becoming normal once more immediately his trick was finished, and he was relieved. Captain Lecky's suspicions were aroused, and on interrogating the man the fact was revealed that he was wearing—for health purposes—an electric belt!

Most people know that there is, to say the least,



POINTS OF MARINER'S COMPASS.

a strong affinity between magnetism and electricity; so it is not to be wondered at that the magnetised compass needles were deflected from the path of duty by the proximity of this otherwise perfectly innocuous electric belt.

The origin of the Mariner's Compass is decidedly obscure. The word itself comes to us from the French "compas," which in turn is derived from the Latin words, "cum," with and "passus," step.

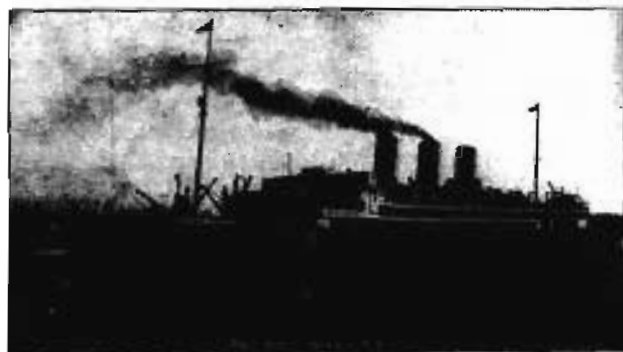
The discovery that lode-stone (lit-leading stone) or iron touched with bede-stone will, when freely suspended direct itself in a north and south line, has been claimed by many nations—such as the Greeks, Chinese, Italians, and Finns.

There is not much to support the Chinese con-

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tion. They had no sea-going ships earlier than 139 B.C. While the earliest allusion to a compass, or rather magnetism, occurs in a Chinese dictionary A.D. 121, where the lodestone is described as "a stone with which an attraction may be given a needle," a fact which was current in Europe five hundred years before that date. In fact, there is no genuine record of the compass or "ting-nan-ching" as they termed it (needle which points to the "south"), in Chinese literature previous to A.D. 1397. Neither the Arabs, Turks, or Germans—all people with sea-going proclivities—had an original name for the compass. It was called by all of them with some slight variation by the Italian name, "borsola" or "bosoula," which would seem to indicate that the thing itself, as well as the name, was foreign to them.

William Barlowe, in his "Navigators' Supplye," printed in 1597, alludes to a conversation he held with two Easterns from the Pacific. They described "all things farre different from ours, and showed that instead of our compass they used a magnetically needle of sixe ynches long and longer upon a pinne in a dish of white china earth filled with water, in the bottom whereof they have two crosse lines for the four principall bindes, the rest of the divisions being reserved to the skill of their pilots." Baidak Kibdyaki, an Arabian writer, shows in his "Merchant's Treasure," written in A.D. 1282 "that the magnetised needle floated in water by means of a splinter of wood or a reed." He goes on to say that the "captains who navigate the Indian seas use, instead of the needle and splinter of wood a sort of fish made out of hollow iron, which when thrown into the water swims upon the surface, and points out the N. and S. with its head and tail."

Another traveller in the East, one Nicola di Conti, in A.D. 1420, could find no compass in use on the ships he travelled in; but a century later the Portuguese Varthana on a journey from Borneo to Java, notes both charts and compass, both, he remarks, "probably of European manufacture." The earliest definite mention known of the use of the Mariner's Compass in the middle ages occurs in a work entitled, "De Utensilibus," by Alexander Neckam, in the 12th century. He describes it as "a needle carried on board ship, which being

placed on a pivot and allowed to take its own position of repose, shows mariners their course when the polar star is hidden."

In 1269 one Petrus de Maricourt, in a letter to Sigerus de Foucaucourt, discourses with some detail of magnetic attractions and repulsions. He concludes by describing to his friend an improved floating compass "with a needle thrust through a pivoted axis, placed in a box with a transparent cover, cross index of brass or silver, divided circle and an external rule or alihade provided with a pair of sights."

When and by whom the compass card was added is quite uncertain, and mere matter for conjecture. About the earliest mention of such an addition is that of Da Buti, who in 1380, says, "the sailors use a compass, at the middle of which is pivoted a wheel of light paper to turn on its pivot on which the needle is fixed, and the star (wind rose) painted."

Later on in the 16th century the compass makers of Nuremberg placed the card below the needle. Gimbal rings for suspension of the compass bowl hinged at right angles to each other as in the present day instruments came in vogue in 1604.

It will be seen by the foregoing that the evolution of the Mariner's Compass was a slow and tedious affair; in fact, William Barlowe of "Navigator's Supplye" fame, complains in 1616, that the "compass needle being the most admirable and usefull instrument of the whole world is both amongst ours and other nations, for the most part, so bunglerly and absurdly contrived as nothing more." Two centuries later we find that the compass has made such little progress in the path of evolution that a namesake of the above, one Peter Barlowe, reports to the Admiralty that half the compasses in the British navy were mere lumber, and ought to be destroyed. He introduced a new pattern, having four or five parallel straight strips of magnetised steel fixed under a card, which pattern remained the standard Admiralty type until the introduction of Lord Kelvin's compass in 1876.

Much about the same time as Peter Barlowe presented his improved type of compass to the Admiralty a master mariner of Faversham, by name

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Frank's Crow, brought out the first liquid compass. If history does not lie, the idea was suggested to Crowe one day when at sea during a violent storm his compass was oscillating so violently as to be of little use as a guide to the ship's course. Suddenly a sea broke on board flooding the compass bowl, and at once the needle steadied down and pointed soberly to the North and South as any self-respecting compass needle should.

Liquid compasses have been in use ever since, and are almost universally used in destroyers and torpedo craft where the speed is high and vibration intense. The liquid used is one part pure alcohol to two parts of water, the former being added to prevent the liquid from freezing in very cold weather. In Lord Kelvin's compass—the compass par excellence of the present day—the cards are made as light as possible, and consist of an aluminium ring at the outer edge connected to a central aluminium boss by means of silk threads fitted in the boss, a sapphire cap in which the pivot fits. The gradations of the card are printed on them, but very tough paper, gummed to the outer ring. The needles, six or eight in number, consist of five steel wires, and the card is attached to them by silk threads, and the complete card weighs 190 grains only.

Before concluding, a word or two about the Gyro-compass, the latest form of all compasses. This device has an ordinary compass card, and is placed in the binnacle in the same way as an ordinary magnetic compass. A heavy disc is mounted inside the machine in a frame-work floating on mercury in such a way that the disc is kept absolutely vertical with its axis horizontal. It is driven at 20,000 revolutions a minute by a small electric motor. With this instrument the True—and not the Magnetic—North is indicated, and, therefore, being free from all external forces, so troublesome to the magnetic compass, its only errors are mechanical ones. Improved patterns of this compass have been proved most successful in H.M. ships, especially submarines, while the larger ships use them as a check in the standard compass which is always a magnetic one—the "Gyro" being kept, as a rule, below decks in the lower steering position. But it is doubtful whether it will ever wholly supplant the magnetic compass which for so many centuries has been the mariner's guide, philosopher and friend.

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## NAVAL NOTES.

Commodore A. P. Addison, C.M.G., R.N., commanding the Royal Australian Navy, has been appointed a Rear-Admiral.

Vice-Admiral Sir Allan Everett, who is at present in England, will not return to Australia. Sir Allan, whose term as first naval member of the Australian Navy Board has expired, will be succeeded by Rear-Admiral Hall Thompson of the Royal Navy. About twenty years ago Admiral Thompson was connected with H.M. Naval Establishments, Sydney.

A British squadron consisting of the great battle cruisers *Hood* and *Repulse*, and five modern light cruisers will visit Sydney early next year. The squadron will leave England at the end of this month on a cruise round the world.

Nine years ago on the ninth of this month the Australian light cruiser *Sydney* met and completely destroyed the German light cruiser *Emden* in a duel off Cocos Island in the Indian ocean.

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

Lieutenant: Henry S. Chesterman and Vincent E. Kennedy, in *Cerberus*, additional, for short observer course at Point Cook, September 29; Cecil C. Baldwin, to *Platypus*, additional, October 9. Mate: Alexander E. Fowler, in *Cerberus*, additional, for passage to United Kingdom, November 7. Midshipmen: Sydney F. Nelson, Frederick N. Cook, Richard P. Hatherell, Eric S. Mayo, Alan J. Travis, and James K. Walton, to *Adelaide*, October 2. Commissioned Electrician: William Swaneey in *Cerberus*, additional, for passage to United Kingdom, for reversion to Royal Navy, December 8. Gunner: Francis W. Potter, D.S.C., in *Cerberus*, additional, for passage to United Kingdom for reversion to Royal Navy, November 11. George Hamilton, to *Melbourne*, and for fleet D.F. duties, October 19. Warrant Electrician: Norman H. Simmonds to *Platypus*, additional, for charge of electrical workshops and for fleet duties, December 3. Royal Australian Naval Reserve (sea-going): Lieutenant Alfred H. Turnley, to *Anzac*, October 3.

Lieutenant-Commander Charles Whettnall Stevens was promoted to be transferred to auxiliary services with rank of commander, September 1, 1923.

Lieutenant-Commander: Nelson Clover to *Melbourne*, additional, October 8; George F. Langford to *Penguin*, in command and as master attendant, October 8.

Lieutenant: (E) Kelvin Dailley, to *Cerberus*, additional, October 19; Vincent E. Kennedy, to *Anzac*, November 5; Henry S. Chesterman, to *Cerberus*, October 27.

Gunner: (T) John H. Edwards, to *Cerberus*, for torpedo school, October 19; (T) William J. Cleave, to *Platypus*, November 3; (T) Hennege Hill, to *Penguin*, additional, November 3; William D. Hake (acting), to *Tingha*, October 27; George Hill and Alexander Hyland, to *Marguerite*, for ships in reserve, October 27.

Schoolmaster Candidate: George Fulton and R. L. Walker, to *Penguin*, additional, October 12; and to *Cerberus*, additional, November 1.

Lieutenants Thomas Nixon and Ernest Clifford Rhodes have been promoted to be lieutenant-commanders, to date from September 25, 1923, and September 30, 1923, respectively.

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## White Australia Problem.

DR. F. ANTILL POCKLEY, WRITES:—

"With your permission, I will make a few final remarks on this subject, in answer to Captain Bean.

The tests which Captain Bean would impose to prove the possibility or otherwise that whites can permanently occupy the tropics would take at least three generations. Are we to sit still and do nothing for the next hundred years, meanwhile seeing the Northern Territory practically unoccupied, and wasted.

History and experience, and the lessons of nature, all go to show that whites cannot permanently occupy the tropics, in the sense of residing and working there continuously, and reproducing their kind to the third generation, and inasmuch as neither Captain Bean, nor anybody else has been able to answer my challenge by giving one single instance in opposition to this statement, would it not be as well, while Captain Bean's suggested experiments are being conducted, to work and develop the country, as I have suggested, by means of indentured Chinese labour. If, after, say a hundred years, it can be proved that whites can permanently occupy, and work, and develop the country, without deterioration, as well as Chinese, then the Chinese, being indentured, could be repatriated, and the development which they had effected would be all to the good."

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

## Singapore Base.

The General Secretary of the Navy League (Lt.-Commander Benbow, R.N., Retired), writes from London:—

"With regard to the great controversy over Singapore the main question that has to be considered is, as the *Sydney Morning Herald* rightly points out, British interests in the Far East, i.e., the Empire's as a whole.

As explained in our leader in the September issue of "The Navy," the Empire's safety as a whole ought to have preference to local issues, though needless to say (and it is only natural) local interests must play a very big part in people's opinion. Lt.-Comdr. Rolleston makes a side issue of his comments on the Scarborough raids, for the simple reason that, if Rosyth had been completed before the War, the whole Grand Fleet would have been able to intercept the raiders instead of only the Battle Squadron, which had to be stationed there for that purpose.

As I took part in both those raids and sighted the enemy on each occasion, it may interest you to hear that it was only by the luck of the Almighty and the fog that they escaped being blown out of the water, as in the Scarborough raid they actually passed through the two divisions of the Second Battle Squadron stationed five miles apart, and neither side seeing the other in the fog. I think you will, therefore, realise that the enemy had a very near escape on each occasion, and it was due to their knowledge of this fact that they only played a tip-and-run game when the weather conditions were suitable for doing so.

