

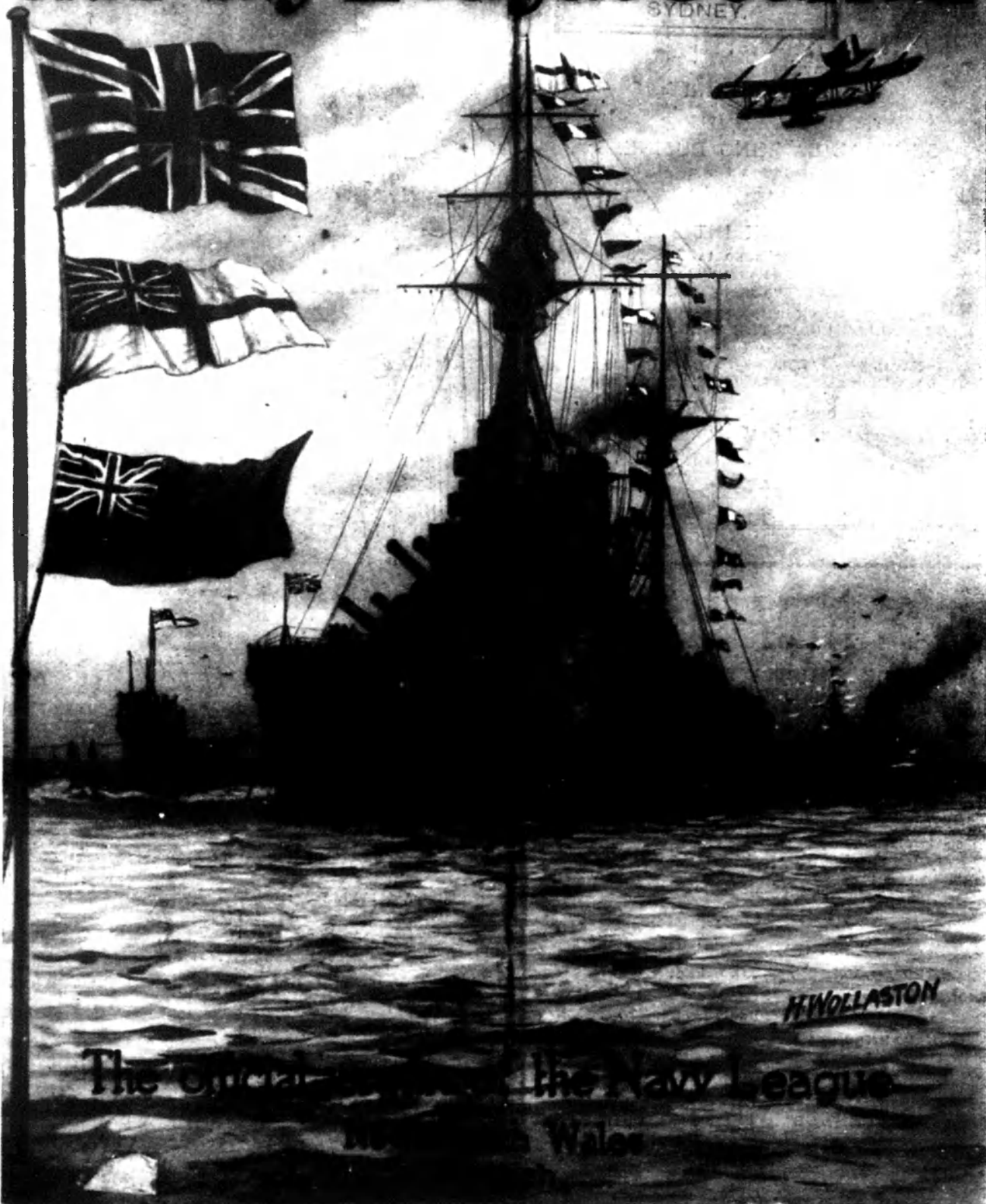
Vol. 5, No. 3.

JULY, 1924.

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# The Navy League Journal

Vol. V. No. 3.

SYDNEY, JULY, 1924.

PRICK 3D.

## OUR "NO-DEFENCE" POLITICIANS.

IRON FACTS FOR THEM TO PONDER OVER.

BY W. W. BRADY.

WE have in our midst to-day a number of politicians who publicly declare that Australia cannot justify a warship-construction programme. Some of them go further—and say that the construction for Australia of a dry-dock large enough to accommodate the latest design of capital ship is unjustified and unjustifiable. They argue that Australia has no enemies in sight; that, as she is non-aggressive, she will be left at peace.

Such a hypothesis is contrary to all the known facts of history. If it is allowed to germinate and flourish in Australia it will prove to be the most noxious doctrine this land has ever harboured; it will poison the well springs of our softly cradled freedom, and ultimately, in the day of challenge, when the peaceful stream of our national life is suddenly sucked into the awful maelstrom of a life and death conflict, its rotten fabric will collapse utterly, and under the ruins will lie the morale of our people. The triumphant aggressors will then rule the land, and collect our taxes and super-taxes for himself, or make us collect them for him. Make no mistake. Mr. "No Defence" Politician, *super-taxes, in blood and treasure*, and your children will sweat, and curse you, their father, in the day of payment.

You are against the building even of two light

cruisers for commerce protection. Has it ever occurred to you that Germany started to drench the world in blood almost before her bugles sounded? Because we are a peace-loving nation, shall the swiftness of the plunge into the red waters of another war be less startling?

It is authoritatively stated that Japan, since the Washington Pact, has within two years, built—or is building—12 ocean-going cruisers, 24 ocean-going destroyers, and at least 22 large powerful type submarines; these, be it remembered, are "additional to the craft she had in hand when the Washington Conference met." In a British Admiralty return published early this year, it is stated that our powerful northern neighbour then had *under construction* :—

"2 air-craft carriers, 12 light cruisers, 28 destroyers, and 33 submarines.

If these facts, combined with the warning spectre of our skeleton population, do not make our "tame" politicians lose their tinted spectacles, and stumble out of the valley of "make believe" on to the sunlit peak of truth, and right perspective, then, faith in the "tame" of an adversary, or in the far away strength of the British Navy, is the only thing left between the people of Australia and racial eclipse.

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## Australia's Bulwark of Coral.

Treasures and Terrors of the "Graveyard of Ships."

World's Greatest Barrier Reef.

BY THOMAS DUNBARIN.

IT is perhaps too much to say of the coral polyps that have built up the Great Barrier Reef that they made Australia British. But they have certainly played an important part in the history of Australia. But for the mass of islands and of coral reefs in all stages of growth, which almost fills Torres Straits, the Dutch navigators would have found their way through to the east coast of Australia nearly a century and a half before Cook sailed along it. The later history of the continent might then have been very different.

It is true that Torres, coming from the eastward, did find his way through the Straits in 1606, but the Dutch seamen, who were then and later seeking a passage through the Straits, knew nothing of the success of Torres. His feat was unknown to the world at large till the account of it was dug out of the archives of Manila after the occupation of that city by the British in 1762.

It may be that the Barrier Reef and the reefs of Torres Straits will yet play a great part in the history of Australia. That the importance of a better knowledge of this part of the coast of the Commonwealth is now recognised is shown by the fact that the hydrographic survey of it are to be pushed ahead. Much survey work in Torres Straits has recently been done by the H.M.S. Fantome. This will be continued by the H.M.S. Herald, while H.M.A.S. Geranium will be engaged in surveying the Great Barrier Reef. For the first time in Australia a hydroplane will be used in this work.

From the scientific point of view, too, the Great Barrier Reef is attracting attention. A Barrier Reef Research Committee, which owes much to the active interest of the Governor of Queensland (Sir Matthew Nathan) has been formed to inquire into the many problems presented by the coral

areas and also to investigate the economic possibilities of the Reef. The committee is receiving financial help from the Queensland Government and hopes to raise at least £5,000 to carry out a five years' course of investigation. Mr. Charles Hedley, for many years of the Australian Museum, Sydney, and an authority of world reputation on conchology, has been appointed to direct the work, and has already entered upon his duties.

In the Barrier Reef Australia possesses easily the greatest natural feature of its kind in the world. There are barrier reefs in other parts of the world, round New Caledonia for instance, but they are all small by comparison with that vast maze of reefs and coral islands, which stretches for nearly 1,200 miles from Lady Elliot Island (not far north of Sandy Cape) to the south coast of New Guinea. Using the term in the broadest sense our Barrier Reef forms a great fence along the east coast of Queensland and across the mouth of Torres Straits for 15 degrees of latitude.

Not that there is one great wall of solid rock for the whole of this distance. There are many channels intersecting the Reef. It is rather a great aggregation of reef and rocks and islands. In places this belt is over 100 miles across.

### LUMPS OF ANIMATED JELLY BUILD MOUNTAINS.

Yet the whole of this vast system, extending over an area not much smaller than the State of Victoria, has been built up by little coral polyps, varying from the size of a pinhead to that of a hand. Popularly described as "coral insects" they are akin to sea anemones and sponges but form a hard outward skeleton of lime.

The outer edge of the reefs of the Barrier rises like a wall from depths of 100 fathoms and more. Against these reefs of the outer barrier break the



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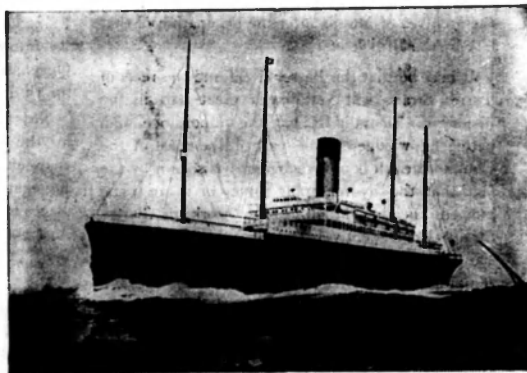
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great rollers of the open Pacific. Yet the colonies of coral polyps, little lumps of animated jelly which have the power of building round themselves walls of lime, grow and flourish in the surf and keep on building up the Great Barrier.

The worst enemy of the coral polyps is not power of the ocean breakers but fresh water. For this reason there are breaks in the barrier opposite the mouths of the rivers that flow into the sea on north eastern Queensland.

To the navigator coral reefs are a constant source of danger. Nothing will more quickly rip holes in the bottom of a ship than the sharp, jagged points of the coral rock—as Cook found to his cost in 1770 when he struck a reef and had to repair the Endeavour near the site of the present Cooktown. Coral reefs, too, live and grow or rather die and grow, for it is the dead corals that build up the reefs. The channels are continually changing and the job of a Torres Straits Pilot is no easy one. It is true that inside the Great Barrier ships have a smooth sheltered waterway for 1,000 miles, protected by the outer reefs from the full swell of the Pacific. But this waterway is in many places beset by reefs and small islands.

The strategic position of Thursday Island depends largely on the fact that it commands the only known passage through the Torres Straits suitable for large modern vessels, the passage through which passes the large and increasing volume of traffic between Australia and the East. But there are other channels which might possibly serve and recent surveys have in part been devoted to gaining a more accurate knowledge of them.

No doubt there was a time, long ago, when New Guinea was joined to Australia and Torres Straits did not exist. The coral polyps are doing their best to rebuild the connection but it is a long job.

### CANNIBALS AND HEADHUNTERS OF TORRES STRAITS.

No other part of the Australian coast so well deserves the title of "the graveyard of ships" as Torres Straits and the Barrier. Since H.M.S. Pandora struck a reef near Murray Island in 1791 and went down in 15 fathoms with the loss of 39 lives, over 300 vessels have left their bones on these reefs with a total loss of over 2,000 lives. Most of these were sailing ships but steamers have

not been exempt. The loss of the Quetta is a notable case in point.

There were perils of the land as well as of the sea in Torres Straits in the early days. The islands of the Straits were occupied by savages of the Melanesian type, any of whom were cannibals and headhunters. They were more advanced than the Australian aborigines and were fine sailors as well as fierce warriors.