In the case of Australia the enemy has no near jumping-off place like the Germans had, and therefore the question of a tip-and-run raid of this sort is not so feasible as in the narrow waters of the North Sea. For this reason no nation would dare run the risk of sending a large expeditionary force when they knew that the communications could be cut from the flank and the force starved into surrender.

Another point to remember is that the actual landing of an expeditionary force can be practically safeguarded by local defences, in conjunction with mines and submarines, quite apart from the risk of having the expedition met en route by the Fleet.

## MRS. VENOUR NATHAN.



*Photo by Falk Nantz Lake*  
Recently elected a Vice-President of the Navy League, Mrs. Venour Nathan, is shown here with the other members of the League. Mrs. Venour Nathan and Mrs. John May are the only ladies in New South Wales who have been elected Vice-Presidents of the League.

Another point to be remembered is that at the present time it is impossible to send our battleships out to the East at all, until suitable docking arrangements have been provided for that purpose. As the total cost of Singapore is only a little more than one battleship, it will be realized that the enormous advantage to the safety of the British Empire will have been obtained at a minimum cost, since the number of ships which can be maintained on their war station depends entirely on the proximity and suitability of its subsidiary requirements, i.e., docks, repairs, stores etc. The Americans have realised this fact, and hence the reason they are setting out a national programme to provide suitable bases for their Fleet.

Whether it is necessary to have a subsidiary base on the East Coast of Australia is another matter altogether, but the fact remains that, unless Singapore is provided, it is impossible for the Main Fleet to be sent east of Suez.

I think, therefore, that these few arguments may make people realise that, if any reliance is to be placed on the potential values of the British Fleet as a whole, the necessary requirements must be provided in the East, not that those at Hongkong are too out-of-date to take modern ships.

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## Nelson Day, 1923.

THE 118th Anniversary of the Battle of Trafalgar was celebrated by the League at Royal Naval House, Sydney, on the night of October 20. Musical and other items were contributed, and an inspiring address was delivered by the Rt. Hon. W. M. Hughes, M.P.

We cannot do better than print the *Sydney Morning Herald's* report of October 22, which reads:—"In the absence of the president of the league (Sir William Cullen), Mr. A. Consett Stephen, a member of the executive, presided. The hall was crowded, among those present being Captain and Mrs. Craufurd, Mr. F. W. Hixson, and Mr. A. G. Milson (honorary secretaries), Mr. Kelson King (honorary treasurer of the league), and Mrs and Miss Kelson King, Captain A. W. Pearce, Captain S. G. and Mrs. Green, Miss Hay, Mrs. Hamilton Marshall, Chaplain F. N. Macdonald, Mrs. Mayne, Mrs. and Miss Glasson, Captain J. H. Watson, Captain W. Beale, officers and sea cadets of the Navy League from Balmain, Concord, Drummoyn, North Sydney, and Richmond, and several naval and military veterans from Bare Island.

### CHAIRMAN'S ADDRESS.

In introducing Mr. Hughes, the chairman said he was one of the most remarkable and distinguished men in the Empire. During all the years of storm and stress of the war Mr. Hughes stood as firm as a rock for the Empire, and had displayed some of that foresight which they associated with the genius of Nelson himself.

Referring to the British Navy, Mr. Stephen said that what won the recent war was sentiment and race instinct, which sent the sons of the Empire from all parts of the world to support the arms of the motherland, but it was the British Navy which took them there. Had it not been for the Navy there would be no Australia.

In conclusion, he advised them not to take any notice of the "canary twitterers and parrot chatterers" who were always prating about peace and the brotherhood of man. That sort of thing was but the obsession of a puny intellect, and the quintessence of slushy sentimentality.

### MR. HUGHES'S SPEECH.

"Trafalgar," said Mr. Hughes, who was warmly received, "is only one of many milestones in the history of the British Empire. The makers of this temple of Empire of ours are very numerous, and the foundations have been laid deep and broad. Many hands have gone to the building of this temple, and not one of them builded to a design, but each one did his day's work with all his heart and soul and strength, having cast out the fear, and not only fear, but doubt. No man conceived



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it, no man could have conceived it, and its splendour transcends the imagination. It is a thing impossible and illogical, and in this light of all the canons of logic and reason it should have fallen long ago, but it still stands.

"We are a people so jealous of our liberties that should England or any other country dare to tell us what we should do we should bid him begone. But the autonomy of the parts run side by side, smoothly and with as little friction as any machine ever conceived by man from the beginning. The explanation of that is that we are all peas out of the same pod, bred in the same circumstances, and are kin to the people who made the Empire. (Applause.)

### SEA POWER.

"The names of the men who made the Empire, who stood out like beacon lights are very few, but those who stood behind and supported them are innumerable. Character is the thing that counts, not in the leader alone, but character in the people. Happily for England there have been found men in all ages, men stout of heart who would seize adventure by the hand and go out into the great unknown.

"Coming to the spacious days of Elizabeth, there were great men in those days. It was about this time that the world unfolded its greatness with names like Columbus and Magellan and De Gama, and although England came on the scene later she produced men like Hawkins and Fro-bisher and that great man Drake. These names stand out. How Drake destroyed the power of the Spaniard was well known. If Drake had failed we would not be here to-night, there would have been no Australia.

"History states that Napoleon was defeated at the battle of Waterloo, but I say that Napoleon was defeated the day Trafalgar closed—that was the end of the Corsican's ambitious dreams. Coming from Napoleon to more recent times we find we have again won through a time of trouble. There was Jutland. It was not a victory so spectacular as Trafalgar, but when the day closed there was only one fleet on the sea, and that, after all, is the test of victory. Jutland is to this war what Trafalgar was to the wars of Napoleon.

"I have said that at the back of sea power there were great men. They had circumnavigated the world, founded the great Indian Empire, and made this great country. Out of their deeds arose the British Empire, all in the space of 2000 years. It seems a long space, but it is not by comparison. Mr. Milson's grandfather came here in 1808, when there was but a handful of people here. Yet in that space of a hundred years this country has grown from an outpost of a few thousand people to a famous nation. No man could have foreseen.

Continued on page 21.

NAVY LEAGUE



SEA CADETS

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The Navy League is Non-Sectarian.

The Navy League is Non-Political.

## HEADQUARTERS' NOTES.

The Navy League desires to thank Mr. Frank Stuart, Miss Marjorie Martin, Mr. A. L. Campbell, Capt. A. A. Brackpool, and Mr. G. Dickenson, of the Swords Club, 26 Bridge St., Sydney, for their splendid exhibitions of fencing and duelling on the occasion of Nelson Day Celebration, which took place under the auspices of the League at Royal Naval House on October 20. To Miss Lenore Graham, Mr. Syd. Kingsley, Mr. A. Davis, Miss Maizie Hicks, and pupils from the Kingsley-Graham Studio for musical and other items, and to the Superintendent and members of the Royal Naval House staff for the hall arrangements, the League also tender its thanks.

The Navy League Sea Cadets service cutters' race, which took place on Sydney Harbour under the auspices of the Royal Sydney Yacht Squadron, on the opening day of the yachting season, October 20, was won well by North Sydney No. 1 (Mr. M. MacDonald), who gave a splendid exhibition of rowing; Drummoyno (Mr. H. Mackenzie) was second, followed by Balmain (C.P.O. Gates), Concord (Mr. J. Docking), Richmond (Mr. R. H. Wade), and North Sydney No. 2.

In the tug-o-war between cutters belonging to the five cadet companies Richmond crew were successful, winning the final from Concord after a spirited struggle.

The tug race (water) was also contested by representatives from each company. This event was a most strenuous one, and was won by Drummoyno, who also filled second place.

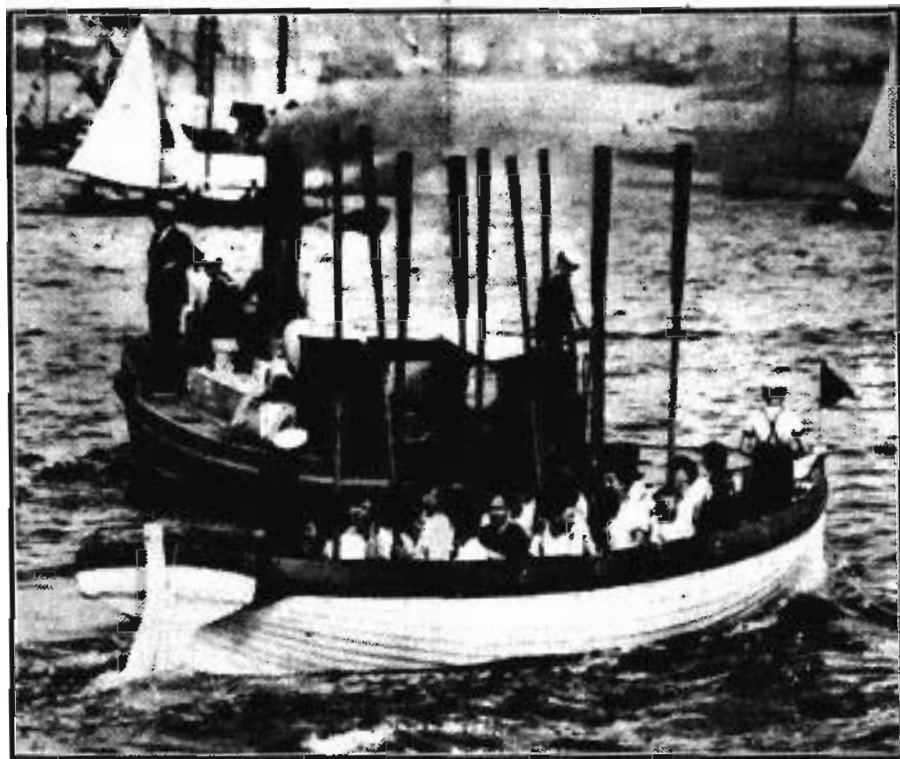
Navy League Cap ribbons are manufactured and sold by the Australian Weaving Company, 125 Cronwell-street, Collingwood, Victoria.

The competitions for the "Fairfax Colours" and the Oswald MacMaster Gold Medal will take place this year at Richmond, the Richmond Council having very kindly placed the town's splendid park at the League's service for Saturday, December 8. It is hoped that sub-branches and officers in charge of companies will do their utmost to be well represented, and so make the occasion a great success.

Mr. P. MacDonald, the League's honorary bugle instructor, has been requested to arrange for a full attendance of members of the Navy League Bugle Band, and officers in charge of companies are desired to kindly furnish him at 1 Cover-street, Birchgrove, Balmain, with the names of buglers and drummers who will be available for Richmond on December 8.

Trains leave Sydney at 8.56 a.m. and 12.40 p.m., arriving Richmond 10.41 a.m. and 2.30 p.m. On the return journey trains leave Richmond at 4.25 & 8 p.m., arriving Sydney 6.10 & 9.53 p.m. The Richmond Park is not more than a stone's throw from the railway station.

## AFTER THE RACE



Courtesy "Sunday News"

NORTH SYDNEY CUTTER, No. 1, AND ITS CREW OF NAVY LEAGUE SEA CADETS.

WINNERS OF THE CUTTER RACE ROWED UNDER THE AUSPICES OF THE ROYAL SYDNEY YACHT SQUADRON AT THE OPENING OF THE YACHTING SEASON, SYDNEY HARBOUR, OCTOBER 20.

DRUMMOYNE ROWED INTO SECOND PLACE, CLOSELY FOLLOWED BY BALMAIN.

CONCORD, NORTH SYDNEY, No. 2, AND RICHMOND.

## SUB-BRANCH AND COMPANY NEWS.

## BALMAIN.

The annual meeting of this sub-branch and Company was held at the C.I.I. Ambulance Station, Balmain, on 4th October, and the following officers were elected for the ensuing year:—President, Mr. T. Fox; Committee: Messrs. H. Harley, J. J. Booth, A. H. Bogle, Q. I. Deloitte, E. Betts, G. Betts, E. W. Knox, G. Nichol, A. Sauer, J. Kirkaldie, S. Porter, A. Tancred, R. Thornton, W. W. Beavis, G. Clubb, junr., M. Finlay, Dr. R. Stopford, and Mrs. M. Mayne; hon. medical officer, Dr. Roberts; hon. chaplain, Rev. G. Manning; hon. treasurer, Mr. M. W. Barlett; hon. sec., Mr. E. H. Fiddes.

The Hon. Sec. submitted a report of the activities of the Company during the previous 12 months.

It was decided that the uniforms which had been in use for over two years should be discarded, and that new uniforms be issued.

The matter of securing a suitable water frontage on which to erect a depot and boat skids was discussed, and regret expressed that the local Council would not entertain a request for a lease of land for this purpose. However, fresh overtures will shortly be made to the Council by way of a deputation, and it is hoped when the aims and objects

of the Navy League are fully understood, the aldermen will give favourable consideration to the request.

This Company will be pleased to play games of cricket with teams from other Companies, and seeing that we hold a splendid set of cricketing material we are anxious that all Companies should have the use of it.

Messrs. Guerre and Pearce have joined the Company as honorary instructors, and it is hoped the former will accept the position of officer-in-charge. Mr. Guerre has had both naval and military experience. Mr. Pearce will take the cutters' crews in hand, and his 25 years' experience in the R.N. and R.A.N. navies should be invaluable to the cadets.

This Company's wireless instructor, who, unfortunately, has been laid aside in hospital for many months with an attack of malaria fever, which was contracted whilst on active service at the islands, is now convalescing, and he has written as follows:—

"I am now working on a wireless set employing telegraphy and telephony; this apparatus will be portable and can be placed in a Navy League cutter, and orders and instructions during training may be given ashore and afloat, either by Morse code or telephone."

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## DRUMMOYNE.

A number of representative citizens met at the Navy League Depot, Drummoyne, on October 22 for the purpose of forming a sub-branch of the Navy League. The aims and objects of the League were explained by Mr. A. Mellor. Much interest in the local sea cadet movement was manifested by those present, and speakers expressed willingness to give every encouragement to the officers and cadets in their good work.

The following gentlemen formed themselves into a committee, with Mr. John J. Eyre as chairman, and with the avowed intention of promoting Navy League interests in the district:—Messrs. H. W. Brown, J. M. Buchanan, W. Daniels, Alderman W. S. Dempsey, Rev. S. H. Denman, Captain C. E. Hall, Mr. J. Howley, Lt.-Col. W. Vickers, D.S.O., Mr. J. Lawler, Mr. A. Mellor (Senior Officer N.S.W. N. L. Sea Cadets), Ald. H. S. McDicken, Mr. G. McKenzie, Mr. H. Mackenzie (Officer-in-Charge Drummoyne Company), Alderman H. P. Scott, Capt. O. Smith, Capt. W. E. Williams; hon. treasurer, Mr. C. Brackenreg, R. S. & A. Bank, Drummoyne; hon. secretary, Mr. Harold Cardwell, Janet-street, Drummoyne.

NEW ENTRIES—Sea Cadets H. Kennedy, I. Darrich, J. Sexton, Steen, Todd, Breckenridge.

DISCHARGES—Cadets C. Hoffman (left State), L. Press, D. Boulton (non-attendance).

PROMOTIONS—C.P.O.'s J. Lofthouse and W. Hooper to Junior Officers.

APPOINTMENTS—Mr. Edgar Ladd (late R.A.N.) to Assistant Officer-in-Charge; Mr. Alexander McNee, from Junior Officer to 1st Officer.

The appointments of junior officers marks a turning point in cadet work, as it will be noticed that the junior officers are old sea cadets, who, instead of leaving the Navy League movement, when turning the age of sixteen, have elected to carry on with the good work. Messrs. McNee and Lofthouse have done some very hard work at the depot since last May, and have proved to be thoroughly reliable. Mr. W. Hooper, another young officer, has during the last few months also proved an asset to the Senior Officer and Officer-in-charge, particularly as drill instructor. The promotions are well merited, and it is hoped that they will encourage sea cadets to be attentive to duty and anxious to make good. Mr. Mackenzie and Mr. McNee have been responsible for some very

Continued on page 20.

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We print hereunder a list of a few instructive and fascinating books dealing with the Sea and Ships and with the seamen who manned and sailed them.

Every Navy League Sea Cadet and every grown up who hungers for a satisfying mental feast of sea literature will get it here.

- "Anson's Voyages."
- "Cook's Voyages."
- "Fighting for Sea Power in the Days of Sail," H. W. Household.
- "The Mirror of the Sea," Joseph Conrad.
- "The Nigger of the Narcissus," Joseph Conrad.
- "Typhoon," Joseph Conrad.
- "Youth," Joseph Conrad.
- "Sailing Ships and Their Story," E. K. Chatterton.
- "The Old East Indiamen," E. K. Chatterton.
- "The Wreck of the Grosvenor," W. Clarke Russell.
- "Salt Water Ballads," J. Masfield.
- "Realities of Sea Life," H. E. A. Coate.
- "Captains Courageous," Kipling.
- "The Wrecker," R. L. Stevenson.
- "15,000 Miles in a Ketch," R. du Baty.
- "The Cruise of the Falcon," E. F. Knight.
- "The Cruise of the Snark," Jack London.
- "In a Deep water Ship," Richards.
- "The Surgeon's Log," J. J. Abrahams.
- "Sailing Alone Around the World," Capt. Slocum.
- "My Vagabondage," J. E. Patterson.
- "The Clipper Ship Sheila," Capt. Angell.
- "The Mutiny of the Bounty," Sir J. Barrow.
- "Two Years Before the Mast," H. Dana.
- "The Ship, Her Story," W. Clarke Russell.
- "The Cruise of the Cachalot," Frank T. Bullen.
- "The Log of a Sea Wolf," Frank T. Bullen.
- "A Sack of Shavings," Frank T. Bullen.
- "The Grain Carriers," Edward Nolle.
- "Roused the Horn Before the Mast," Basil Lubbock.
- "The China Clippers," Basil Lubbock.
- "The Colonial Clippers," Basil Lubbock.
- "The Blackwall Frigates," Basil Lubbock.
- "The Bransbrouder," Capt. D. W. Bosc.
- "Broken Stowage," Capt. D. W. Bosc.
- "The Clipper Ship Era," Capt. Clark.
- "My Life at Sea," Capt. Crutchley.
- "A Cruise in an Opium Clipper."
- "The Ancient Mariner" (Poem), Coleridge.
- "The Southern Light," by S. G. Fielding.
- "Jacob Faithful," Capt. Marryat.

"The Swiss Family Robinson" and the celebrated "Robinson Crusoe," though hardly coming within the scope of the present list, are recommended to every boy who has not had the delightful experience of absorbing them.

Continued from page 18.

it, not even the great Cook himself, that Australia would have risen to such a position, all in a century. We had done our part, but it had all been done under the wing of the British Navy—(applause)—and it would never have been done had not the mightiest engine ever fashioned watched over us. And it has come to us, all this greatness, always without an effort, or so it seems, but all that has come to us can be traced back to the spirit that moved Hawkins and Frobisher and Drake, that inspired Nelson. (Applause.)

## "KEEP WATCH."

"Now, boys," continued Mr. Hughes, "you have a great future before you, and I hope you will never have to take part in any war, but I advise you to remember your motto, 'Keep watch,' and be prepared. Peace does not come because men beckon it with their fingers, or repeat some futile incantation. Every nation that has gone down in the world has gone down because it has not been prepared to hold what it had. The heart of the world has not changed yet. Why did Mussolini shell Corfu? Why did he not shell Brest or Gibraltar? Because he knew that Corfu could not reply—(applause)—and that Gibraltar or Brest could; and he did that under the shadow of the League of Nations. Let us not be deceived. There is only one way to maintain the peace of the world, and that is to ally ourselves hand to hand with those who hold the same ideals and speak the same language as ourselves. While the wild beasts of the jungle are prowling about peace can only be maintained as long as power is kept in the hands of a great and civilised Empire like the British, or a great country like America, which are determined to maintain peace. We here are what we are by the grace of God and the British Empire, and shall only come into the splendour of our destiny if we walk along the paths trod by our ancestors, and see that our sea power is preserved. If that power is scrapped our epitaph will be written in war.

"It is impossible to maintain an Empire, impossible to guarantee the safety of the country, unless there runs through society something of that iron rod of discipline which distinguishes the trained from the mob. Discipline is the intelligent recognition of the basis of society. Therefore let every young Australian do his duty. (Applause.)

"What the world shall say of Fisher, Beattie, and Jellicoe in the years to come I cannot say, but I will say that if there had been no Fisher there would have been no Jutland. (Applause.) No man did so much to make possible the supremacy of the British Empire than did Fisher. Without Fisher there would have been no Jutland. What Nelson was in Trafalgar so Fisher was in the days of preparing for Jutland." (Loud applause.)



## Rat Traps and Red Tape.

WITHIN a thousand miles of Sydney was a store, in which a large quantity of naval clothing was kept pending emergencies, and to keep down the rats there was a cat, for which a small subsistence allowance was drawn monthly.

Retrenchment was, however, the order of the day, and an Officer-in-Charge was directed to indent for "Traps, rat, iron wire, galvanised, Mark 1" in the proportion of one to every 100 suits of clothing.

In the next changes of war material an elaborate picture and description of the above trap appeared, and the cat was declared to be obsolete and was ordered to be handed over to the Commissariat Department to be sold.

The number of traps, according to the above proportion, was found to be 193, and therefore 20 traps were demanded.

The indent came back "one trap disallowed," but by way of consolation it was stated that fractions of a trap exceeding 3 would be considered as a whole trap.

Thereupon the Officer-in-Charge pointed out that the odd 33 suits of clothing would be at the mercy of the rats, but without avail.

The 19 traps duly arrived and a Return, Army Form X 1063, was ordered to be transmitted monthly.

The return in question was arranged in birdcage form, and was a masterpiece of its kind, showing at a glance the amount of clothing in store, the cubic measurements of each room, the number of traps in hand and the number of rats caught each day. Mice were to be shown in the Remarks.

The percentage of rats caught to suits of clothing and the rats to traps was to be marginally noted.

As it was feared that the Officer-in-Charge of the clothing store might endeavour to take credit for mice as rats, the measurements of the animals caught was to be inserted, and the Officer-in-Charge was authorised to demand a suitable service measuring rod for the purpose.

The Officer-in-Charge of the stores, anxious to show the keen interest he took in the matter, demanded "Gauges, measuring, cartridge and live shell," which would enable measurements to be taken to the 1/1000 part of an inch.

The authorities pointed out in reply that these gauges were fitted with gun-metal screws and intended for measuring explosives only, a condition

presumably not applying to rats, and their use with articles of a non-explosive nature would be highly irregular if not dangerous, also the operation must in any case be carried out under magazine regulations with left slippers in an isolated building 400 yards from the road—a plan of the locality was to be submitted. An application that the term "live shell" might be extended to include "live rats" was negative, and it was suggested that an ordinary 2-foot rule would be sufficiently accurate for practical purposes.

This was accordingly demanded, but elicited the reply that these stores formed part of "Chests, wood, carpenters," which were only allowed at stations for which carpenters' shops were authorised.

A strong case was therefore made for the erection of a carpenter's shop, which was sanctioned at the cost of some hundreds of pounds.

Meanwhile the Officer-in-Charge acknowledged the receipt of the traps and requested instructions as to how they were to be set.

A reply came that the matter had been under consideration and the necessary instructions would shortly be published.

The first monthly report showed several suits of clothing destroyed by rats.

The authorities gave evidence of the energy they always showed on an emergency, and a very complete pamphlet was issued within a month in which, the minding of the iron, the drawing into wire, method of galvanising, manufacturing into traps and system of inspection, testing and passing into the service were exhaustively dilated on and illustrated, nevertheless the second return was like the first.

"Were the instructions regarding the setting of the traps strictly carried out?" "Yes, the clothing destroyed doubtless was part of that for which traps were disallowed" was the triumphant reply.

Another trap was allowed, but it was in contemplation to make a corresponding increase to the clothing in the store of 67 suits.

The third return showed "rats caught—nil," and more clothing destroyed.

A Mark 2 trap was introduced, which differed from Mark 1 in that the wire was not galvanised and the wire was obtained from Germany.

No rats were caught and there was further destruction of clothing.

"None but men of superior training and intellect were to be permitted to touch the traps," and a Warrant Officer was to be struck off duty and detailed to instruct them.

A return was to be submitted monthly showing



SMOKE ROOM—S.S. "ULYSSES."