Before the coming of the white men these Melanesians had occupied all the islands of the Straits though they had not settled on the mainland of Australia. Yet they worked down the east coast of Cape York Peninsula as far at least as Cape Grenville. When Bligh sailed through Torres Straits on his second voyage to Tahiti the natives of Arrior Island attacked his ships. Matthew Flinders, no mean judge, says that no sailors in the world could have managed their craft better than these naked savages did their big sailing canoes.

In 1793 the ships Chesterfield and Shah Hormuzar went through the Straits on a voyage from Port Jackson to India. A boat's crew went ashore on one of the islands and were promptly killed and eaten.

So in 1834 when the Charles Eaton was wrecked near Sir Charles Hardy's Island all those on board who escaped the sea were killed, except two children, whose lives were spared, and five men who escaped in a boat. The skulls were placed in the "deadhouse," and a rescue expedition brought back 45 skulls, of which 16 were considered to be those of Europeans. The remains which were brought to Sydney now lie in the old Rinnerong cemetery.

All these islands of the Straits now form a part of Queensland. When pearling and trepanging became important industries, with their centre first at Somerset, near Cape York, and then on Thursday Island, Queensland annexed all the islands as far as the coast of New Guinea. Many of the islanders have become prosperous as the result of co-operative ventures in pearling and trepanging.

### TREASURE TROVE, TREPANG AND SPANISH CANNON.

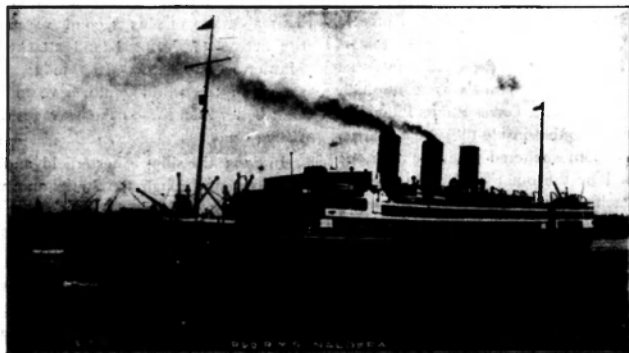
Where there are wrecks there is apt to be treasure, and the Barrier and the Straits have yielded some



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hauls in their time. It seems very doubtful if there is any foundation for the legends of Spanish galleons being wrecked off the Queensland coast. But the vessels which sailed from Sydney to China in the early days carried a good store of dollars, and some of these came to grief in this ocean graveyard.

As a man employed by Frank Jardine, of Somerset, walked along the edge of one of the reefs of the Barrier at low tide, he found in a cleft of the coral rock a mass of silver dollars "sweetened" with gold, which weighed 150 lbs. (avoirdupois, not troy). It is said that Jardine realised £2,000 from this find. Some of the dollars were sent to Sydney and made into plate for the homestead at Somerset, where Jardine kept almost royal state.

As late as 1902 a pearling lugger belonging to Jardine was caught in a blow near Murray Island and ran for shelter to Boat Reef. The lugger ran through a narrow channel into a little basin shut in by walls of coral. As the wind kept blowing strongly from the south-east they could not get out through the passage, and decided to cut a way out through a narrow wall of coral. As they worked they came on a chest full of Mexican dollars buried in the coral.

According to a tradition related by an old native of Murray Island a vessel had once been wrecked on the reefs and some dark men came ashore on a raft bringing a chest of money with them. The dark men were killed and, no doubt, eaten.

What became of the chest of money which the shipwrecked mariners brought ashore with them the tradition did not say. Captain Dabell, a Torres Straits Pilot, obtained from the natives of Murray Island a silver dollar and an old-fashioned hour-glass which may once have belonged to the murdered seamen.

Amongst other things which Frank Jardine gathered from the reefs were three old brass cannon of Spanish make. One of them burst while being used to fire a salute at Somerset one Christmas morning but the others are no doubt still in existence. Even these do not prove the Spanish galleon theory. From 1799 to 1805 privateers brought to Sydney a number of Spanish vessels captured off the west coast of America.

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Mr. Shannon is General Manager of the Australian Bank of Commerce, and an Honorary Treasurer, with Mr. Kelao King and Mr. Harry Shelley, of the Navy League, New South Wales Branch. He has recently returned to Sydney after a trip to London and other parts.

These were used as traders out of Sydney and the cannons may have belonged to one of them.

The very trepang and pearling of the Barrier and the adjacent seas arose out of wrecks. When the Porpoise and the Cato, under Flinders, were lost on Wreck Reef in 1803 it was found that the adjacent reefs abounded in the sea-slug, called trepang, or beche-de-mer and much esteemed by the Chinese. It was not long before trepang was collected for the China market. Pearling came much later.

Torres Straits and the adjacent seas have yielded pearls, pearl-shell, trepang, trochus shell and other products to the value of many millions of pounds. Properly managed the harvest of these seas should be worth many more millions.

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## Canada's Relation to the United States.

Lecture by Sir John Willison, LL.D.

(A FAMOUS CANADIAN JOURNALIST.)

This lecture was given by Sir John Willison in the Royal Colonial Institute on Tuesday, 17th June. The lecture was undoubtedly one of the finest we have had in the Institute since its inception, and this opinion is shared in general by all who were fortunate enough to be present. Sir John Willison has a charming personality, and this, together with his exceedingly pleasant manner of delivery, held his audience throughout. The Hon. G. F. Earp, C.B.E., M.L.C., was in the chair. The lecturer explained most definitely that whatever the destiny of Canada, it would never become a portion of the United States. Canada had built up her great industries under a system of preference for more than thirty years, and to-day American duties against Canada are higher than ever before. The Canadian Government and the great mass of the people are prepared for all reasonable concessions to secure a favoured position over foreign countries in Great Britain, and to establish a closer commercial partnership with Australia. The lecturer pointed out that for more than a quarter of a century Australia and the Canadian dominions have failed to come together in any definite trade compact, but now a brighter outlook is held.

## "Dominion Journalism and the Empire."

Address by Mr. C. Brunson Fletcher.

(Editor of the Sydney Morning Herald).

Mr. Fletcher's address was a most interesting one dealing with the growth of Dominion Journalism together with a general outline of the remarkable development of the *Sydney Morning Herald* from its inception. Although Mr. Fletcher's address was on Dominion Journalism and the Empire, he did not dissociate Dominion Journalism from that in Great Britain. He pointed out that the Dominions were carrying on the traditions of the past British Journalism. He also stated that the outer journalism represented some 1,500 daily newspapers in the Dominions to-day, and there were twice as many others weekly and monthly. In Australia and South Africa the journalism of a new Empire began and continued by asserting the right to a liberty which had been forced by war when the United States became a republic.

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It is understood that Lord Jellicoe will pass through Sydney about the middle of next month on his way from the Dominion to London. Lord Jellicoe was invited to accept office for a further term, but was unable to do so.

## A Splendid Man.

Death of General Finn.

In the passing of Brigadier-General H. Finn, C.B., D.C.M., Australia has lost the services—but not the high example—of one of her finest citizens and soldiers. General Finn's distinguished military record, and his devotion to the objects of the "Walter and Eliza Hall Trust," of which he was Secretary, are too well known to need repeating here.

The finest epitaph that can be written over the deceased gentleman's remains, is: "He was a MAN!"

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## The Psychology of the Boy.

BY F. DANVERS POWELL, F.G.S., THE WELL-KNOWN BOAT MARTIN.

**PSYCHOLOGY** has been defined by McDougal as the science of the behaviour or conduct of living things. It is the study of the mind in all its aspects. Mind control is secured by concentration. The secret of concentration is interest, and this leads to attention.

The study of psychology assists one to understand many things which would otherwise be obscure, and when properly applied can be of much use in training children and managing adults.

The mind manifests itself through the brain, if the instrument is inferior or immature, the mind cannot express itself properly. The mind of some adults is no more developed than that of a child not yet in its teens. Curiously enough, the brain of to-day is not the brain of five years ago, nevertheless one can remember things for a much greater length of time.

All thoughts which we feel deeply tend to have physical manifestations: we all know instances of the effect of mind over matter; how the heart-beats increase with undue excitement; a lump is felt in the throat when moved by sorrow; the face becomes flushed with anger, or pallid with fear, etc.

A human baby is one of the most helpless of animals: it is entirely dependent on others, and in consequence labours under certain disadvantages, for it cannot select its environment, and is subject to the whims of those under whose control it is. The lives of adults have been influenced to a very large extent by the treatment received while quite young, and many cases of neurosis have been brought about through the unwise upbringing of children.

The emotional development of a boy has four recognised phases:—

- (1). The Mother phase, till 7 or 8 years.
- (2). The Father phase, from 8 to 12 years.
- (3). The School phase, from 12 to 18 years.
- (4). The Mating phase, from 18 years onward.

Just as the nourishment of an unborn child depends on the food assimilated by the mother, so

the mind of the child may be affected before birth. We not unfrequently hear of men who have been afraid of dogs, cats, the water, etc., since birth, though undoubtedly brave in other respects. Such cases can generally be traced to the mother having been scared by things of that sort when with child; and such offspring have a most unhappy time when with non-understanding playmates, who try to break them of a seemingly unfounded fear by scaring them still more.

One is apt to think that education begins at school; but this is not the case. Education commences in the cradle, though for the first 20 to 24 hours after birth a child cannot hear, neither can it focus its eyes till about 6 weeks old. Intellectual education commences after about three months, though at that age a baby cannot realize size and shape. A fact not appreciated by some mothers is that the intelligent effort of co-ordinating things may be so difficult for a baby as to cause it actual over-pressure, which is often the cause of crying fits. Put yourself in the place of an inexperienced child. Everything around him is new; objects appear and disappear; some are familiar, others are strange. The long spells of attention an infant will have, should not be interrupted, or his ability to concentrate may become spoilt, causing him later on in life to drift from one thing to another without completing anything. When very young a baby grasps a thing readily, but cannot let go so easily: this is due to the instinct of self preservation; but adults often misunderstand, and think that a little child refuses to give up a thing when in reality the hand cannot relax.

As a child grows older one should be careful when speaking in his presence, for he frequently understands more than one thinks, as is often demonstrated when he comes out with some remark made in his presence but not intended for him, maybe days before.

It is a true saying that the hand which rocks the cradle rules the world. Unfortunately wrong treatment may be brought about with the best of intentions, by excessive affection, by wrong ideals,

or by stupidity. If good intentions pave the way to hell, where will bad intentions lead?

Excessive affection is apt to interfere with the self realization of the child. Spoiling is never a kindness, it is a drawback to dependence. A mother's over-caution may make a boy so dependent on the care of his mother that he apparently lacks caution. Some mothers do not like their children to grow up, and try to keep them young, especially the youngest, if there is only one. This has a tendency to make a child irresponsible. Complete dependence should never be made too attractive to a child. The development of a child's character is likely to be retarded if he is not allowed to take certain risks.

Some parents dominate their children. This either results in making them so that they accept everything told them as gospel, without having any opinion of their own; or else turns them into rebels.

The effect of repressing the self assertive instinct in a child instead of *directing* it, is to make the child shy, and causes him to shrink from strangers,

which generally handicaps him in later life. A parent should not abuse his authority over his child.

A child's judgment should commence as a collective one, that of his group; but later on this collective judgment should give place to individual judgment, though the opinion of the community taints our judgment and actions more than we admit. The child's susceptibility to suggestion should make us careful in selecting his companions.

No boy is normal in every respect, but for convenient use we assume a perfectly average type by which the individual boy can be measured. The natural boy is a born sensation monger: it is part of his nature to cause a sensation. The way to prevent this is not to re-act; then the exhibition falls flat. If the boy has various opportunities of achievement he will lose the desire to create sensations. If he cannot be a success at home or at school, he will attract attention some other way, such as by preying on the anxiety of his parents by running away from home, or feigning sickness, etc. If this desire to create a sensation cannot be satis-

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## THE CREAM OF ALL CUSTARDS

### ABSENCE.

O needs—that me restrain!  
O nights—that come with pain!  
O tears that inward weep  
To cool my burning brain!  
From all I strive to sleep  
To dream my loved one's gain.