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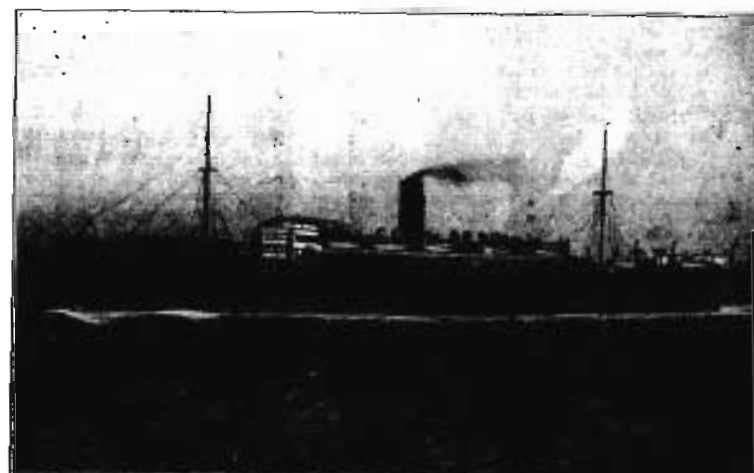
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the number of men instructed.

In selecting the Warrant Officer the claims of a man who had caught bandicoots in India were ignored, and the opportunity of infusing new blood into this most important service was neglected.

The grievance was duly aired in a weekly contemporary.

The worthy fellow, who was selected, elaborated a drill in accordance with the spirit of the instructions which, after various extensionary motions to develop the trap setting muscles, commenced with "Take up traps" and ended with "ease springs."

Badges in gold and worsted, of crossed rats' tails, were authorised for men who attained a certain stage of proficiency in trap setting.

Still no rats were caught and the destruction of clothing continued.

The return of the men instructed was to be submitted in duplicate once a week. Even this failed to produce any improvement.

The authorities were reluctantly compelled to admit that the traps had not answered their expectations, and that there appeared to be no fault either with the traps themselves or in the setting,

and enquired incidentally "what bait was used."

The Officer-in-Charge pointed out that no allowance was made for the bait in the regulations and that he could not be expected to provide out of his own pocket.

In the end the cat was re-introduced for the purpose of catching rats only.

The traps were to be retained for instructional purposes only.

*Continued from page 23*

interesting outings of late. The cutter has been in great demand visiting sailing ships and steamers at anchor in Snail's Bay and off Cockatoo Dockyard.

Reports from North Sydney, Concord and Richmond had not been received at time of going to press. It is known, however that these Companies are doing well—thanks to the officers in charge.

### N. L. SEA CADETS' SPORTS PROGRAMME.

To be held at Richmond on Saturday afternoon, December 8, immediately after the "Fairfax" Banner and McMaster Gold Medal competitions:

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BY F. DANVERS POWER, F.O.S.

1. 50 yds. Championship, under 12 years.
  2. 75 yds. Championship, under 14 years.
  3. 100 yds. Championship, under 16 years.
  4. Open High Jump Championship.
  5. Throwing Cricket Ball (open)
  6. 100 yds. Scratch Race, officers and ratings over 16 years.
  7. Sack Race.
  8. 440 yds. Relay Championship (Inter-Coy. Team of four, under 16 years).
  9. Tug-o'-War Championship (Inter-Coy., Team of eight, under 16 years)
- The anchor man must not make a bowline, but may wrap rope around himself if he wishes. Boots must be worn.

Winners of first tug will meet winners of second tug. The team with the bye must pull a scratch team before entering the final, so as not to have a distinct advantage of freshness against team having pulled twice.

KANAKAS are considered by some people to be the best fishermen in the world, doubtless because they are largely dependent on fish diet as a means of existence. When a missionary was telling a kanaka how good God was to give him coconut trees from which he not only obtained food and drink, but also material out of which to make clothing, baskets and buildings (and he might have added weapons and armour), the kanaka replied, "Yes, yes, but while he was

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Eden	Raymond Terrace
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Kororua River	Ten Tons
Manly	Wharfedale
Manly River	Wharfedale
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Manly River	Wharfedale

about it, I wish he had put a fish in each coconut."

Kanakas reckon that the Australian coast is fringed with barbed fish-hooks, which have caught in rocks: they prefer hooks made out of iron-wire nails twisted round, but native hooks are made out of wood, shell, bone or stone, the point being tied on, and fibre or hair is attached as a bait.

Children shoot small fish on the reef with bow and arrow: the arrow, which is made out of the midrib of a segment of a coconut leaf, is attached to the string of the bow with a couple of half hitches, so when a fish is struck it cannot escape.

Fish traps are built on the shore reef with lumps of coral which serve the same purpose as the fixed nets of our fishermen. The fish come in with the tide, and as the water recedes and drains away through the coral barrier, the fish are left behind.

It is a pretty sight at night to see the lights in the canoes as they rise and fall with the swell, just outside the reef, while the kanakas catch flying-fish. The procedure is as follows: A torch made out of three dead coconut leaves tied together about nine inches apart with a draw knot so that the ties can be readily undone when required is lighted from a piece of tinder, and held by a man in the centre of the canoe: one man stands in the bow of the canoes, another in the stern, while a third is midship, each provided with a landing net. The light attracts the fish and also enables the kanakas to see what they are doing. Sometimes they catch the fish on the wing, as it were, and sometimes in the water. They average about 100 flying-fish a night. Although these fish can be caught all the year round, the most prolific period is between March and July, especially on dark nights. When sufficient flying-fish have been caught, the men settle down to catch larger kinds of fish with hooks attached to lines made from the outer bark of the quanny tree. The usual fish caught are albacore, mackerel, horse mackerel, yellow tail, barracouta and palo. The palo or castor oil fish, on account of its medicinal properties, is very much valued. Sharks are caught with a large wooden hook made from the tamamo tree where two branches meet, this is hardened by fire, attached to a short rope made of coir which does

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not rot in the water, and baited with flying-fish. First a bunch of tiger cowries threaded on strings are jingled and flashed in the water to attract the shark, and when the fish approaches, the hook is substituted for the shark bell. If the shark takes the hook, it is drawn towards the canoe and clubbed to death. Being too large to haul on board, it is lashed alongside and conveyed to the shore.

Barracouta, albacore and sometimes sharks are caught with nooses into which they are enticed to pass by a bait, the noose is then drawn tight round the tail.

There are times when the sea is too rough for the kanakas to go out fishing. On such occasions, at Nauru, they draw on their stock of cultivated fish in the inland lagoon. Small fish are caught in the shallow water of the shore reef in a kind of sieve made of the spathe of a coconut tree stretched on a frame of wood bent round to form an oval. The fisherman wades into the water provided with his sieve, a wand, a small scoop made out of a piece of coconut shell, and half a coconut shell to hold water which he carries suspended from his mouth by a piece of string. When he sees a shoal of fry he drives them to the surface by working the wand below them, and then when they are near enough to the surface, he drops the wand and plunges the sieve beneath the small fish: when raised out of the water the liquid drains away leaving the fish behind: they are then scooped up



NATIVE CATCHING FRY ON THE SHORE REEF, NAURU.

## Perpetual

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The Company is really more than this word suggests, for its business includes:—Acting as Executor and Trustee of Wills, Trustee of Marriage or other Settlements, Administrator in Intestate Estates, Attorney under Power, Agent for Absentees, etc., etc.

## Company

(Limited)

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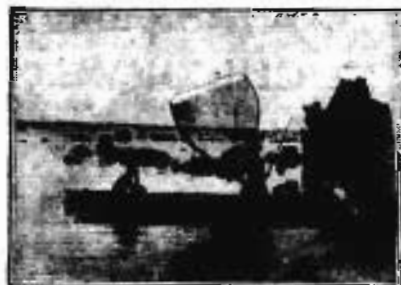
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33-39 HUNTER STREET  
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R. COPLAND LEITCHBRIDGE  
MANAGER.

WRITE FOR BOOKLET.

and placed in the half coconut shell of water which is emptied from time to time into a large shell on the beach: this is later on carried to the inland lagoon where the fish are let loose. The lagoon is divided into paddocks by layers of coconut leaves placed one on top of the other: one paddock for each village. The fish being protected from many natural enemies grow to maturity. When these fish are required for food, several kanakas walk in a line across their particular paddock, the water being shallow, and when the fish are concentrated in a corner, they are caught in U-shaped hand nets.



TYPE OF FISHING NET USED BY NATIVES OF NAURU.

Eels are caught in a basket-work trap with a narrowing entrance, made out of pandanus air roots. This is held against the rock where the eel is known to be hiding. Eels are also caught with a noose on the end of a short stick. When an eel is known to be in a certain crevice, the fisherman chews up some of the white portion of a coconut which he then spits out to act as bait and attract the eel, at the same time placing the noose over the entrance to the hole. When the fish puts his head into the noose, the loose end of the string is drawn tight round its neck and it is clubbed to death before it can wriggle out.

Yet another way of catching fish on the reef is to have a small circular net attached to a string: this net is allowed to collapse on the the bottom, but a bait is suspended above it. When fish are attracted by the bait, the net is suddenly drawn up and the fish brought to the surface.

There are many superstitions in connection with who may eat certain fish and who may not, also what will happen to the person who violates the regulation.

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Its objects are:—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of naval strength is impossible, only continuity of preparation can guarantee national and imperial security.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy. In conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that the existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the Merchant Service, which, under the sure shield of the Royal Navy, weaves us into one imperial whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the boys to become good citizens of the Empire, by learning discipline, duty and self-respect to the spirit of their motto—  
"For God, for the King, for the Empire."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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

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

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

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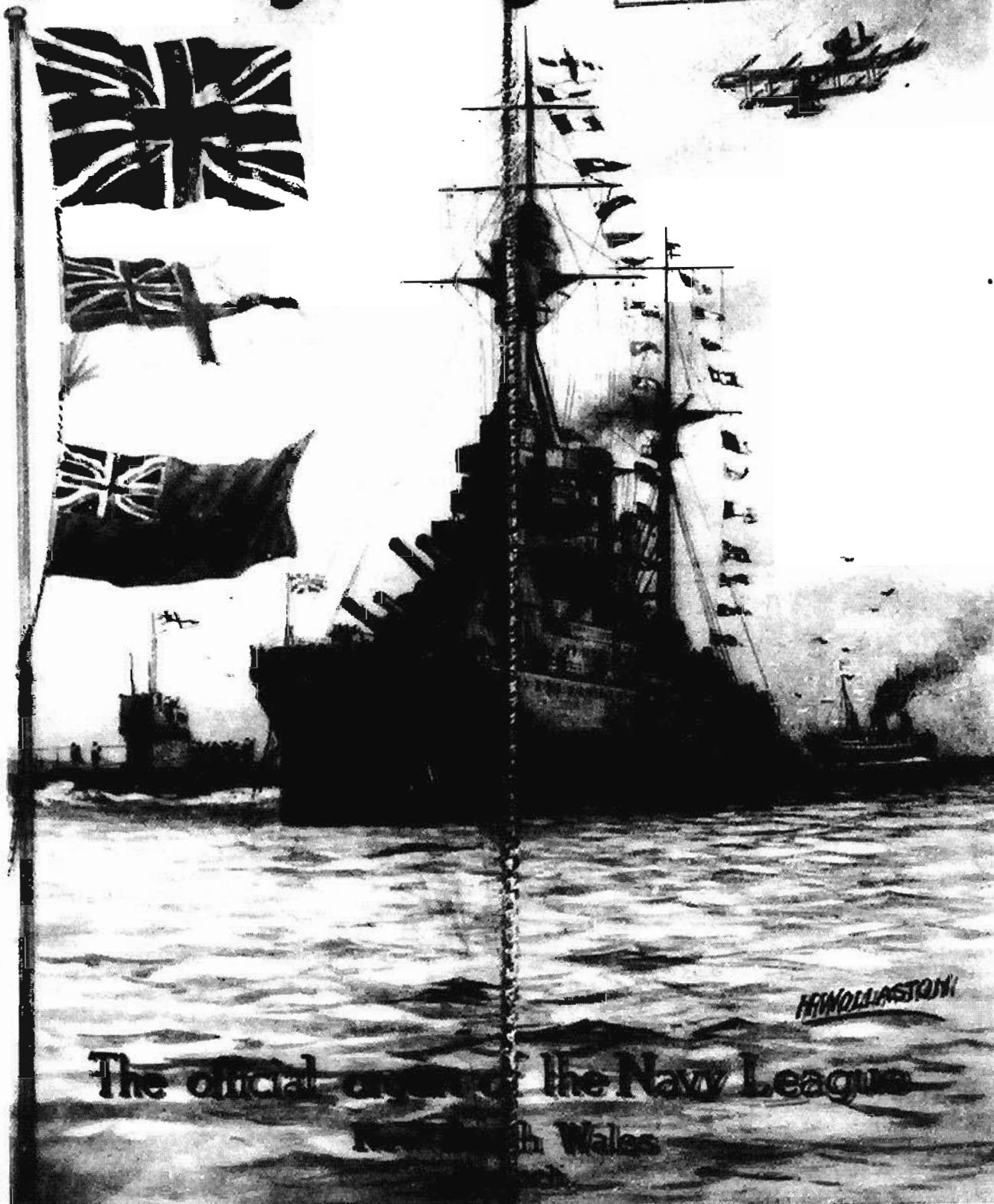
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DECEMBER, 1923.

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H. W. L. ASTON

The official organ of the Navy League  
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# The Navy League Journal

VOL. IV. No. 8.

SYDNEY, DECEMBER, 1923.

PRICE 3d.

## AUSTRALIA AND AIR DEFENCE.

RECENTLY a responsible citizen and celebrated Australian General, warned us in unmistakable language that our air force "was a sham." There is no denying the truth of the warning, but we drift on in the old thoughtless way and, as a nation, do little to propel ourselves. We must compel our un-national politicians to act—to wake up from their state of slothful lethargy and urge upon the Federal Cabinet the absolute necessity of remedying this positively dangerous neglect of our air services, both sea and land. The Government's wail of poverty can only be diagnosed as the wail of weakness, short-sightedness and general ineptitude.

The Treasury is never so empty that money cannot be made available for undertakings of a popular nature—undertakings with vote value tags attached. Let it find money for real defences.

We have a "National" Government in power to-day, has it proved itself national in deed or in outlook? Our answer is an emphatic, No.

We are apt to decry Labour Governments, lock, stock and barrel, as being destroyers of every germ that possesses the semblance of developing into a policy of National Defence, but surely Labour is not alone in guilt. The

constructive (save the word) defensive policy of the present Government has been fertile in word, and barren in deed. Under the fire of criticism, its spokesmen tell us with seeming pride, that Australia spends far more than Canada on Defence—they rarely add that we also spend far less per head than England. They do not tell their audiences that the geographic and strategic conditions of Canada and Australia are not parallel—and that Canada's seaward defence is more or less related to that of her great neighbour, while Australia, to a time extent, is splendidly isolated from friends of the same language and blood.

If we visualise the next war, we will find the air-services (not ours if we leave it to the politicians) to the fore in a manner hitherto undreamed of, they will start, not where they left off in the last war, but very considerably and very effectively ahead of it. That we must have adequate aerial protection, in conjunction with naval defence, is obvious to anyone but the wilfully blind; the children of Australia in their right demand it. What is lacking, is the man for the helm of the ship of Government, a selfless man, a man richly imbued with the needs of nationhood and not with the petty bickerings of Partyism. Such a man must arise if Australia is to consolidate and make unassailable her position among the nations of the earth.

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TELEPHONE

# HIS FIRST VOYAGE. A MEMORY OF THE SEA.

BY H. A. COBBIN.

ONE afternoon recently I was reclining at Mrs. Macquarie's Chair enjoying the vista of our world-famed harbour and its seasonable boating activity. Away towards Bradley's Head I saw a great lump of ugliness coming up the fairway, and presently defined as a Norwegian freighter loaded to the boat deck with timber. There was something wrong inside the framing of the picture before me—something that jarred. The reason was that my mind had harked back to the days of the clipper ships with their beauty of hull, their tall masts and spreading yards with sails furled so neatly that the spars seemed bare of canvas. The centre of the mental photograph showed Captain Barneson's graceful barque Woolahra sailing into Athol Bight, disdaining the aid of tug boat; the wings of the picture revealed a fleet of wind-driven pleasure craft of various rigs coming around Bradley's Head with a "north-easter" snoring astern. Brigs, barquentines, top-sail and fore and aft schooners and ketches, dotted the sheltered waters of the many charming little bays. Ugh! that piled up mass of wood, with a belching smoke stack sticking through the top of it, was as an ungainly, mud-bespattered goose, mid a flock of silver gulls, and reminded me, with a mental jolt, that the day of such yacht-like topsail schooners as the Mary Ogilvie, Kent and Sussex, the hundred and odd ketches like the Bound to Win, Dewdrop and Arab, and brigs of the John Wesley class, many of which were doubtless known to present day readers of the NAVY LEAGUE JOURNAL, had passed into the back-wash of Sydney Harbour's history.

It hurt to see that bruising steam punt crushing the lipping baby curlers under its shapeless bows, leaving behind it a trail of soulless subdued greasy water. My feelings were shared by another, for a voice at hand sounded sympathetically, "That's an ugly tramp?" Turning to the speaker I beheld a fresh faced man of about 70 years of age, whose "Yes" had the long ranging quality that belong to men of the sea. A common bond loosed our

longues about ships and their records, and the stranger entertained me with the following story of his first voyage in a deep sea ship in the days when sailors were "Lords of the bunt and gasket."

The venerable sea-dog began:

"On the 18th of August, 1860, the full-rigged A1 at Lloyd's, 400-ton clipper ship Rover's Bride, hauled out from her Sydney berth laden with cargo for Valparaiso. She was a dainty little flier, and looked very beautiful under full sail. In all she set eighteen sails—flying jib, jib and fore-staysail, fore-sail, lower and upper fore-topsails, fore top-gallant sail, and fore royal, with similar sails on the main and mizzen masts; also main and mizzen topmast staysails—main and mizzen staysails and a spanker. The Rover's Bride was under the command of a very capable master, who knew all that could be known about ships and their tempers, and a happy man was he when the yeasty foam was being sent astern in a speeding wake. However, I have to introduce myself into the story, and it came about on the third morning out from Sydney, through the second mate deciding that the port whale-boat needed inspecting. I was discovered under the boat cover curled up in the stern sheets, and very sick. This second mate was not a bad-hearted man, and after a few remarks regarding "what should be done to stowaways," he ordered one of the "watch" to take me into the fo'castle and make me comfortable. It was some days before my health was recovered sufficiently for the inevitable appearance before the skipper was made. I then explained that I wanted to be a sailor, whereas my stepmother thought "a tailor's life was the one for me"—hence my stowing away. The skipper said "that I could be cabin boy for the voyage, but that as I was not on the ship's articles there would not be any pay, but if I showed any of the characteristics of a sailor, he would do his best to advance my ambition."

Now, the life of a cabin boy is like every other occupation—dependent upon the individual; and

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as I did my work well, and was obliging, I found very little irksomeness in it, although the day's work started at daybreak, and very seldom, for the first fortnight, ended before seven in the evening. Later on my duties were easily performed in much shorter time through improvement in my knowledge. There were several passengers aboard, all were kind, and loaned me books. One book was "Anson's Voyages," another "English Seamen of the Sixteenth Century." The exploits of the old English navigators filled my mind with great respect for the men who did so much for the prestige of England and the advancement of Christianity.

To return to the Rover's Bride.

We carried a fair wind to the Kermadec Islands, where an easterly blow headed us; this taught me lessons on the uses of braces and sheets, and the meaning of many phrases—such as "stand by," "ready about," "hout ship," and "lee ho." At the last command the helmsman would turn the wheel so that the ship's head was brought into the wind, and a further order to "slack the starboard braces" was followed as the wind backed the sails, by one to "take in the slack of the port ones." As a privilege I was allowed to haul on the mainroyal brace, which, of course, was not a job for an able seaman, as the larger sails beneath practically brought the royals around with them. The next order was to "bowse the braces home," and with many a "heave ho!" and "Belay there," "make fast," the sails were flattened at an angle to help the vessel to sail to windward. The headsails, i.e., flying jib, and foretopsail were, of course, handled to turn the ship from one tack to the other. As soon as the order "lee ho!" was given, the head sheets (which are the ropes taking the pulling strain of the head sails) were ordered to be "let go" (this, of course, spilled the wind out of them and allowed the rudder full control until the wind came slightly from the erst-while lee side) they were then drawn taut to windward until the ship was fairly on the opposite tack, and then hauled over and made fast. Making fast meant a couple of figure eight turns and a half hitch on a belaying pin in a rack or "pin rail," and finalised by neatly coiling the tail end of the sheet on the pin. These head sails are really wind rudders. The officer-in-charge of the deck, who

gave the orders as related, would then set the course after conning the sails and the compass. His orders filled me with wonderment at first, as I had never heard ashore anything like them. The first to catch my ear was "Nor' east, easterly." Later on the very fineness to which a capable navigator would sail his ship was revealed in the definite manner the man at the wheel was expected to keep to the course set. To say that he did when the wind changed would be wrong, as then he was either ordered to "bear away" or "keep her up." Being desirous of learning the meanings of the orders I asked many questions, and finally learned to box the compass. To hear a sailor rattle off "North, nor' by east, nor' nor' east, etc., etc." seemed wonderful, but after learning the first



"SEA DOGS" OF THE OLD SCHOOL

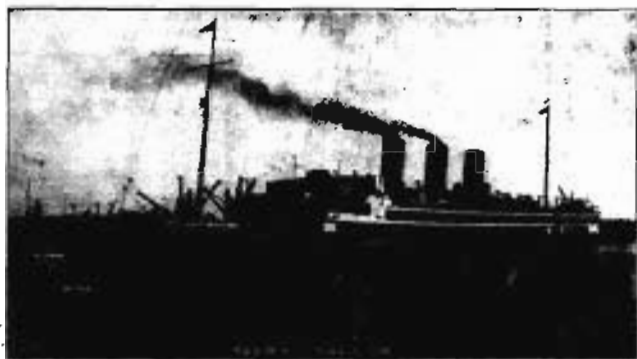
quarter of the compass the rest became easy, as it only meant changing the cardinal points:—North, east, south and west. Take say, east by north, and change over to the south of east, and the card shows:—East by south, east south east, south east by east, south east, and so on until the western side is reached, when west replaces east in the direction.

During the progress of the passage across the Pacific my health was improving wonderfully. I had an appetite that the "doctor," as a ship's cook is called, declared "would mean a shortage of provisions for the crew unless we made a record passage." He, nevertheless, always had a "shot in the locker" when I called at the galley. A fine old chap the cook was, and he made the

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fastest dry hash, and on Fridays provided a special salt-fish hash which appealed to my palate. One day he said, "You here again, hungry as ever I suppose?" "Well," I laughingly replied, "it's not hungry that I am until I smell the tucker in your galley." That smoothed him down, and as an excuse for giving me a piece of "plum duff," he said, "Well, I was just going to give it to 'Dennis' (the pig), but maybe he can fill up with coal instead." The sailors all were kind, ever ready to explain the mysteries of knotting, splicing and serving when leisure came my way, and being ready to oblige everybody and doing my work to the best of my ability, the officers also encouraged me.

One day when we were bowling along with a fresh quarterly breeze and every stitch of canvas set, a sail was sighted ahead. The skipper asked me "if I thought I could go up to the fore-top without falling from the futtock shrouds?" I replied with alacrity, "Yes, Sir." "Very well," said the "old man," "up you go and follow the second mate." So up the ratlines I went. It was the proudest time in my experience when I looked down to the racing hull cleaving through the curling combers, parting them in two and swaying with the hissiness of a mermaid, disdaining the seething masses of hissing seas, trailing away astern. Occasionally a comber, too slow for our speed would be dived through; then the deck was awash. Over the fore-castle head it came with a rush, tumbled on to the main deck and swirled away through the scuppers. The second mate who was watching the vessel ahead asked me if I could tell him "what sort of a craft she was?" "She looks like a barque, sir, running under top-sails," I answered. "That's right, sonny, and she's a New Bedford whaler, maybe out for the last couple of years without much luck, for she is flying light."

How he could tell her calling, or home port, puzzled me until we overhauled her. Then it was clear enough, for a whaler, especially a New Bedford, was in a class of her own. Bluff bow, full beamy hull with a stern that distinguishes Yankee ships all the world over. It took very little time for us to come abreast, when up fluttered her signals:—"Amelia Nye, New Bedford; all well; no luck." We ran close by and on the poop a dog was barking (not that his voice could be

heard, but the spasmodic jerking of his tail expressed his feelings). Of course it was one of the happenings which breaks the otherwise regular monotony of a voyage, and set the men's tongues wagging. Tom, a sailor man of many years experience related "how he was once on a whaler for three years and had the bad luck to be in a boat that was smashed by a blow from the star-board fluke of a harpooned whale, and luckily for him another boat was handy. Other members of the crew related their experiences. Some had suffered the same tribulations as Tom. Many had fished the grounds off the Tropic Isles, and from there stowed away round the Horn to the Falkland's. Mostly they recorded facts. But "Scotty" was out for a coup. After a "wee while," as one might say, when the Amelia Nye had passed astern and faded into a memory, he found an opportunity to give his "watch" mates a verbal account of his (alleged) experiences. Jonah, of course, lived in a whale, but as the joke goes: You cannot keep a good thing down, and that accounts for Jonah and "Scotty's" whale experiences being public property.