—B.

### ASK A FRIEND TO

JOIN THE

NAVY LEAGUE

TO-DAY.

fied in any other way, as the child grows up he may become a hysteric, preferring suffering for the sake of self pity or the pity of others rather than health without it.

A child should have freedom to develop his own individuality, so long as he does not impinge upon the liberty or interests of others.

The study of psychology has demonstrated the conflict between our conscious and unconscious minds, which result in Repression. Repression is a defense mechanism, by means of which the mind defends itself from the pain of conflict, and this is often the cause of much unexpected trouble later on.

Every child should have a time set apart during the day when he can follow his own bent; this gives him an opportunity to realize unfettered action, and when he finds this is good he must be convinced that self control is valuable, and be taught to look forward to the advantages of controlled manhood as better than the happiness of irresponsible boyhood.

A boy may have a home self, a school self, and a push self: yet these are not really different selves, but merely different phases of the same self which manifest themselves under different surroundings. A boy, when with his push, may smoke and swear, but when under restraint in the home or school he would not be recognized as the same boy.

A young boy is protected more or less by older people: at home he may have his father: at school he may substitute his master. If the father and son do not get on well together, the schoolmaster may still be made a substitute for the father, but with this difference, the boy will look on him as the one placed in authority over him, and will invest him with the feelings he has against his father, even if not justified.

There are certain periods in a boy's life when he changes from one stage to another, which is found to be more or less difficult, and results in a certain amount of "mucking up." A boy should be helped over these difficult passages, from parental

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control to independence from irresponsibility to responsibility, from receiving to giving, from diffidence to self confidence, from seeking protection to the aggressive attitude, and from relative isolation to fellowship with the community.

Compensatory phantasy or make belief may cause a weak boy to indulge in day dreams that he is abnormally strong. This has a certain protection and should not be discouraged. A boy deficient in health may compensate himself by fiction, imagining that he is a hero; or he may prefer to be a whale among minnows, by associating with smaller boys. Of course it is better to compensate by reality, face the difficulty, take things as they are and try to overcome the deficiency by strengthening himself.

A child should be encouraged to be of an enquiring turn of mind, but should be taught to use his own brains and imagination, and not to depend entirely on others. The habit of silencing a child whenever he asks a question is bad, at the same time, if not treated with judgment, a child who is always asking questions, without first considering whether he knows the answer or not, is not only a nuisance to others but is injuring himself by forming a lazy, indolent habit. Children, when overtired, not unfrequently ask a number of unnecessary questions, the answers to which they do not trouble to assimilate.

Obedience may be obtained in one of three ways:—

First.—By the promise of a reward if properly fulfilled. This is a common method, but is obviously bad, for it develops a child who is only obedient when it suits him; besides, it trains a child to look on obedience in the wrong light.

Second.—By a dictatorial command which admits no refusal, explanation, or reason on the subject, but demands blind disobedience. This method is also bad, as it develops a child who is so accustomed to be controlled himself, that he is unable to control others.

Third.—Obedience based on the mutual understanding between parent and child: the latter does not dispute the order or neglect to carry it out because he feels there is some good reason even if it is not given.

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The three primitive instincts are Self-preservation, Nutrition, and Procreation.

Fear comes under the heading of Self-preservation, and may be divided into two classes, (a) Fear of capture, and (b) Fear of the unknown. It is wicked to frighten a child unnecessarily. Bravery is the conquest of fear, while recklessness is the absence of fear. Fear should never be used as a motive force. The fear of capture may take the form of caution or dread: the latter is felt by a trapped animal, and by some children when shut up in a room alone. The fear of the unknown is felt when a child is lost, or suddenly finds himself in the dark as when a train plunges into a long tunnel. Some ignorant people try to influence the conduct of children by means of threats, such as "I'll tell your *Daddy*" "Take care or the *Bogey man* will get you," "Little children who tell lies go to *Hell*." Terrorism may gain its immediate aim, but at the expense of the emotional development of the child. If a young boy is nervous about going to school accompany him there. Let him have a light in his bedroom so long as he demands it. Do not push him into deep water with the idea of teaching him to swim; neither force him to ride a pony if he is terrified: wait till he expresses a wish to swim or ride. A child may have been frightened at some particular place, perhaps by someone suddenly pouncing out on him, thereafter that place is avoided or approached with fear. The refusal of the child to go to such a place may be misunderstood by an adult and put down to disobedience. Fear may result in hate, jealousy, malice, discontent, anger and worry. We can do much for children by saving them from fear.

Curiosity is another phase of self-preservation. It is good, both for the individual and the race. It is a great element in the spirit of adventure, and also tends to prevent intellectual stagnation. Much of the so-called mischief is simply curiosity. But curiosity should be directed into proper channels, and not be allowed to degenerate into prying into other people's affairs which do not concern us. If the wholesome and natural curiosity of a child is not satisfied it may develop into morbid curiosity. If a child is old enough to ask a question seriously he is old enough to be told the truth to the limit of his comprehension. Some

parents evade giving a suitable answer to their offspring when asked about the origin of life and tell a deliberate lie, which the child does not believe, but he feels he has asked a question about which he should be ashamed. This makes him all the more curious to know the truth, but as he is deterred from getting the information through his parent, he is liable to seek it through some less informed and desirable source.

Reward and punishment have been used for ages to drive children along the path we think they should follow. For the first few weeks in life physical pain may be legitimately and effectively applied as a corrective, for the infant cannot appreciate any other kind. As the child grows older nature takes a hand in corporal punishment: if he does not walk steadily he falls and hurts himself; if he puts his fingers in a drawer or on the edge of a door as they close, he gets pinched, and in this way he learns caution. To deliberately inflict physical pain as a punishment is quite another matter. Its nature and amount is often

governed by the nerves and temper of the one in authority, rather than by the nature of the offence: the child's point of view is frequently not taken into consideration, and the punishment is frequently unjust. The result is consequently quite different to what was intended, and is not always successful in stopping the sort of conduct it was intended to do: moreover, with high spirited children, it simply arouses vengeful thoughts, while in timid children it awakens fear and hate.

Many of the faults in children are really due to others who have not trained them up properly. Some children may have a way of appropriating trifles which take their fancy, and are called little thieves. Strictly speaking, perhaps they are, but if we look into the history of such a child we would probably be more generous in our strictures. In some families no one has any special possessions, everything belongs to everyone else, and the child is only carrying out what he has always been taught to do, but with no evil intent. Or again, a young child who habitually goes into a shop with

Continued on page 20.

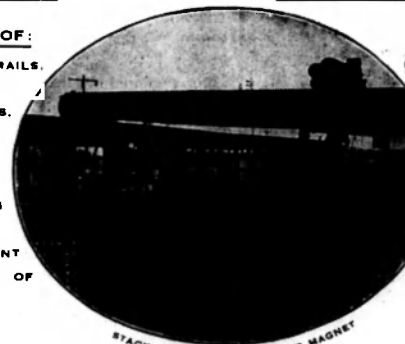
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## NAVY LEAGUE



## SEA CADETS



OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

The Navy League is Non-Sectarian.

The Navy League is Non-Political.

NAVY LEAGUE members and friends are invited to be present on the occasion of the inspection of the Sea Cadets, and the presentation of decorations, by His Excellency the Governor, Admiral Sir Dudley de Chair, K.C.B., in Government House Grounds on Saturday, 16th August, at 3 p.m. The New South Wales State Military Band, under the baton of Mr. Tougher, will be present, and will render a number of musical items.

Mr. Kelso King, life Vice-President of the League, will "open" the Concord N. L. Sea Cadet depot ship, "Lindstol," moored off Cabarita Point, on Saturday, 2nd August, at 3.30 p.m. Members are invited to be present.

We are pleased to report that North Sydney Sea Cadet depot at High-street, Neutral Bay, will be completed in August. A lower mast 40 odd feet in length, formerly the signalling yard of the battle cruiser, Australia, is being prepared; to this will be added a top-mast and a yard. Aerials for wireless will also be affixed. It is hoped to officially open the depot at the end of August.

Drummoyne Company is to be complimented on the excellent attendances of cadets at drill. On ordinary nights the average number of boys on parade is 80.

Messrs. Murdochs, Park-street, Sydney, have donated a silver cup to sea cadets for annual competition.

It is satisfactory to learn from Mr. R. H. Wade, the officer-in-charge of Richmond Company, that the sports held there recently added something to the local sub-branch's exchequer, and also advertised the work of the League to many hundreds of country residents.

For the guidance of Officers-in-Charge units it is pointed out that transfers of cadets from one Company to another should only take place after ascertaining from the Companies concerned, if the transfer is in order. If this is done misunderstandings will not arise. The rule was published in these columns two years ago.

The seniority of Officers-in-Charge units is counted from the date of appointment as officer-in-charge of unit.

At the Navy League's sports held at Richmond, there were nearly 200 visiting cadets from Sydney. The local boys almost "scooped" the prize pool.

The day was made the more enjoyable by the presence of the Naval Reserve Band from Rushcutter Bay, under the direction of Mr. Pitt.

## HUMOURS OF THE R.A.N.



## IN A SOUTHERLY OFF JERVIS BAY.

OLD STAGER: "That's right Matey—Keep it up."

NEWLY-JOINED: "Keep it up be blowed—I been trying to keep it down ever since we left Sydney."

## SUB-BRANCH AND COMPANY NEWS.

Acting Officer-in-Charge, Balmain Company	Mr. F. GIBBS	Officer-in-Charge, Drummergo Company	Mr. A. GIBBS, M.M.
Hon. Secretary, Balmain Company	Mr. EDGAR FIDON	Hon. Secretary, Drummergo Company	Mr. H. GARDNER
Officer-in-Charge, North Sydney Company	Mr. M. MACDONALD	Officer-in-Charge, Richmond Company	Mr. E. H. WARR
Hon. Secretary, North Sydney Company	Mr. E. ARDRE	Hon. Secretary, Richmond Company	Vacant
Officer-in-Charge, Concord Company	Mr. J. BOKING		
Hon. Secretary, Concord Company	Mr. F. L. ADAMS		

## BALMAIN.

Warrant-officer Watt of 30th Batt. has joined us as an hon. officer, and will instruct the cadets in squad drill.

A knotting competition was held on 10th inst. Result: 1st—Cadet Morier (sheath knife); 2nd—Cadet Cowell (Jack knife). These competitions create great interest, and are an incentive to the cadets.

A guard of honor attended at the Birchgrove School on the afternoon of Saturday, 12th, the occasion being the opening of the new school. The Minister for Education (Hon. A. Bruntnell, M.L.A.), briefly addressed the boys.

## CONCORD.

Each week-end has been spent on board the "Lindstol" by a fair number of the cadets, when some very useful and instructive work was done, with the able assistance of Mr. Lindquist of H.M.A.S. Tasmania, who devoted his leave to help us.

Recently we formed the guard of honor to His Excellency the Governor on the occasion of his visit to the local school at Mortlake, and he highly commended the officer-in-charge on the general smartness of the boys.

On June 16th a very successful and enjoyable concert was held in the Central Concord Picture Theatre. This was promoted and run entirely by the well-known teacher of dancing, Miss McClenahan, assisted by her pupils, who rendered some very clever items. The object of this concert was to help the funds of the Company.

Thanks are due to Messrs. Lewis Berger & Sons, Ltd., of Rhodes, for a promised donation of grey paint. We hope soon to have the ship painted inside and outside with same.

Two more of our members have recently joined the navy—viz., R. Brennan (Boy), and Ray Adams (junior officer). The former is now on the H.M.A.S. Tingira, and the latter at Flinders Naval Base, Victoria.

Promotions.—H. Petch, to junior officer.

Appointments.—Edward Swan as first officer.

New Entries.—J. Petch, J. Price, A. Williams.

Resignations.—N. Jackson, R. Abrahams, Joe Allen, F. Allen.