"Scotty's" story, translated, follows:—

"I was in a small boat, which was made fast to a great sperm whale, thought to be dead, when, without warning, he started to tow us away from the ship at the rate of about ten knots an hour. It was eight bells in the afternoon when that free tow started, and soon the ship was out of sight. For six hours he towed, and every time he 'sounded' the boat was nearly swamped. We wouldn't let go of that whale, and at last we managed to prick the lance home and the monster gave up the ghost. Well, the sea was smooth, and we hung on through the long cold night of fog. In the morning we were hungry as vultures and not a bite in the boat, and nothing to eat since noon the day before. So I says to the chaps there's plenty of meat inside that skin, let us get some. That thought led to our salvation. We worked like niggers, and eventually cut the inside out of that whale, propped the opening and the walls with our oars and made a fire of the boat fittings. Soon we had broiled whale steak a la Peterhead, and all were well content. The fire and smoke preserved the meat walls of our improvised cabin, and at the same time sent up a smoke

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signal which helped to bring the 'old man' with the ship to our rescue." So, "Scotty" carried the palm.

The Rover's Bride was favoured with weather that suited the skipper, who would have clapped on more canvas had he had it, but our rig did not include stunsails, so perforce he had to fume and fret, although for short spells during hard squalls she logged fifteen knots. Fifteen knots in a 400-ton ship means a race of water over the bow and feet of effervescent crispy sea frothing over the lee rail. The morning of the fortieth day out brought expectancy to us, as the rumour had got around that land should be sighted at any moment. A look-out was aloft, and just after the noon eight bells had been struck, the hail from aloft of "land ho" set our eyes straining for the loom of it. The first mate went up to the upper foretopmast yard with his glasses, and soon described the land formation, which was clearly satisfactory to the "old man," who decided it would be prudent to hang off till the following day; so all sails except the topsails and head sails were furled—the first main sail was shortened during the trip. It was like holding a greyhound in the leash, the little ship seemed to be sobbing. "let me go! let me go!" whenever a sea bumped her counter and passed away ahead. This seemed to be reflected on the faces of the crew—clean men and doers, equal, as they were, to the picked yachtsmen of the British Empire. Sluggishness and dirt were their bug-bears, even though when having a day or night ashore they squandered their money in hectic carousal. Their failure ashore was often their strength at sea, and they enjoyed themselves most when flying along in a well-found ship with capable officers.

Next morning we were close enough in to expect a pilot, and as to run nearer inshore would have been foolish, the order to "heave to" was given. This was new to me, and I memorised it. "Shake her up into the wind!" ordered the "old man." The helm was put hard down until we were head to wind. The next orders were: "back the main yard and weather head sheets!" Backing the mainyard meant bracing all the sails on the mainmast at the opposite angle to those on the fore and mizzen masts, and "weather head sheets" brought the headsails in agreement with the mainmast sails, so that we had one set of sails driving us

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ahead, and the other set working to drive us astern, the result being stoppage, with the exception of tidal drift.

The pilot arrived in a double-ended boat manned by oarsmen of rather good physique, who addressed us in a mixture of English and Spanish, and were very agreeable, inviting all to come ashore and test the seductiveness of Valparaiso. This, most of the crew did, and for a week after we left they violently voiced their dislike "for anything un-British." After discharging our cargo, and taking in ballast, we headed away north for Iquique to load a cargo of nitrates. The first day the weather was very nice and the scud danced away, singing the song that makes a sailor happy. The second morning broke with a fair promise; but there was something amiss. The order was—"All hands on deck!" "Mr. Mate, will you please get ready a kedge with a coir spring?" We were close inshore and flying very light—resembling a bubble on the water. At about ten o'clock the wind came in from the west by north, this compelled us to pay off towards the land as we were on the port tack, that is, the wind was on our port—or left side. Obviously the safest thing to do was to change to the other or starboard tack; and the attempt was made: but owing to our being light we missed stays. The 'old man' had sensed the likelihood of such a happening and had made the necessary preparations for club hauling. I was watching him intently, and realised that something rare was going to be done. After we first failed to come about, he ordered the helmsman "to pay away and let her romp!" all the time we were getting closer inshore. Again the order rang out, "down helm, head sheets, etc.," and again we failed to change tacks.

There was anxiety expressed on the crew's faces when "weather the head sheets" was ordered, and again we payed off towards the coast. The officers then had a quick consultation and the first mate went up on the fo'castle head with some seamen and bent the coir spring—(i.e., rope) to the kedge, which was then swung over the port bow. The rope was then freed so that it could run and three turns were wound around the capstan, "all ready, sir," the mate called. Then another attempt was

Continued on page 12.

"The first drink of the day."

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made to "bout ship" Slowly her head came into the wind, and then I learned what club hauling meant. Before we had lost head-way the kedge was let go with a run and a few seconds after it bottomed, the run of the spring was checked, and so we were pulled safely to the opposite tack. Of course the kedge and many fathoms of coir rope had to be cut away, but the ship was saved!

For safety's sake we stood well off the land and made, as the vernacular of the sea says—"a good offing," and waited until it was prudent to change tacks.

Then another method was employed. Instead of heading into the wind we turned tail to it—I seem to hear the order: "wear ship." The helm was weathered, headsails hauled to windward, and as it is said in fore-and-aft rigged vessels we "jibed." Of course some distance was lost but having plenty of room it was the quickest way to change from one tack to the other. We made Iquique without any further worry, and returned to Sydney within four months having proved that a life on the ocean was natural to me.

I shipped as an O.S. for the next voyage of the Rover's Bride, and since then have voyaged all over the world before the mast, and as a master mariner in charge of ships of various rigs, but never in such an ugly brute as that Norwegian freighter," concluded the old sea-dog.

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## Adult Service in Building Boy Ideals.

(BY GEO. H. HATFIELD.)

THE importance to our Nation and Empire of boy life has during the past decade received much more recognition and practical sympathy than was hitherto in evidence.

The dedication of adult effort in the service of the boy is each year becoming more marked. To-day thousands of able-bodied men are giving of their best to work with organisations for boys, and in doing so mostly enjoy the work and responsibilities not less than do the boys themselves, whilst giving at the same time much evidence of ability and capacity to understand the boy, and arrest his sympathy, for this is vital towards the success of the work in hand.

In England to-day these adult sympathisers and workers come from all classes of the community—and include Surgeons, Lawyers, Doctors, and professional men, as well as a large number of University students; and these "carry on" realising that the care of the boy is essential to the future greatness of the Nation and Empire.

Here, in Australia there is a definite call to the manhood of our country for those who are able, and have the aptitude to assist, in order that the work may be adequately carried on, and not be left to languish through the lack of adult help.

A late Scout Commissioner for East London (Eng.), Captain the Hon. Roland Phillips, an Oxford graduate and athlete, declared, after engaging in this work for five years, that "a new power has arisen in our midst—it is the power of the boys ideal."

Taking the greatest of present day boy organisations, the Boy Scout movement upon which most other boy organisations are modelled, we have a movement that has voluntarily in its ranks to-day two millions of active adherents, and has passed through its influence and training as many more within a period of less than fifteen years, thus successfully appealing to the boyhood of an Empire, and at the same time drawn to be dedicated thereto many thousands of adult workers! This is surely of a nature that arrests the attention of the entire community.

When the Boy Scout movement was launched it instantaneously appealed to the boy, and has continued to do so ever since. To endeavour to arrive at a reason therefor the executive official becomes aware that it is not the mere wearing of a uniform, nor yet the sound of bugle and drum, but it is most surely the status and initiative conferred upon the boy, together with the honour and trust reposed in him. His individualism receives recognition, and the outdoor activities and accomplishments in various directions appeal to his imagination, for through such accomplishments he is enabled to render services to the public in many directions. He has ceased to be non-descript, for his dignity of boyhood has become recognised, and arising therefrom is the Boy's Ideal, and its power embodying the initial germ of citizenship.

Those who are familiar with organisations whose energies are directed in the interests of boy life, are aware that the lack of adequate adult service is most seriously retarding this most desirable and important work on the boy's behalf. This is particularly so in relation to the Navy League Sea Cadet organisations and the Boy Scout movement, in New South Wales and elsewhere, each of which is looking round for those who will live with and for the boy. Adults who are at present sharing this work know of the great privilege it is to care for and stimulate the boys ideals, for the boy most certainly has a natural nobility of soul—and this sustained at the essential and critical period of his life, makes for the certain strengthening of our future citizens and Empire builders. "Character maketh character," and thus this building up of boy ideals is not restricted to the work done in a given boy organisation, but it spreads out and influences the lives amongst whom the boys of these particular organisations live and move.

In boy training schemes are ideals of service, courtesy, discipline, self-restraint, integrity, cleanliness, reverence, courage—and, generally speaking, each of these characteristics is bound up in a very

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real Brotherhood, which is the essential foundation of such organisations.

A true and real Brotherhood makes for a more proper understanding and feeling between class and class as well as Nation with Nation. If, as Mr. Spencer Baldwin has stated, "It is the British Empire which is to save the world from the cataclysm of after war disruption," then most surely it is to-day the boy of the British Empire upon whom this responsibility will rest, for the magnitude of the task is such that the adults are aware that they cannot accomplish this in their own lifetime.

Whilst ideals are more readily accessible to boys resident in our great Public Schools, to those who share this privilege is the service to give of their knowledge and influence as they advance in years. By far the greater portion of our boyhood, however, does not enjoy the influence or training of such schools, or is early in life removed therefrom, and from this larger portion of our boyhood in all its splendour the appeal is heard for the Brotherhood of adult service to reach out and carry on in the building up and stabilising of "Boy Ideals."

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##### GOING TO ENGLAND.

"Considerable enthusiasm has been aroused in the Royal Australian Navy by the announcement that the cruiser Adelaide will accompany the Hood, Repulse, and the light cruiser squadron during the last half of their world cruise," said Mr. Bowden, Minister for Defence, a few days ago.

As far as possible this Australian-built cruiser will be manned and officered by Australians. The Adelaide will leave Sydney with the light cruisers in April, and on completion of the cruise will remain for a brief period in English waters, returning to Australia via the Suez Canal.

#### MR. LLOYD GEORGE AND THE NAVY.

Speaking in the South of Wales recently, Mr. Lloyd George in the course of his address made the following observations:—

"I want to put in a word for the Navy. The value of the services that it rendered to the Allies has not been sufficiently appreciated even in this country, but in foreign countries it is completely ignored and forgotten. I say here, deliberately, from a full inside knowledge of the facts, watching the thing day by day for four and a half years, that had it not been for the British Navy, the Allies would have been smashed in the first year of the war. Field Marshal Foch—and there is no individual to whom the Allies owed so much as to this brilliant general—could not realize the importance of the Navy. And that is why France will never be a maritime country. Britain is the only country in Europe, except Scandinavia, which has the sea sense."

#### NAVAL APPOINTMENTS.

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

Commodore Albert Percy Addison, C.M.G., commanding H.M. Australian Fleet, promoted to be Rear-Admiral, to take effect from November 2, 1923. Schoolmaster Richard Henry Buckingham Finney to be Senior Master (acting) to take effect August 1, 1923. Chief Engine Room Artificer Thomas Turnbull to be Warrant Engineer (acting), to take effect from September 3, 1923.

Appointments.—Lieutenant, Vincent E. Kennedy to Anzac, and for "N" duties, November 5; Engineer-Lieutenant, Archibald E. Creal to Marguerite for ships in reserve, November 16. Paymaster-Lieutenant, Ernest H. Curry to R.A.N. College, additional, temporarily, November 3, 1923; Paymaster-Midshipman, Keith S. Miller to Platypus, additional, November 3, 1923; Warrant Engineer, Thomas Turnbull (acting), to Melbourne, November 16, 1923.



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### HEADQUARTERS' NOTES.

The President and Executive of the Navy League, New South Wales Branch, desire to record their very sincere appreciation to all those ladies and gentlemen who have done so much to further the interests of the Navy League during the year which is now drawing to a close. To the Officers of the Navy League Sea Cadet Corps and to all those associated with them, the President and Committee tender their best thanks. They recognise that the success of the Cadet movement in New South Wales is very largely due to their enthusiasm and untiring efforts, for without these the substantial and gratifying results achieved would have been impossible.