Discharged.—J. Ashton, J. Gilligan, J. Hennig, D. Emery, Jim Allen, S. Reeves.

The Company recently received a very handsome donation from Harry Shelley, Esq., in the form of a Standard Compass, which is exceedingly useful for instruction purposes.

We are badly in need of a second boat, as our present one has to be always in the water for use in boarding the ship, and if we had two boats they could be alternately used. Will a friend of the League come forward and present us with a dinghy?

## NOTICE.

## NAVY LEAGUE, N.S.W. BRANCH,

Members and friends of the Navy League are hereby notified that Headquarter's work of the League is now carried on from the Navy League's Office, at 30 Grosvenor Street, City, (next to the Royal Naval House).

The Office is situated on the Third Floor, to which there is an excellent lift service. All those interested are cordially invited to call in when in town, for a chat on matters affecting the work of the League. The Organiser will be at the Office every morning between the hours of 12 and 12 noon.

PLEASE ASK A FRIEND TO JOIN

THE NAVY LEAGUE.

## ORIENT LINE.

## SAILINGS ANNOUNCED.

The first two of the three 20,000-ton passenger liners under construction in England for the Orient Steam Navigation Company, Ltd., are expected to arrive in Sydney early next year, and definite dates have been fixed for the vessels' sailings.

Plans of the new liners are expected to arrive in Sydney at the end of this month, and the Company announces that it will then be in a position to commence bookings. The Orama is fixed to sail from Sydney for London on January 10 next, and the Orsonay on April 1, and it is anticipated that the third liner will be placed in the trade towards the end of next year. A special feature of the liners is that every saloon cabin has a port-hole or window, and there are more single-berth cabins in the vessels than in any other steamers afloat.

Interesting details of the dimensions of the new liners have been received from England. The length will be 658ft., and the moulded beam 75ft., while the depth from bridge to keel is 63ft. When loading the draught will be 29ft. The two funnels will stand 124ft. above light load line, and the masts 164ft. above, while the boat deck, when the vessel is fully loaded, will be 53ft. above water-line.

The White Star Liner, *Majestic*, carried more passengers in 1923, than any other ship afloat.

FOR NAVY LEAGUE — RING B 7808.

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## PERSONAL NOTES.

Mr. S. J. Clarence, a director of Messrs. Gilchrist, Watt & Sanderson, the well-known shipping firm, has been elected Chairman of the Oversea Shipping Representatives' Association. Mr. Clarence is a Fellow of the Navy League.

Mr. S. J. Lea-Wilson presented a set of splendid boxing gloves to Balmain Sea Cadets on drill night last week. He is an enthusiastic supporter of Richmond Cadets, and recently presented the Company with a handsome silver cup—to be competed for.

# Fountain S.P. Flour

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"Pastry Nice and Crisp."

Made of the Purest ingredients and packed by machinery the above line represents a Standard of Quality which cannot be excelled anywhere.

ORDER A TRIAL PACKET AT ONCE.

Continued from page 18.

an adult who is accustomed to have articles purchased put down to an account, might very easily, through ignorance, think anyone could lift what they wanted without payment.

Some children living in the land of make-believe, frequently make statements which are not true to fact, neglecting to mention that they are not speaking of real things, though sometimes their fancies appear very real to them. A child is not unfrequently branded a liar when the inaccuracy is really due to inattention, or ignorance of the fine meaning of a word.

A child gets the name of being lazy when the cause is often really some physical disability due to imperfect hearing or seeing, or it might be due to some bodily weakness or mental condition.

Selfishness, like most faults, should never be allowed to start, even in babyhood.

These few remarks may lead us to wonder if we really understand children and give them a fair chance, or whether we do them an injustice by misunderstanding them.

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## AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are:—

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, WE LIES 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—  
"Far Go, 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 Marines who were injured or who lost their lives in the War, and to assist their children.

## A Story of Early Australian History.

### THE WRECK of the "SYDNEY COVE."

BY CAPTAIN J. H. WATSON, F.R.A.H.S.

EIGHT years after the settlement in New South Wales had been founded, some knowledge of it had been brought under the notice of the mercantile community in India, Messrs Campbell, Clark and Co. of Calcutta, determined to test the market at Sydney with a trial shipment of merchandize, and accordingly fitted out a ship, which, out of compliment to the young colony, and possibly also with the view of ingratiating themselves with the "powers that be," they named "Sydney Cove."

This vessel, under command of Captain Gavin Hamilton, sailed from Calcutta for Port Jackson on November 10th, 1796. On the 13th December, being then in latitude 15 deg. 30 min. south, a

very severe gale with heavy sea was experienced, and from that date onward they had a continuation of bad weather. The vessel labouring very much in the heavy seas sprung a leak, and in the middle of January was making from six to eight inches of water an hour; in consequence fothering the ship was adopted which reduced the leakage by two inches an hour. On the 25th January the weather set in with greater violence, and in handling the topsails the second mate—Mr. Leishman—was lost from the main topsail yard. Her sails were blown away, and after new ones had been bent they shared the same fate, and having no sail by which she could be kept ahead of the sea she was hove to.



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The lascar crew were so benumbed by the severity of the weather that they sought shelter below, and nothing could induce them to come on deck and man the pumps; but, as there was over four feet of water in the well, they willingly went down with buckets to bale.

#### SHIP IS RUN ASHORE.

Bass Strait had not been discovered at this time, and the ship had to go south of Tasmania, or Van Diemen's Land as it was then called, and up its eastern coast, when on February 8th she struck a perfect hurricane, and the leak increased to such an extent that at daylight the following morning the water was up to the hatches of the lower deck; and so as to save the lives of the crew and the valuable cargo, she was run ashore on a sandy beach in a few feet of water. This after proved to be an island on the north-west coast of Tasmania, and which became Preservation Island—a name it still bears. The crew, with provisions, were all landed, and parties were sent out to look for water, but they were unsuccessful.

Several days were spent in building up and fitting out the long boat so as to dispatch her to Port Jackson for assistance.

She accordingly left the island on the 27th February for Sydney under the command of Mr. Hugh Thompson, the chief mate, having with him Mr. W. Clark, the super-cargo, and fifteen picked men of the crew, three of whom were European seamen, and twelve were lascars, or seventeen persons in all.

#### A SECOND DISASTER.

On the first night out it came on to blow a gale, and as they were not far from the coast of New South Wales, and as it was impossible to land through the heavy surf, both anchors were let go. During the night the heavy sea continuously broke over them, and at daylight both cables were cut and the sail hoisted; the boat, however, was driven ashore through the surf and smashed to pieces on the beach. No lives were lost, all landing safely on the sandy beach—whether to say fortunately, or unfortunately, must be judged by their ultimate fate. The "Historical Records of New South Wales" states the position thus:—"Imagination cannot picture a situation more melancholy than that to which the unfortunate

crew was reduced—wrecked a second time on the inhospitable shore of New South Wales; cut off from all hopes of rejoining their companions; without provisions, without arms, or any probable means either of subsistence or defence, they seemed doomed to all the horrors of a lingering death, with all their misfortunes unknown and unpitied. In this trying situation they did not abandon themselves to despair, they determined to proceed to the northward in the hopes of reaching Port Jackson, although the distance of the settlement, the unfrequented deserts they were to traverse, and the barbarous hordes among whom they had to gain their way presented difficulties that required no ordinary share of fortitude to encounter and perseverance to overcome."

In this spirit after spending three days in collecting whatever was useful that had been washed ashore from the wreck of their boat, they set off to tramp the three hundred miles they would have to accomplish between the Ninety Mile Beach and Sydney—walking on the beaches when practicable, crossing a great number of creeks and rivers, fording some, and making rafts from logs to cross others, on four occasions meeting numbers of natives, who once only were disposed to be unfriendly.

#### FOOD SHORTAGE.

For the first three weeks they subsisted on dry, uncooked rice which they saved from the boat, and afterwards on shell-fish, small fish which caught in large pools, and sometimes they were fortunate to catch a small shark which they considered a rare delicacy. The super-cargo kept a diary, according to which and adding the daily mileage walked, they covered in the first month 350 miles. This would be made up by the detours they would have to make when crossing rivers and rounding Two-fold Bay and many inlets.

They had commenced their journey on March 15th, 1797, and up to April 17th everything passed off without accident, but on this day in crossing a narrow but deep river Mr. Thompson was nearly drowned by the sinking of an old native canoe they found, and he was only saved by Mr. Clarke jumping in and getting him out, the Bengalees looking on without making the least attempt to assist. He was unconscious when brought out of the water, but after some time he was revived.

Continued on page 26.

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1893	£1,820,949	1898	£8,466,821	1903	£14,717,918	1923	£41,448,206

*6th Dec. 27/2*  
*Reached 12/3*  
*Woolahy 15/3.*

Slide with the tide on the ocean of life,  
Steaming its current stirs friction and strife,  
Don't be unsociable, stand-off and proud,  
Be as the others do—"Follow The Crowd."  
Where there are troubles and problems to solve,  
Minds in common solution evolve:  
"Follow The Crowd" whe through winter candre—  
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ALEXANDRIA

Tel. Mascot 255



Continued from page 22.

During the next week their progress continued occasionally meeting natives who befriended them by gifts of fish. On the 23rd, 24th, and 25th April the diary says: "Walked 10 or 12 miles each day without meeting with any natives, and being wholly without nourishment—almost perished for want."

#### HOSTILE BLACKS APPEAR

The next day, 26th, met several natives who supplied them with fish: but, later in the day, a large body of unfriendly natives came on the scene, and Mr. Clarke writes: "We had not parted more than twenty or thirty minutes when a hundred more approached us shouting and hallowing in a most hideous manner, at which we were all exceedingly alarmed. In a short time a few of them began throwing their spears, upon which we made signs to them to desist . . . for at best we were only six opposed to such a multitude, for our little company were daily dropping off. No sooner had we turned our backs on this savage mob than they renewed hostilities, and wounded three of us, viz., Mr. Thompson, myself, and my servant. Notwithstanding this disaster, we, in our painful situation, proceeded eight miles to get clear, if possible, of these savages. Then for eighteen more days the small party pursued their journey "until we very fortunately met with a fishing boat about 14 miles to the southward of Botany Bay," and having taken 61 days to accomplish it."

Mr. Clark, in his diary, has omitted to say what reduced his party to six at the time they met last party of blacks, and how many were rescued by the fishing boat. From other sources it is learnt that a small row boat fishing south of Botany Bay found three men on the shore, and took them to Sydney scarcely alive. These are understood to have been Mr. Clark, the super-cargo, an English seaman, and a lascar.

#### GOVERNOR SENDS AID.

On their arrival Governor Hunter heard that two others who were too weak to proceed any further had been left a short distance from where the fishing boat found those she rescued, on which he immediately sent a well-manned whale-boat to try and find these unfortunates, but although they found the place where they had been left, the men were not there. Some articles belonging to them were found covered with blood; it was, therefore, presumed the blacks had killed them.

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Governor Hunter also sent to the scene of the wreck of the Sydney Cove the colonial schooner Francis, with Lieutenant Matthew Flinders in command, and a small 10-ton sloop in charge of Mr. Armstrong, master of H.M.S. Supply, on the 1st July, to bring away Captain Gavin Hamilton and any of the crew that might still be on the island.

Having embarked Captain Hamilton and some of the lascars (upon the Francis) and the remainder of the lascars (on the sloop) the two vessels sailed for Sydney, where the Francis duly arrived, but the smaller craft and those on her were never heard of again.

Mr. Clark returned to India to rejoin his firm. Captain Gavin Hamilton—from the wreck of his

covery to the Duke of Portland who sent Dr. Bass of H.M.S. Reliance to investigate. He found a strata six feet deep in the face of a steep cliff which was traced for eight miles, and this was not the only coal discovered, for it was seen in several other places. This, the first discovery of coal in New South Wales, was made by Mr. Clark, the super-cargo of the wrecked ship Sydney Cove, on 14th May, 1797. Lieutenant Shortland of H.M.S. Reliance whilst in pursuit of runaway convicts went as far north as Port Stephens in a row boat, and on his return trip discovered the Hunter River and coal there about October of the same year, although it is reported that some fishermen had discovered coal there in June, 1796.

With regard to the Campbell family, the first of



vessel—arrived in Sydney in July, 1797, but the six months' exposure on the bleak barren island had told on his constitution, and he died in Sydney on June 20th, 1798. He was buried in the old George-street cemetery, and a tombstone was placed there by the Campbells 70 or 80 years ago, which, with the remains, was moved to Rookwood (Church of England section) when old ground was resumed for the Town Hall.

The beneficial outcome of the wreck of the Sydney Cove was the discovery of coal in the Illawarra district, and the acquisition of the Campbell family.

When Mr. Clark arrived in Sydney he informed Governor Hunter that they had seen a quantity of coal the day before they were taken off by the fishing boat; and the Governor reported the dis-

covery to the Duke of Portland who sent Dr. Bass of H.M.S. Reliance to investigate. He found a strata six feet deep in the face of a steep cliff which was traced for eight miles, and this was not the only coal discovered, for it was seen in several other places. This, the first discovery of coal in New South Wales, was made by Mr. Clark, the super-cargo of the wrecked ship Sydney Cove, on 14th May, 1797. Lieutenant Shortland of H.M.S. Reliance whilst in pursuit of runaway convicts went as far north as Port Stephens in a row boat, and on his return trip discovered the Hunter River and coal there about October of the same year, although it is reported that some fishermen had discovered coal there in June, 1796.

Robert Campbell remained in Sydney, and having married the sister of Mr. John Palmer, the Assistant Commissary General, he became the ancestor of an old Australian family whose estate, of Duntroon, is now included in the Federal Territory at Canberra. These Campbells, to distinguish from others, and there are several of the same name, acquired the name of "the Campbells of the Wharf," as Robert Campbell was Sydney's first merchant, and lived on the west side of Sydney Cove, where also was his wharf, a place of some importance in the old shipping days.

## SINGAPORE.

IN the June issue of the JOURNAL we printed three important statements emanating respectively from the Rt. Hon. Stanley Baldwin, ex-Prime Minister of Britain, Lord Carson, who was First Lord of the Admiralty during portion of the Great War period, and Lord Curzon, a former Minister for Foreign Affairs in the Home Government.

This month we print hereunder a further important statement dealing with the same subject. The author, the Rt. Hon. L. Amery, M.P., has also held the high office of First Lord of the British Admiralty.

I do not think I need say much to convince you of the unwisdom, the deplorable unwisdom, both of the decision which the Government have come to, and of the manner in which they have come to it. But I might, perhaps, make a few observations in addition to those that Lord Curzon has made. First of all, with regard to the decision itself, I want you to realise what is involved in that decision. Around the shores of the Indian Ocean lies three-quarters of the land territory of the British Empire, and around it live more than three-quarters of the inhabitants of that Empire. Through that ocean goes the main vital artery of our commerce. More than a thousand million pounds' worth of trade crosses that ocean every year coming to this country, or going from this country; and it is a trade of exceptional value to us. Outwards, it consists almost entirely of the manufactures which employ our people, while inwards, it consists almost entirely of the food-stuffs that feed them, and the raw materials that assist our industry. All that vast region has come into existence, and has grown to prosperity under the shelter of the British flag. For generations our ships have patrolled the great ocean, and the Pacific Ocean, making use of the bases—the necessary bases—at Hong Kong, at Singapore, and elsewhere, that are always required to keep any fleet effective. Only during the critical years of the war, the years that immediately preceded it, and immediately followed it, were we obliged to concentrate all our Naval strength in the North Sea against the German menace. During those years, however, great changes took place both in the construction and in the conditions of mobility of a modern fleet. Since we withdrew our fleet from the Eastern waters our ships have grown enormously, not only in length, but in width, because of the necessity of special protection against submarines. They are now all dependent on oil fuel, and not on coal; and, therefore, it brings ourselves back to the ordinary position

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MANAGER, R. COPLAND LETHBRIDGE.

which the Navy has always occupied in Eastern waters: we have to modernise at any rate one of our Eastern dockyards, both in respect of docks and of oil fuel. We decided not to do so at Hong Kong, but we decided on Singapore as from every point of view—the most important key position in the Eastern world. It is the Western gateway from the Indian Ocean to the Pacific, just as the Panama Canal is the Eastern gateway from the Atlantic to the Pacific. Its whole importance is defensive. All the talk about Singapore in ill-informed quarters is based on the idea that it is somewhere near Japan, that it has something to do with fighting in Japanese waters—and presumably, against the Japanese. I hardly dare remind you once more that it is 3,000 miles away from Japan, and its essential importance lies not in Japanese and Chinese waters beyond Singapore, but in the vast region of the Indian Ocean behind Singapore, which it covers and protects. And its importance lies not only in a war with Japan, but in any conceivable war, because there is no conceivable war in which our vital trade through those waters will not be threatened by the raiding cruisers and the submarine cruisers of the future, and enemy craft of one sort or another, and to deal with that menace you must have an effective centre and base from which your own cruisers and battle cruisers can be re-fitted and re-conditioned without having to go back 6,000 miles to Malta.

Well, that is one aspect of the case. The other is one of which Lord Curzon has also reminded you, for really, he covered the whole ground, that it is only by way of Singapore that we can go to the defence of the great Dominions in the Pacific, and it is only if we can go to their defence that they can come to our defence, and that underlies the whole question of the future safety of the Empire. It is important that for all times the world-wide Naval defence of the Empire should not rest entirely on the already over-burdened shoulders of the people in this country. The future defence of the Empire must be sustained by the growing strength of all the peoples of the Empire. But that implies co-operation, and the decision now taken is one which directly goes against the whole conception of Empire co-operation at sea, because it begins by denying that Mr. Massey, in a very striking despatch, the other day, treated as the fundamental axiom of our defence, namely—that every citizen of the Empire and every country of the Empire are entitled to protection from the possibility of attack by a foreign foe. They have taken this decision, so destructive of our security, and of the very principles of Empire defence, directly in the teeth of the advice of an Admiralty in which they profess to trust directly against the verdict of three successive Governments and two Imperial confer-



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ences, Governments both here and in the Empire  
which have been, after all, no less zealous in pro-  
moting disarmament, than they have been for the  
security of the Empire.

Now, if I may say a word as to the manner of  
that decision. This measure, after years of dis-  
cussion, was solemnly laid down as something  
essential to the security of the Empire by an  
Imperial Conference. We have in recent years  
witnessed a remarkable development of the ever-  
elastic constitution of our Empire. Until yester-  
day, we understood that no great matter of Im-  
perial policy was settled without full consultation  
of every partner State in the Empire, and without  
prolonged effort to arrive at a complete agreement.  
Lord Curzon knows the whole Peace Treaty was  
composed of that method; whatever may be said  
about some of the details of the European settle-  
ment, the outer world settlement which affects the  
British Empire, was a satisfactory one. By the  
same method we arrived at the profoundly satis-  
factory settlement at Washington. Now, when a  
conference has just scattered, almost before some  
of its members reach home, the Government  
reverses its decision. It does not suggest a new  
conference to reconsider the matter. It does not  
even enter upon the exchange of telegraphic cor-  
respondence to argue the point. It informs the  
Dominions of the statement it proposes to make  
in the House of Commons; and, in fact, says—  
while it does not mind any remarks they may  
make on it, their remarks and their views will not  
modify the decision to which it has already come.  
I say that is not consulting the Empire, it is  
insulting the Empire. That makes future agree-  
ment of the Empire at an International Confer-  
ence impossible. At Washington we succeeded,  
because we went as a united Empire. In future  
conferences on disarmament, we shall go as an  
Empire known to the whole world to be divided.  
The whole constitutional working of the Empire  
is involved in the conduct that this Government  
has pursued. If I may I will add a sentence or  
two more as to their motives. For what are we  
giving up our security, and imperilling our safety?  
If there was some tangible positive result, even a  
remote prospect, one might conceivably under-  
stand it, though even then, in any bargaining on  
disarmament, it is your offensive armaments, your  
ships you would bargain with, and not your essen-  
tial bases. Without your bases you could never  
move your ships, and the whole value of the  
money you spent on your navy is cut in half.  
The whole motive seems to have created an  
"atmosphere." It is a wrong atmosphere, and  
whatever atmosphere the present Government may  
have created in International relations, they have  
created a fatal atmosphere in the relations within  
the Empire. They have done this not for some

great ideal. One might possibly excuse even  
great folly for high ideals. They have done it out  
of cowardice, because they have not had the  
courage to face the facts. It is not that they have  
dared to risk everything for a noble idea, but they  
have not dared to face their own supporters and  
ask them to repudiate the unwise and irresponsible  
things they said in the past, and do their duty  
by the security of the Empire, and also towards a  
sane and prudent policy of establishing peace in  
the world.

### NAVAL APPOINTMENTS.

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

Commanders David C. Pillans, to Cerberus, additional,  
for passage to United Kingdom for reversion to Royal Navy,  
June 21; Graham F. W. Wilson, D.S.O., to Melbourne,  
June 20.

Lieutenant Rupert B. M. Lang, to Cerberus, additional,  
June 27.

Sub-Lieutenants Stanley H. K. Spurgeon, to Marguerite,  
June 9; James M. Luke, to Anzac, additional, June 9;  
Lawrence E. Tozer, to Platypus, additional, June 9.

Paymaster-Lieutenant Alfred L. Crellin, to Melbourne,  
additional, June 4.

Commissioned Gunner (T.) Alexander G. Stock, D.S.C.,  
to Cerberus, June 23.

Gunners (T.) Harry D. Jenner, to Anzac, June 10; (T.)  
George J. Featherstone, to Cerberus, additional, for passage  
to United Kingdom for reversion to Royal Navy, June 25;  
(T.) James J. L. L. Baker, to Mallow, June 24; (T.)  
Henry A. Kirby, to Mallow, June 30.

Warrant Engineer Philip B. S. Le Provost, to Brisbane,  
additional, June 14.

Sub-Lieutenant John A. A. Stocks has been promoted  
to be Lieutenant, to date March 1, 1924; and Surgeon-  
Lieutenant (D.) Donald McL. Austin, to be Surgeon  
Lieutenant-Commander (D.), to date April 1, 1924.

Engineer-Commander Alec. B. Doyle to Penguin, addi-  
tional, July 4, and to Mallow for Sydney, in reserve,  
August 1. Engineer Lieutenant-Commander Ralph P.  
Jamieson to Penguin as first assistant to engineer-manager,  
July 4; James E. MacLeod to Penguin as second assistant  
to engineer-manager, July 23; Arthur C. W. Mears to  
Penguin, additional, July 23, and to Stalwart, August 21.  
Engineer-Lieutenant Carleton R. Reid to Cerberus, August  
28; George I. D. Hutcheson to Penguin, additional, July 4,  
and to Penguin for charge, under engineer-manager, of  
torpedo depot, gun mountings, and torpedo tubes, July 23.

The following promotions are announced:—Lieutenant  
Reginald V. Barion to Lieutenant-Commander to date  
May 30; Engineer Lieutenant-Commanders Trevor W.  
Ross and Douglas P. Herbert to Engineer-Commanders, to  
date June 30; Surgeon Lieutenant-Commander William  
J. Carr to Surgeon-Commander, to date June 30; Commis-  
sioned-Writer William J. Pearce to Paymaster-Lieutenant,  
to date June 30; Boatswain Alfred J. Reid and George F.  
Hewish to commissioned boatswains, to date June 30;  
Warrant-Shipwright William J. T. White to commissioned  
shipwright, to date June 30.

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Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, 30 Grosvenor Street, Sydney.