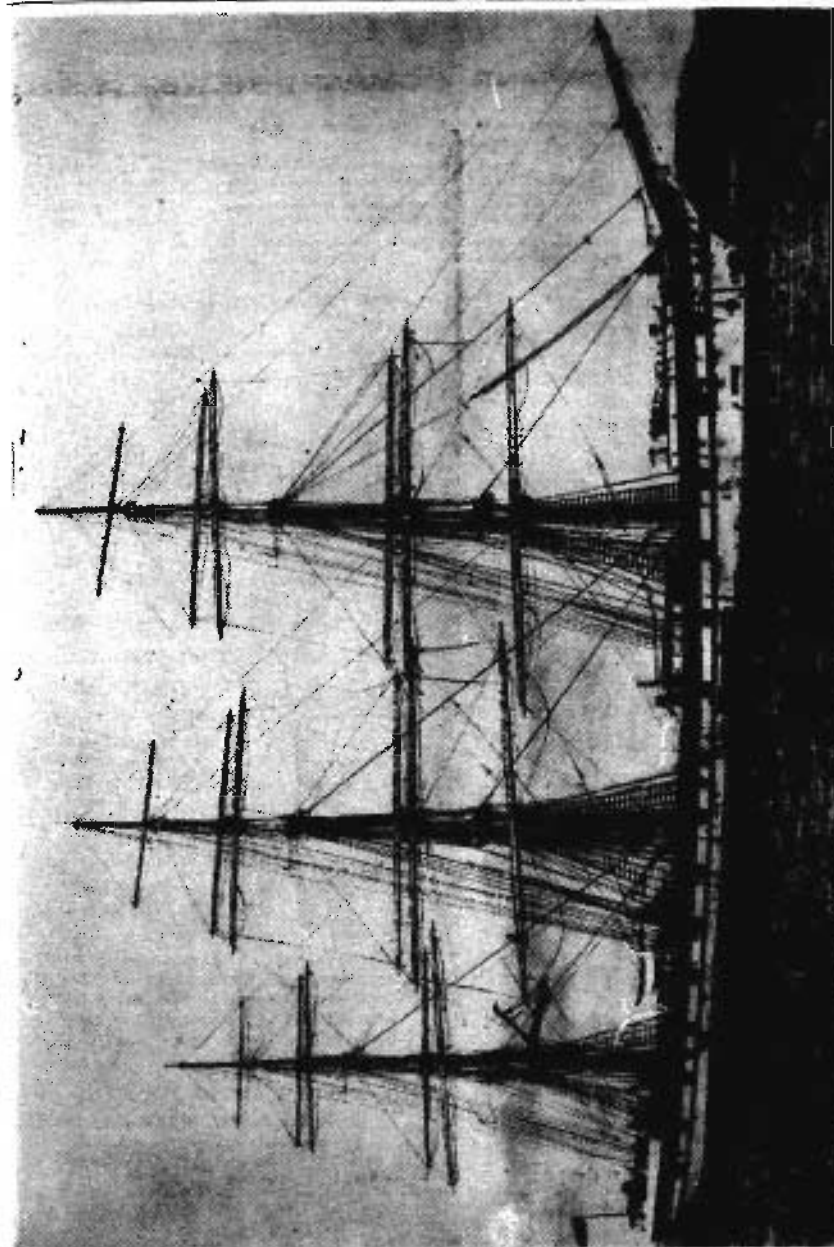
To every well-wisher of the Navy League and to every Sea Cadet, the President and Committee send forth their heartiest greetings in the hope that the coming Xmas will be an unclouded joy, and that the New Year, 1924, will dawn full of promise to one and all.

Mr. R. H. Wade of Richmond, has asked us to say that he will be pleased to receive, as guests, three P.O.'s or Cadets from each Company in the Metropolitan area, to spend a week's holiday in camp with Richmond Unit. The respective O's. in C. are invited to select the boys and forward their names to Mr. Wade. The camp will commence on Boxing Day and will be held on the banks of the Hawkesbury River.

The distinguishing colours of Concord Company have been altered to royal blue, with red band.

We hope it will be possible to arrange for every Sea Cadet to visit the British battle-cruiser *Hood* during her visit to Sydney.

Of the essays on "Our Sea Cadets," submitted in response to the Editor's invitation, not one comes up to the standard required. There is, however, considerable merit in the contribution from the pen of Petty Officer Ronald Gaul, of Balmain Unit, and to him a prize will be awarded.



MOUNT STEWART.

This splendid old British clipper ship (one of the few remaining in active service) is now in port at Sydney, where she arrived after a rather protracted passage of 124 days from Liverpool, due to baffling winds and calms.

## SUB-BRANCH AND COMPANY NEWS.

SENIOR OFFICER, R.L. SEA CADETS, R.N.W.: MR. A. MILLER (late R.N.W.)

Officer-in-Charge, Brisbane Company  
Hon. Secretary, Brisbane CompanyVessel  
MR. EDGAR FIDGERSOfficer-in-Charge, Brummoyne Company  
Hon. Secretary, Brummoyne CompanyMR. H. MACKENZIE  
MR. H. GARDNEROfficer-in-Charge, North Sydney Company  
Hon. Secretary, North Sydney CompanyMR. H. MACKENZIE  
MR. A. J. HAMILTONOfficer-in-Charge, Richmond Company  
Hon. Secretary, Richmond CompanyMR. E. H. WADE  
MR. W. H. EATOfficer-in-Charge, Concord Company  
Hon. Secretary, Concord CompanyMR. J. DICKING  
MR. H. JACKSON

## BALMAIN.

This Company's Cricket Team visited Richmond on 17th November, and engaged the local Cadets at Cricket. The match resulted in a win for Balmain by 13 runs.

The usual splendid hospitality was extended by the Richmond lads.

Any other Company disposed to wield the willow against our cricket team?

Vice-President J. J. Booth has handed the Hon. Sec. four Jack Knives to be presented as the O. in C. may think fit.

Mrs. Mayne has presented the Company with 24 Semaphore Flags, a very acceptable and badly wanted gift.

Nearly all the Cadets of the Company have been re-uniformed.

Officer Pearce has taken the cutter crew in hand and advises that the members give promise of retrieving lost laurels.

On 28th inst. the coronation of Nurse Collins, the Balmain and District Hospital Candidate, took place in the local Town Hall. All preparations had been made for the function to be held on Birchgrove Oval, these preparations were elaborate but, unfortunately, the inclemency of the weather necessitated its being held under cover. About 40 Cadets and Band acted as the Guard of Honor to "Her Majesty" Bandmaster P. Macdonald was responsible for the several fafades of trumpets at intervals during the ceremony. At its conclusion

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the Mayor of Balmain specially eulogised the bearing of the Cadets.

The Balmain Labor League is interesting itself in the Sea Cadet movement and it is believed it will be responsible for recommending to the local Council that an extended Lease be given for a water frontage on which to build a Depot.

## DRUMMOYNE.

On the invitation of the Officer Commanding (Commdr. Creer, R.A.N.), H.M.A.S. "Tingira" a party of cadets from the Drummoyne Navy League Depot visited H.M.A.S. "Tingira" on November 28, to try their skill at boxing with the naval boys.

Results:—Boy Flemming (Tingira) 6-11 beat Sea Cadet Bromley (Navy League) 6-7, on points, an excellent exhibition, an extra round being ordered. Boy Fitzgerald (Tingira) 8-8 beat Senior Cadet Brown (Navy League) 8-7, on points. Senior Cadet Dorking (Navy League) 8-6 stopped Boy Mowle (Tingira) 7-13, in two rounds. Boy Mead (Tingira) 8-11 stopped Senior Cadet Hooper (Navy League) 9, in two rounds. Boy McCarthy (Tingira

champion) 10-5 stopped C.P.O. Lofthouse (Navy League champion) 8-12, in two rounds. A special exhibition bout was given between A. B. Williams (Navy Welter Champion) and ex-C.P.O. Gardner (Navy League) State Amateur Bantam Champion.

The bouts were excellently carried out in true healthy rivalry, the losers receiving as great an ovation as the winners. The British Service Association's rules were observed, Lieut. Getting refereeing, whilst Mr. Mellor and W. O. Yukes acted as Judges. Mr. Mackenzie, O.C., and party of 24 Cadets attended. Commdr. Creer, R.A.N., spoke well of the lads. Refreshments were supplied to the visitors.

Captain Oscar Smith, a member of the local Committee, has kindly presented the Depot with a number of valuable seamanship books.

Mr. Runge has commenced a Life Saving Class for Cadets wishing to qualify for the Proficiency Certificate or Bronze Medallion. It is hoped to put up a record during the forthcoming season for an individual club score for life saving honours. The 1925 Royal Life Saving Society's Annual Report finds Drummoyne Navy League second in the State point score for marks obtained for

Continued on page 21.

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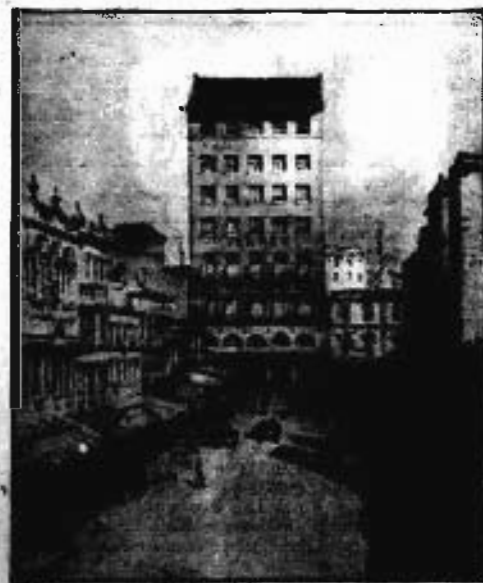
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## PEAPES' NEW BUILDING

now nearing completion and to be opened shortly in George Street, exactly opposite Hunter Street, will continue on a much enlarged scale, the business so successfully carried on for almost sixty years. All Departments will be augmented and a number of new sections added, among them one devoted exclusively to Boys' and Youths' Outfitting and another for Cigars, Cigarettes, Tobacco and all smokers' needs. The opening date of the new premises will be announced in a later issue.

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class work.

The interest and assistance of the Drummoyne Sub-Branch Committee, in the Sea Cadets' and the Depot, is very much appreciated by all. At the last meeting it was decided to present books and trophies to the various Cadets who head the general efficiency list in each subject, also for the best quarterly attendance.

Prior to going into recess for the Christmas holidays, a concert will be held at the Depot, cadets and parents being invited. The annual prizes will be presented by the Chairman of the Committee, Mr. J. J. Byrre, followed by a concert. Refreshments will be provided.

The Senior Officer (Mr. Mellor) wishes the cadets, instructors, and officers of the various companies a Merry Xmas and a successful New Year.

Swimming is not forgotten during the Summer. Drummoyne holds the unique position of winning first, second and third places in all swimming events competed for by Navy League Cadets. We hope that Sea Cadets from other Companies will take part in events arranged for this season.

Miniature rifle shooting was carried out at the Buffalo Creek Range in November. The B.S.A. rifle was kindly lent by the O.C. Gladesville Drill Hall. The senior officer and Messrs. McNee and Lofthouse had charge of the shooting. Results were most gratifying.

### NORTH SYDNEY.

PROMOTION—Leading Sea Cadet G. Hart to Petty Officer.

NEW ENTRIES—Sea Cadets M. Doyle, A. Trelck, J. Wallis, W. Smith, and K. Allen.

DISCHARGES—Sea Cadets P. Dryden, J. Dryden, and R. Tomlin (non-attendance); W. Ellis (own request); L. Cookson and A. Smith (left district).

This Company is now the happy possessor of a splendid sailing dinghy named "Francis Drake," the gift of our very staunch and practical supporter, Miss Francis Glasston, of Killara. This opportunity is taken to express publicly our sincere thanks to Miss Glasston.

The presentation took place at North Sydney on Saturday, December 1st in the presence of members of the local N. L. Committee and the cadets.

Mrs. Mayne has very kindly presented the Company with photographs of the cutter and its crew, which was successful at the Royal Sydney Yacht Squadron's aquatic sports recently.

### RICHMOND.

NEW ENTRIES—Cadets S. Locke, L. Thomson, J. Bedford, and G. Nay.

DISCHARGES—Cadets J. Streeter and G. Reid (non-attendance).