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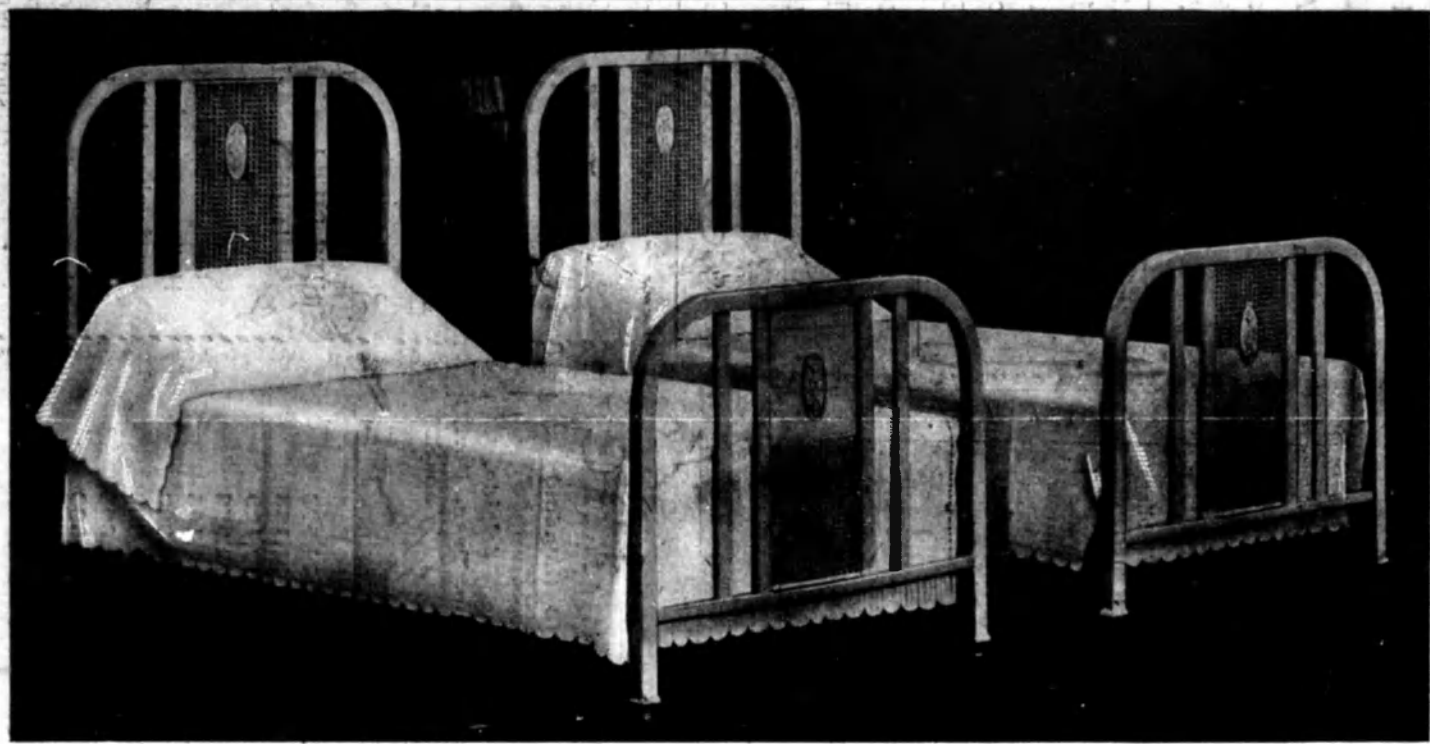
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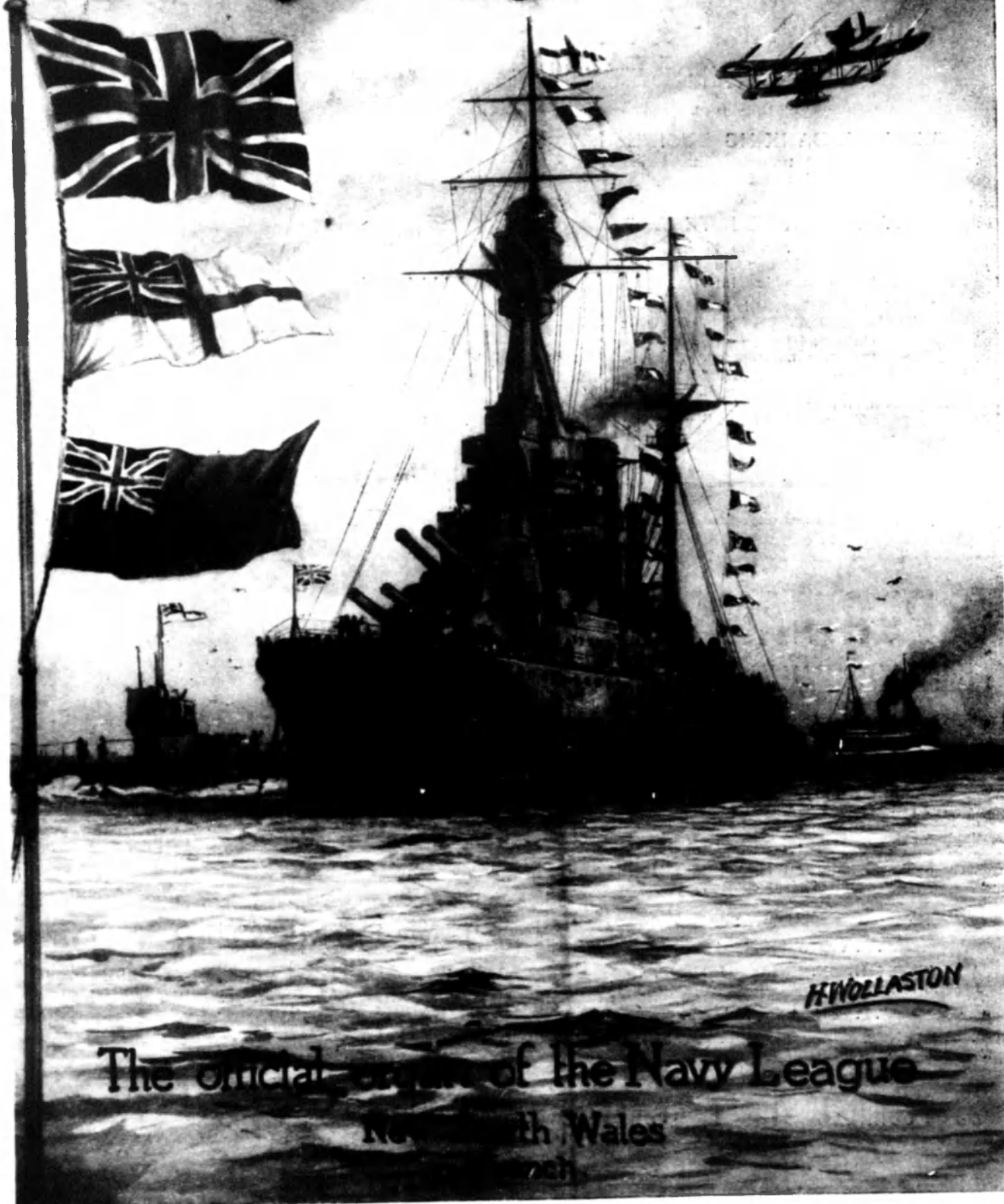


VOL. 5, No. 4.

AUGUST, 1924.

TELEPHONE. B 7808.

# The Navy League Journal



H. VOLLASTON

The official organ of the Navy League

New South Wales

Perth



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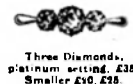
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# The Navy League Journal

VOL. V. No. 4.

SYDNEY, AUGUST, 1924.

PRICE 3d.

## 'SEAMEN—AN AUSTRALIAN NEED.

BY W. W. HALL.

**T**HOUSANDS of boys in and around Sydney love the water. Doubtless this also applies to many other sea-board cities in the Australian Commonwealth. That the bulk of these Sydney boys do not get greater opportunities to satisfy their love, is chiefly due to lamentable lack of vision in Australia's taxpayers and legislators. The boys are here, the water is here, and yet from year to year Australia cries in vain for *Australian* seamen. In a small way the Navy League is endeavouring to meet the need by the formation and development of its Sea Cadet movement. Without financial assistance from the Government, much to the Government's discredit, be it said, the League set to work with an enthusiasm and a far-flung vision—attributes which are conspicuously absent in political camps except at election times—which to-day is rewarded by results of national value; results to be seen in its Sea Cadets' depôts at Balmain, North Sydney, Drummoine, Cabarita and Richmond. These depôts, all made possible by voluntary labour and by donations from supporters of the Navy League, together with their 400 odd cadets—and the number of boys are only limited by the

lack of funds—give the lie direct to the croakers who are for ever lamenting the death of the sea instinct in Australian boys. This sea instinct is but sleeping, and will rouse itself to full blooded action if only the slipways of opportunity are made available to the boys for the launching of their great ship Desire. When will our rulers see this? When will they see across the attenuated breakers which wash the muddled shores of their political, their barren, party fastnesses, and limn the breadth, the vastness, which lies pregnant with fate—Australia's fate—beyond? The day of our destiny approaches on noiseless feet, and we are not awakened—we are lulled. The Navy League must not wait for help in its work from the un-national politician; it must gird up its loins and appeal for assistance to those good Australians who love Australia for Australia's sake. There is a race of potential seamen—a vital worth—in our midst seeking opportunity, direction, achievement, and it should be the privilege—the rich privilege, of Australians to provide funds and make it possible to purchase equipment, and maintain depôts, wherein the necessary stimulus and training may be given. The time is NOW.

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## AUSTRALIAN DEFENCE.

VALUE OF AIRCRAFT.

SPEED OF AIRCRAFT CARRIERS.

DEDUCTIONS BY EXPERTS.

By E. GEORGE MARKS  
(AUTHOR OF "WATCH THE PACIFIC," &C. &C.)

A PROPOS of the Navy League's advocacy of aircraft to assist the defence of the Commonwealth and the approaches thereto, the Washington Limitation of Naval Armament Conference stipulated that the standard displacement of vessels which may be classed as aircraft carriers to be between 10,000 and 27,000 tons; the gun calibre not to exceed 8-in.

If the calibre of any gun carried exceeds 6in. the total number of guns exceeding 5-in. in calibre must not be more than ten.

Each of the naval signatory Powers to the Treaty, may build not more than two aircraft carriers not exceeding 33,000 tons standard displacement each; carrying not more than eight guns of calibre exceeding 5-in., if the calibre of any one gun carried exceeds 6in.

The Lexington and Saratoga of the U. S. A. navy were designed as 43,500 tons (capital ship) displacement; 33.3 knots speed. They are the highest permissible standard displacement (33,000 tons) of converted aircraft carriers.

### VALUE AND SPEED.

British, American and Japanese experts who have concentrated upon the fighting utility of aircraft, emphasise that in cruising with a fleet seeking the enemy the aeroplane carrier will have to manoeuvre independently to permit aeroplanes to land on or take off from the deck.

Another point emphasised is this: As long as the speed of the ship is less than the landing speed of the aeroplane, the most favourable conditions for landing or taking off is attained when the vessel is steaming head to wind; the relative speed

of the aeroplane along the deck at the moment of landing or lifting is then reduced to the minimum.

If the fleet is steaming with the wind astern, and the aircraft carrier has to pick up many machines, it will, therefore, frequently happen that she will get separated from the fleet by a long distance; the more her speed exceeds the fleet the shorter time will the fleet be deprived of her services; the less risk the aircraft carrier will run of being attacked when isolated.

These experts consider that the effective aircraft carrier should have a speed of not less than 35½ knots, and H.M.S. Furious (converted to aircraft carrier) has 31 knots.

Experts stress the special nature of the services which the aircraft carrier can render to a fleet about to join in battle; also her vulnerability and the special liability to destruction of the aeroplanes on board her in a gun action; that it should be the policy of such a vessel to avoid an artillery action even with a cruiser less powerfully armed than herself.

Because of the difficulty of disposing her gun armament to the best advantage, she may be in respect, less powerfully armed than cruisers much smaller than herself—even were she to carry the maximum gun armament allowed by the Washington pact. Hence substantially higher speed than that of a fast cruiser is an absolute necessity, according to the experts, for an aircraft carrier.

The requirements, they aver, for higher speed—like that for the greatest possible area and length of landing deck and for stowage of a large number of aeroplanes—demands a large and a long vessel;



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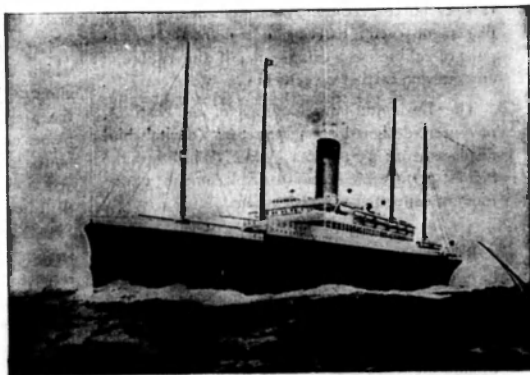
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a large size and great length in a warship conduces to the attainment of high speed at a moderate development of propelling power and expenditure of fuel.

### EATING UP THE TONNAGE.

It is possible, therefore, that the total tonnage for aircraft carriers allowed by the signatories of the Washington pact is likely to be used up in the construction of ships approaching the limit of displacement.

Hence, it is of vital interest to Australia to consider what would be the probable dimensions, qualities, and capabilities of vessels of a displacement approaching this limit, in view of the assistance that could be rendered Australian defence by a sound system of aircraft conceived and projected on a carefully considered basis.

A further contention by naval aircraft experts in Great Britain, U.S.A., Japan, and France is that in an aircraft carrier of high speed the propelling machinery and boilers will occupy so great a length of the hull that there will be little or no space for stowing aircraft in the hold, and the construction of a hangar extending over the whole length of the ship is a necessity if any considerable number of aircraft is to be carried. The flying deck, which forms the roof of the hangar, then becomes one of the main structural features of the hull, and as economy of steel, as well as great aeroplane stowage capacity are both promoted by this system of construction, it will, they consider, be generally adopted in ships specially designed as aircraft carriers. The depth of the ships from the keel to the landing deck becomes necessary with additions for structural features, and is a fundamental dimension in the design upon which the remaining dimension in turn depends upon the size of the aircraft which are to be carried in it. The most suitable dimensions of an aircraft-carrying ship thus depend in an intimate way on the particular types of aircraft which it is intended to carry.

### BOMBER AND FIGHTER.

The bomber is assumed to have folding wings, and to stow in a space of 38ft. long by 17ft. 6in. broad by 15ft. high, with a reasonable clearance all round, and the fighter, without folding wings, in a floor space of 400 square feet with maximum horizontal dimensions of 34ft. by 23ft., and a height of 10ft. 6in.

A bomber having these stowing dimensions, experts consider, would be capable of carrying 2,000lbs. weight of bombs or torpedoes and sufficient petrol to give a range of a flight of 400 to 500 miles; and the fighter would be capable of carrying a machine-gun armament and sufficient petrol for a range of flight of 300 miles.

The problem of designing an aircraft carrier so as to get the most powerful armament on a given displacement of ship differs specifically from a similar problem in any other type of war-craft.

An aircraft carrier would not carry torpedo tubes, the authorities declare, as it would be unwise for an aircraft carrier to take the offensive in an artillery action, and equally unwise to close with an enemy sufficiently to enable torpedo tubes to be used.

The aircraft problem is one that calls for the best and concentrated attention of the Australians imbued with an adequate sense of the security of its island continent.

### NAVAL APPOINTMENTS.

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

Commander Rupert C. Garcia, to Penguin, additional, July 19, and to Cerberus, additional, for passage to the United Kingdom, July 30. Lieutenant-Commander Cyril J. P. Hill, to Mallow, in command, and for command of ships in reserve, July 19. Lieutenant Henry H. Palmer, to R.A.N. College, additional, temporarily, September 16. Engineer-Lieutenant George A. Hutchison, to Mallow, for ships in reserve, July 14; Archibald E. Creal, to Cerberus, August 14; Carleton R. Reid, to Brisbane, August 28 (appointment to Cerberus, to date August 28, cancelled). Lieutenant-Commander Nelson Clover has been promoted Commander, June 32.

Sub-Lieutenant Herbert J. Buchanan has been promoted to Lieutenant, with seniority of February 15.

Lieutenant.—Edward O. T. Keeling, to R.A.N. College, August 2; Geoffrey A. Hall, to Cerberus, August 27.

Sub-Lieutenant.—Robert B. Pearson, to Torrens, additional, and for depot duties, July 29.

Chaplain.—Rev. Hector G. Robinson, to Tingira, additional, August 9.

Commissioned Engineer.—Richard B. James, to Cerberus, September 1.

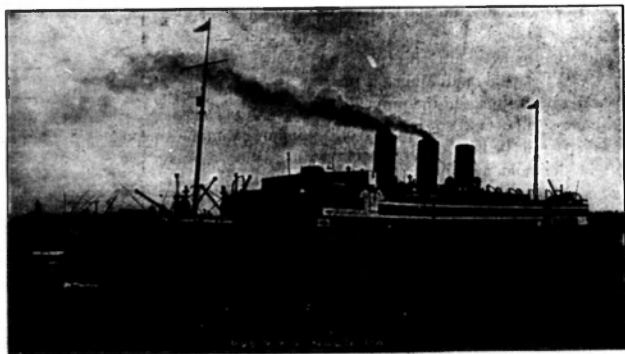
Commissioned Supply Officer.—William G. Sparrow, to Platypus, August 28.

Senior Master.—Richard H. B. Finney (acting) to Brisbane, August 26.

Gunner (T) Bernard, A. A. Hamil (acting) to Cerberus, additional, July 29, and for Torpedo School, additional, temporarily, August 26.

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## STEAMING CROSS-COUNTRY.

AUSTRALIA'S THOUSANDS OF MILES OF RIVER NAVIGATION.

MARINERS OF THE MURRAY.

BY THOMAS DUNAHIN.

AUSTRALIA has a master mariner, probably the only one in the world, who once made a voyage of 15 months out and home without being once out of sight of land—except when it was dark. This distinction belongs to Mr. George Ritchie, who has since taken to handling the ship of State in South Australia, but was formerly a captain in the river trade on the Murray and Darling.

When he made this record voyage he was on a trip from Goolwa, near the Murray mouth, to the Upper Darling and back. He was caught in a dry season, and the steamer spent most of the 15 months in a deep hole away up on the Darling waiting for the river to rise high enough to enable her to be floated out.

The time was not altogether wasted. There was some timber on the river banks and the sailors turned into sawmillers. They made a sawpit ashore and cut enough timber to re-build all the parts of the vessel that needed attention.

Captain Ritchie's next longest trip took a mere matter of nine months. Here again the need for waiting for a rise in the Darling was the main cause of the length of the voyage.

It may be a long business waiting for the Darling to rise, but when the floods are out in real earnest it is often possible to take a short cut. On the Darling, as on the Murray, the river banks are often the highest ground for miles. The continual deposition of alluvial soil has raised them above the country on either side.

On one of his trips Captain Ritchie carried supplies for a large station on the Darling, where shearing was about to begin. When the steamer arrived the floods were out and the station landing on the river bank where the stores would have

been landed in normal times, was practically under water and quite inaccessible from the land side. The station itself stood back from the river, on the farther side of the low ground.

A little distance below the station landing was a break in the bank, where a backwater communicated with the main stream. The captain dropped down to this opening, went through it, steamed gaily up the backwater and over the paddocks for 10 miles and landed the stores at the station.

Steaming cross-country in this way means rather ticklish steering, owing to the number of trees that have to be dodged. It would be distinctly awkward to have your vessel tangled up in a tree and left stranded there when the water went down.

A voyage from Goolwa to the head of navigation on the Darling is a big undertaking even when the river does not dry out under the vessel. In the old days of navigation, before the railways reached out to tap the river at Bourke the steamers used to go up nearly to the Queensland border. This means a distance of over 2,000 miles from Goolwa, following the river. Given a high enough flood the distance might be cut down a little by taking a short cut across the bends.

In those days steamers sometimes went up the Murray as far as Albury. Now the regular river traders do not go higher than Echuca, 300 miles by river below Albury. The craft which brings the redgum logs down the river to the sawmills still work up for 100 miles above Echuca.

RIVER THAT DRAINS HALF A MILLION  
SQUARE MILES.

The basin of the Murray has an area of over 500,000 square miles. It is as large as New South Wales, Victoria and New Zealand put together. It includes by far the larger part of New South



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22 BRIDGE STREET, SYDNEY.

Wales, more than half of Victoria, a good slice of Queensland, and a part of South Australia. From the mouth of the Murray to the source of the Darling is a distance of 3,000 miles, so that in length the "Nile of Australia" ranks high amongst the great rivers of the world.

Before the railways had cut so deeply into the traffic the Murray and its tributaries were the main arteries of distribution for a great part of this half-million square miles. The wool, skins and other products of the stations went down the rivers and the supplies came up by water.

Half a century ago Wentworth, at the junction of the Murray and the Darling, was a busy port. Now a sleepy, half-deserted town, it was full of bustle and life in the great days of the river trade. To-day the Victorian railways tap the Murray at Mildura, a few miles away, and at half a dozen points between Mildura and Albury. The New South Wales railways have reached out to touch the Darling at Bourke and the Murrumbidgee at Hay.

There is still much traffic on the Murray and its tributaries, but it is much more local than it once was. In these days wool, wheat and other products from the region along the middle Murray, the lower Murrumbidgee and the Wakool Rivers are carried upstream to Echuca and then sent over the 156 miles of railway from Echuca to Melbourne instead of following the long trail down to Goolwa.

Of the cargo that does go down the river a great deal is transhipped at Murray Bridge and sent by train to Adelaide instead of going on down the river to Goolwa.

Still more local, of course, is the traffic due to the timber and firewood trades. Remnants of the magnificent redgum forests that once lined its banks still survive on the Murray, and at various points quite a fleet of barges and of steamers is used in bringing logs to the sawmills.

The growth of irrigation has led to a brisk demand at certain points for firewood to be used as fuel for the pumping plants. This is especially the case at Mildura and Merbein. These irrigation settlements consume about 30,000 tons of firewood a year, and it has to be sought farther and farther away.

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Some of the firewood used at Mildura now comes from 100 miles up the river. It was recently pointed out in an official report that the demand for wood had led to an invasion of New South Wales by raiders from Victoria. The "firewood pirates" cut and carried off by water a large quantity of firewood to which they had no shadow of a legal claim.

If irrigation on the Murray lands makes the progress expected the fuel problem will become very serious. Except for the already depleted redgum forests most of the country near the rivers is thinly wooded, where it carries any timber at all. And coal has not yet been found along the lower Murray. If it is there it is deep down below the alluvial deposits.

### PIONEER NAVIGATORS OF THE MURRAY.

Navigation on the Murray, neglecting the bark canoe voyages of our aboriginal predecessors, will celebrate its centenary in 1829. In that year Captain Sturt and his companions went down to Lake Alexandrina and back. They took a whale-boat overland from Sydney to the Murrumbidgee on the banks of which they cut timber and built a second boat in a week, thanks mainly to the skill of a prisoner of the Crown named Clayton.

Few things in the history of Australian exploration equal for sheer dogged heroism the story of the return voyage up the river against the stream. Day after day the almost starving men kept up the apparently hopeless struggle without a word of complaint. They rowed till they fell asleep at the oar. When the sugar and tea ran low the prisoners asked Sturt and his companion, George Macleay, to keep it all for themselves, arguing that there was not enough to make it worth while to divide it.

The commercial navigation of the Murray began in 1853, when Francis Cadell put the first steamer the Lady Augusta, on the river. Cadell had spied out the water a year earlier by descending the river from Swan Hill (Victoria) in a canvas boat with ribs of barrel hoops. After this reconnaissance he brought the Lady Augusta over the bar into the Murray and went up to Swan Hill, returning with 440 bales of wool.