Mr. S. Orton, a returned man, has very kindly consented to assist the O.C. with physical training.

Leading Sea Cadet H. Robertson recently constructed a very interesting and instructive model containing side-lights, masthead lights, anchor lights, etc. These are all worked electrically from dry batteries and controlled from a switch-board. Lights can be so manipulated as to be of great value to the O.C. when taking classes of cadets in the Rules of the Road. Cadet Robertson is to be congratulated on his ingenuity.

The O.C. and local Committee have been fortunate in securing a renewal of the lease of the drill hall from the Commonwealth authorities. This hall is used by the local cadets for all their indoor training.

This Company is arranging to go into camp at Cornwallis on the Hawkesbury River for one week during Xmas. Many enthusiasts among the cadets are hard at work constructing canoes out of kero-

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sene tins for the purpose of holding a canoe regatta on the river.

Mrs. R. H. Wade, wife of the O.C., recently presented the Company with a bagle and marine cord.

#### CONCORD.

NEW ENTRIES—Sea Cadets W. Tolmie, R. Jones, A. Newbury, G. Wells, and R. Ashton.

PROMOTION—Cadet Newbury to Leading Sea Cadet.

This Company spends practically every week-end afloat in the cutter. During the past few weeks suits have been made to Neilson Park, Clifton Gardens, s.s. "City of Brisbane," American 6-mast schooner "E. R. Sterling," the magnificent Danish training ship "Copenhagen," and the grand old clipper ship "Mount Stewart." In each instance between twenty and thirty cadets have manned the cutter, and the trip has been made under sail.



S. J. LEA-WILSON, ESQ.

Has very generously presented a very handsome Silver Cup to Richmond Unit for Annual Competition. A solid silver miniature of the Cup will be given to the Cadet who succeeds in winning the original three times. There will also be a Gold Medal annually to be retained permanently by the successful boy. The awards will be for general proficiency.

## ORIGINS.

BY P. DANVERS POWELL F.C.S.

THE origin of many words and customs is lost in obscurity, but where it is known much interest is added to their use even if the modern meaning, as is often the case, has been considerably modified. At this season of the year it may not be out of place to make a few remarks on Santa Claus: the name Father Christmas is a creation of popular fancy.

Santa Claus is a corruption of Saint Nicholas, patron saint of children. Saint Nicholas' Day is really the 6th December, but is now adopted for Christmas Day. When quite young, Nicholas was elected Bishop of Myra. His remains are preserved at Bari in Italy. The life of Nicholas was characterized by acts of charity about which many stories are told. When the parents of Nicholas died, he came in for a fortune. It seems that a neighbour of his, a poverty stricken nobleman, had three unmarried daughters. His hands could not be found for them as they had no dowry, so their future welfare appeared to be very precarious. Nicholas wrapped some gold up in a cloth and threw it into a room. This enabled the first daughter to marry. At subsequent periods Nicholas left two other bags of gold for the other daughters, so all three found suitable husbands. These three bags of gold are said to be the origin of the three balls seen outside Mont de Piété. As Nicholas performed his acts of charity in secrecy, it was not very difficult to look on him as a Father Christmas who comes down a chimney and fills stockings with various good things during the hours of darkness.

We all know what a sandwich is, but it might not be commonly known that it is named after the Earl of Sandwich who was an inveterate gambler, and to save time when playing a game, he placed a layer of meat between slices of bread, which he ate while at the card table.

The buttons which are seen on the sleeves of men's coats is a relic of bygone days when they were used to fasten the lace ruffles then worn on the sleeves.

The word derrick applied to an apparatus used

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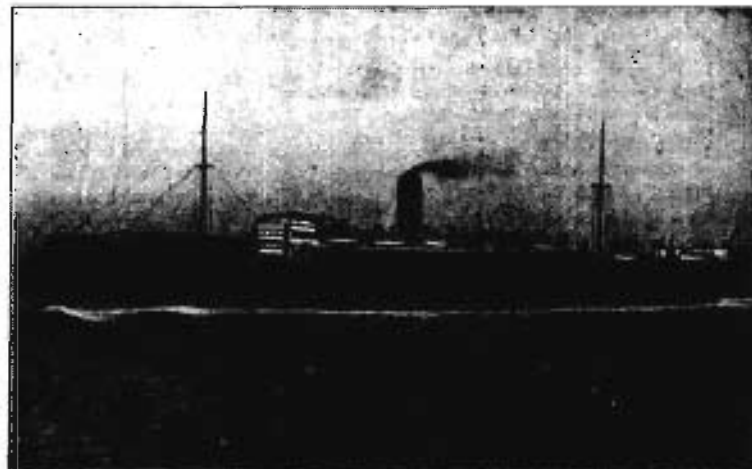
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for hoisting purposes, was named after the hangman, Derrick, who lived at Tyburn about 1600.

We are all accustomed to the expression "Buckley's Chance." In Bourke Street, Melbourne, there is a shop kept by Buckley & Nunn. If you have "Buckley's Chance," you have "Nunn."

We still sometimes hear of the "holey dollar." This is a pun on the word "hole." In the early days of Australia when the Spanish or American dollars were common currency and small change was scarce, a circular piece used to be cut out of the centre. Specimens of the "holey dollar" can be seen in the Mitchell Library, Sydney.

The original blood sacrifice was to renew personal union or kinship with God by shedding blood for Him. In course of time the rite ceased to be understood and the outpouring of blood was regarded as the object, so instead of shedding one's own blood, some victim was sought. The sacrifice of an animal was looked on at first, not as

a gift to the gods, but as an act of communion in which the god and his worshipper were united by sharing alike in the flesh and blood of the victim. The blood is the life, a free gift, an offering. The original personal sacrifice has become degraded out of all recognition in blood stained rituals where men no longer shed their own blood, but that of another. At first it was someone who was valued: later on it was some less important person such as a slave. When we see a figure-head on a sailing ship, or when we attend the christening of a vessel we seldom think of the old pagan rite we are perpetuating. In olden days a slave used to be tied to the bow of a ship, which was then run against a post. This killed the slave and his blood was splashed over the ship.

"Kicking the Bucket" originated with people who wished to commit suicide by hanging. The would-be suicide stood on an upturned bucket, adjusted the noose and then kicked the bucket away.

When a person is discharged, he is said to have been given the sack. In Turkey, when it was desired to get rid of anyone, he was literally placed in a sack and dumped into the water.

To buy a "pig in a poke," means to buy something without examination. A poke is a bag. Some wags placed a cat in a bag and sold it to a countryman in the Northampton market as a pig. When the bag was opened out jumped the cat. This also gave rise to the expression "let the cat out of the bag."

The decorating of a grave with flowers is the modern survival of offerings to propitiate the spirit of the dead.

Hat bands, which are now used as a decoration, is the survival of a strap formerly used round hats to make them fit the heads of wearers before hat making had reached the present stage of perfection.

"Mad as a hatter." There is no reason why hatters should be madder than other people. The proper expression is "mad as a butler," and means that peculiar form of madness that people who live by themselves are liable to, such as talking to themselves, avoiding their fellow men, etc., which was not unfrequently found among the shepherds during the early days of Australia.

Port wine is named after Oporto in Portugal, and according to a judgment delivered in an English Court recently, wine is only port when it



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1834	£61,885	1873	£3,649,986	1893	£13,056,893	1913	£24,626,044
1863	£1,520,949	1893	£8,466,621	1903	£14,717,918	1923	£41,445,206

Bateman's Bay	Amberley River
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is made in Portugal, and that country has a monopoly of the name under the Merchandise Marks' Act.

At one time hairdressers acted as surgeons, and the three brass cups and striped pole so often seen outside their shops are relics of those times: the cups indicating that they were prepared to bleed you, a favourite operation of former times, while the spirals on the pole represented bandages.

Occasionally we come across a man who refuses to salute another who is possibly better off than he is himself, because he says he is as good as the other. If only he understood the origin of saluting he would know that by refusing to do so he was admitting his inferiority, for in the days when men in England were divided into freemen and serfs, only the freemen were allowed to carry arms, and when they met they raised the open right hand to show that no weapon was held in it, but as serfs were not allowed to carry weapons, they passed by without any sign. When the head of a knight was encased in a helmet, neither friend or foe could see his face unless he raised his visor. The present day custom of lifting the hat as a form of salute is based on this; and just as the failure to raise the visor was a sign of distrust in the case of a knight, so the failure to raise the hat indicates impoliteness.

The Union Jack was first used in the navy, being hoisted on what is known as the Jack Staff in the bow of a ship. In this position it led the ship into battle. The origin of the name "Jack" as applied to our flag is somewhat obscure: some think the name is derived from King James who signed his name in French, "Jacques," the Latin of which is "Jacobus." Others say that a leathern coat or jacket worn by English soldiers, on which was the red cross of Saint George to show what nation they belonged to, was called a "jacque," and hence the English flag which was like it in design was also called a "jacque."

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## Earthquake Location in the Pacific Region.

LLECTURE BY THE REV. DR. EDWARD F. PIGOT, M.A.

NEVER has the Hall of the Royal Colonial Institute, N.S.W. Branch, been so crowded as on November 13th, when Dr. E. F. Pigot, the famous Seismologist and Scientist of Riverview College, Sydney, gave an illustrated lecture on "Earthquake Location in the Pacific." The President of the Branch, Sir Hugh Denison, was in the chair, and introduced Dr. Pigot who had, he said, made a study of one of the most fascinating subjects in the world. While Australia was outside the main earthquake zones, there were according to a recent earthquake map lines of weakness off our east coast.

Dr. Pigot pointed out that the floor of most of the eastern Pacific was relatively quiescent. The western Pacific was geologically younger. There were great depressions in the ocean bed there known as deeps. They were also called rift valleys when they were due to the fact that a block of the earth's surface had sunk. Some of the deeps of the Pacific seemed to be due to rapid folding of the earth's surface. Such was the great trench between the island of Tonga and New Zealand. Professor Marshall considers that this was due to energetic folding rather than to block faulting. From the tectonic viewpoint the western boundary of the Pacific ran from the Chatham Islands up past the coast of the North Island of New Zealand and up to the New Hebrides. This arc, and that which ran from New Zealand past Norfolk Island and New Caledonia to New Guinea, were two of the main lines of weakness in the Pacific, and might be called earthquake arcs.

After referring to other great seismologists, Dr. Pigot mentioned the death of Professor Omori, of Japan, and recalled the fact that on September 1st, 1923, the day of the great earthquake in Japan he was lunching at Riverview. They went to look at the seismographs just before lunch and saw the record of the great fracture a little to the south of Tokio.

Dr. Pigot then showed views of seismological stations from Japan, Utrecht and Petrograd to Samoa. Returning to the deeps he mentioned

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WRITE FOR BOOKLET.

that just to the east of Mindanao in the Philippines, a sounding of 5,347 fathoms, the deepest yet recorded on the surface of the globe, had been secured. If Mt. Everest were placed in this deep its summit would be 3,000 feet under water. The margins of such deeps were hotbeds of big tectonic earthquakes. Such earthquakes had nothing to do with volcanic action, but were due to fracture or dislocation of the earth's crust or displacement along a line of faulting. These were the big world-shaking earthquakes.

Dr. Pigot said, in reply to a question by the Chairman, that the cause of fractures was a matter on which geologists and seismologists were not agreed. There was much discussion whether they were due to lateral or vertical stresses. It used to be assumed that they were due to lateral stresses, but this theory was now challenged in some details as the result of the development of the theory of isostasy. A carrot would stand a certain amount of bending, but if it were pushed too far it would snap or fracture. It was the same with rocks.

The seismologist felt the pulse of the earth as the doctor did that of the patient. As the pulse-recorder told much more than could be felt by the most sensitive finger, so the seismograph recorded the pulse of the earth. Earthquakes were of many types, and their record on the seismograph varied greatly. In many cases the distance of the point of origin of an earthquake could be told with surprising accuracy.

Day and night delightful little earth waves were recorded. These were harmless and had nothing to do with rock fracture. They were geological in origin, and were technically known as microseisms.

Dr. Pigot then described in detail the main types of instruments used in the recording of earthquakes, showing models of the various types. Earthquake waves, he said, fell into three great types. Of these the first two were elastic waves, but the third, which might be compared to the bass notes of the piano. In very big earthquakes, such as we had perhaps four or five times a year, the waves travelled right round the world and sometimes even twice round. Such earthquakes usually originated far out under the ocean and did little harm. But when they originated near the land, as in the case of the Japanese earthquake, the devastation and loss of life were immense.



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