For a generation after this beginning the river navigation flourished exceedingly. It was, however, always handicapped by the fact that the

"The first drink of the day."

## ELLIOTT'S FRUIT SALINE

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

It is effervescent and pleasant  
to take.

All Chemists and  
Storekeepers sell  
ELLIOTT'S FRUIT SALINE  
AT

2s. 6d. per bottle.



## SONS OF THE SEA.



SOME OF THE BALMAIN SEA CADETS WHO FORMED A GUARD OF HONOR ON THE OCCASION OF THE OPENING OF BIRCHGROVE SCHOOL RECENTLY BY THE MINISTER FOR EDUCATION, THE HON. A. BRUNTNELL, M.L.A.

# CHAMPION



HIGHEST GRADE

CUT & PLUG

## TOBACCO

AROMATIC  
NATURAL FLAVOUR

DARK  
FULL FLAVOUR

TINS OR PACKETS

### Champion De Luxe Mixture

PACKETS OR AIR-TIGHT TINS

## Romance of the Mast.

(By the kind permission of the proprietors of the *Sydney Morning Herald*, we reprint hereunder the sub leader which appeared in that Journal on the 5th August, 1924.)

A TRAINING ship for every company, and a seagoing ship for the use of all, is an objective which some of those who are interesting themselves in the promotion of the Navy League Sea Cadet movement have set up. To reach it may be difficult, but that is only because the public has not yet appreciated the importance of two of the features of the movement. The boy who is being catered for is of vast moment to every phase of Australian life, and his inclination toward a seagoing life calls for stimulation. Seamanship has played a great part in building up Britain and her Empire. The peculiar quality of it depended largely upon the sailing ship; with the passing of that has gone much of the romance of the sea that in other times attracted the adventurous to a life aboard ship. The leasing of the Lindstol for the Concord Company of Navy League Sea Cadets was a happy inspiration; from it the larger objective stated by Captain Beale on Saturday has naturally sprung. What has been done for Concord should be done for every company, and to the members of all the companies should be given the further opportunity of putting into practice at sea the lessons learned on the stationary vessels. There are fortunately among us men who realise the splendid opportunity that exists along the whole seaboard of the State to cultivate in the boy the taste that many have for seamanship. Particularly is there this opportunity around Port Jackson. Here are tens of thousands of boys, living right on the shores, whose natural longing for adventures afloat must be satisfied by a ferry-boat trip. That is better than nothing, of course. The daily traveller across the harbour sees a changing scene which the mere train or tram traveller cannot know, and his thoughts must take a wider sweep as a consequence. Where the average boy wants to be when he is on a vessel is where those boys pictured in yesterday's *Herald* were caught by the photographer. In learning what there is to know about the Lindstol as she lies at her moorings the cadets will learn many

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Satisfaction  
Polishing Boots  
Perfectly.**

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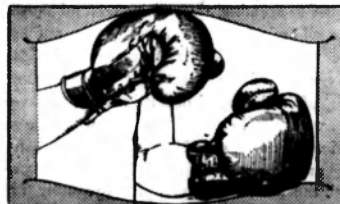
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A Complete Book of Instructions. Price ..... 1/-



Nos. 1 and 2.—TOURNAMENT BOXING GLOVES.  
6oz. and 8oz. Best Nappa. Special Leather-lined.  
padded wrist. Prices: 25/-, 22/6, 20/6 set of 4.  
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# PEARSON'S

CARBOLIC

## SAND SOAP

DOES ITS WORK  
WELL

USE NO OTHER

things that will help them physically and mentally, and if what knowledge they acquire can be put into practice on an occasional sea trip they and the State will further benefit.

Only the matter of finance stands in the way of the equipment of all the companies of sea cadets with similar means of training and entertainment. It is not a large matter, surely, for a community so great and wealthy as that of Sydney, especially when to overcome it would be to make a good investment against the future. In "A Book of Famous Ships," recently published in London, Miss C. Fox Smith states her conviction that there were certain advantages in the sea training of the old days of sail that are lost in these modern days of steam and motor driven vessels. She points to the fact that other nations have thought it worth while to subsidise their remaining sailing tonnage solely for training purposes, and wonders whether the British have done wisely in "discarding the last remnants of the old days of sail." Perhaps the latter assertion is too sweeping. There are still sailers upon the wide ocean under the Union Jack, even if their number be small as compared with, say, only twenty years ago. We note that in a list of 43 vessels that left Newcastle with coal cargoes for overseas ports since the beginning of May there were seven sailers. As late as twenty years ago the proportions of sail and steam going abroad from Newcastle were probably reversed. The British shipowner has rapidly been getting out of sail, disposing of his ships and barques to seemingly less advanced foreign owners. After all, may not the foreigner be purchasing more than the Britisher imagines he is selling? The records of the Great War certainly show no falling-off in the grand old British sea spirit—but, then, we are still close to the days when the sailer dominated the seas. How will it be when the times are separated by a wide gulf from those in which the nation's material for recruiting for the first line of defence was fashioned up aloft under storm and stress? Something—perhaps a great deal—may be done to compensate for the lack of more practical sea training by means such as the Navy League hopes to give through the sea cadet movement. The harvest will be fuller and richer the more the public identify themselves with what the boys are doing, both by contributions of funds and by personal contact.

## Where is that Training Ship?

(The following article appeared as the leader in the *Daily Commercial News and Shipping List* on 5th August, 1924, and is reprinted by courtesy of the proprietors).

THE taking over of the barquentine Lindstol as a depot for Navy League Sea Scouts in Sydney on Saturday last, August 2nd, at once revives that all important question: Where is that training ship?

It is often said that the Australian lad is not too keen to take up the sea as a profession, but the avidity with which the boys of this country take to the sea, whenever the opportunity for doing so presents itself, was well shown in Sydney on Saturday last. The Lindstol is only a depot ship, and is a means whereby the young lads of Sydney will learn something about seamanship and navigation. And the same thing applies to the other States of Australia.

While these depot ships are eminently suited for the purpose in view, they do not by any means fit the boys for an active career. Something more than this is wanted, and it will be found in an ocean going training ship. Of all the maritime countries of the world, Australia has given this question least consideration of any. It may be apathy, or, again, it may be that the idea prevails that there are enough sailing vessels still under the Red Ensign for the purpose.

Great Britain has no vessels like the old Devitt & Moore ships, in which the boys are given the only real education necessary to fit them for their careers as officers and masters in the British Mercantile Marine. No doubt, the great position now held by steamships has probably been the cause, but a steamship training is nothing to be compared with that derived from two years in a sailing vessel. It is only on board the latter that true seamanship can be adequately taught.

There was recently in Sydney Harbour a Finnish

Continued on page 20.

# THE BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

### MANUFACTURERS OF:

TEE RAILS, BRIDGE RAILS,  
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SQUARES, FLATS  
OCTAGONS, PIG-IRON,  
INGOTS, BLOOMS AND  
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BENZOL, TAR, SOLVENT  
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NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD.

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

## INSPECTION OF CADETS.

The inspection by the Governor, Admiral Sir Dudley de Chair, of the Navy League Sea Cadets has been postponed until November. The precise date will be notified later.

## OPENING OF TRAINING SHIP.

An event of great importance in the life of the Navy League, N.S.W. Branch, took place on 2nd August, when Mr. Kelso King, one of the League's Vice-Presidents and Hon. Treasurers, performed the ceremony of officially opening the Concord Sea Cadets' Training ship Lindstol.

Over 250 Sea Cadets from Concord, North Sydney, Balmain, Drummoyne and Richmond companies made the most of the occasion by shinning up masts, sliding down back-stays, manning the yards, and clambering about the rigging. They hung from foot-ropes and sat astride the bow-sprit as only boys with a splash of the old Viking blood in their veins could. They showed in an unmistakable manner that the spirit which took their forbears to the seven seas in the old

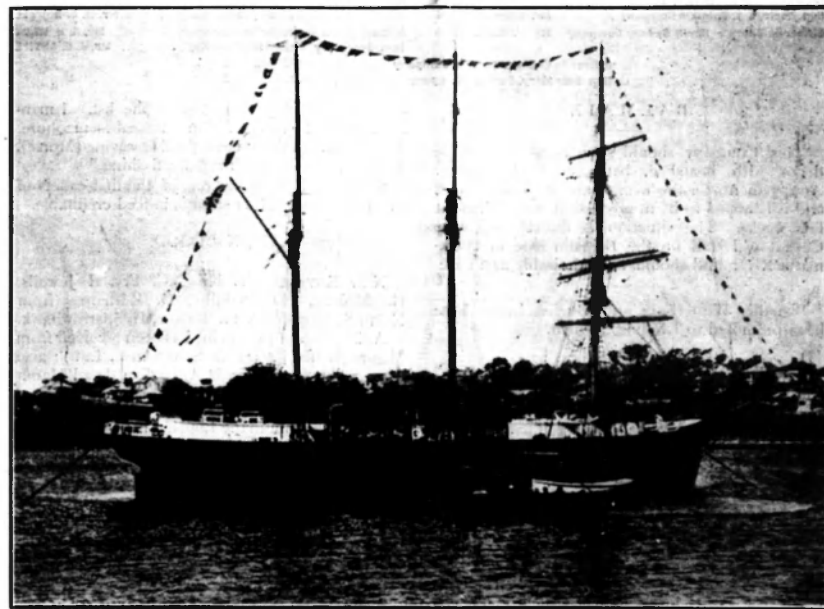
wooden walls of England was a vital spark in the hearts of many of the boys of to-day.

The Lindstol is barquentine rigged, and was built for ocean service twenty-one years ago. Her dimensions are: 354 tons net, length overall 147 feet, beam 31 ft. 6 in., and depth 12 ft. 6 in. from main-deck to keel.

Mr. Kelso King officially handed her over to Mr. J. Docking, officer-in-charge, in the presence of a very large number of visitors, including Miss Kelso King, Captain W. W. Beale, Aldermen Royce and Reid, of Burwood, Messrs. H. Blunden, J. I. Eyre, T. Fox, F. L. Adams, M. MacDonald, A. Wood, F. Gurre, E. Swan, R. H. Wade, E. Fidden, and many ladies.

In officially declaring the Lindstol open, Mr. Kelso King said that the vessel would form the headquarters of the Concord Company of Sea Cadets, and he congratulated that Company on being the first in Australasia to secure a vessel for regular training. Its most important object was the preliminary training of youths for the mercantile marine. This training would, at the same time, fit them for good citizenship, for the motto of the League was: "For God, for the King, and for the Empire," a motto which, if they all lived up to it, would indeed make them fine men.

## CONCORD'S TRAINING SHIP



OPENED BY MR. KELSO KING ON 2nd AUGUST, 1924.

Acquired on lease by the Concord Company of Navy League Sea Cadets as a training depot, the vessel is the first in Australasia to be used solely by the League.

Mr. J. Docking is in charge.

Continuing, Mr. Kelso King said that having heard the Concord Company was badly in need of another pulling boat, to be attached to the Lindstol, Mrs. Kelso King and himself would be only too pleased to present them with one, and expressed the wish that it might be called Quambi. Concord meant peace, happiness, and goodwill, which was exactly what the word Quambi signified in the Australian aboriginal language.

Mr. F. L. Adams, hon. secretary, returned thanks for Mr. Kelso King's generous gift; and Captain Beale added that the vessel they were on that day would prove an historical milestone in the

story of the Commonwealth, as it was the first of its kind secured for the training of Navy League boys in the Southern Hemisphere. He hoped that the time was not far distant when a sea-going ship would also be acquired, so that the lads could get trips up and down the coast, and only that training which a life actually at sea could give them. Such a training taught boys discipline, to be good comrades, and to play the game.

During the afternoon the Burwood Municipal Band rendered selections on the main deck, and after the opening ceremony afternoon tea was served to the guests on board by the local ladies.



## SUB-BRANCH AND COMPANY NEWS.

Acting Officer in Charge, Balmain Company	Mr. F. CUBBS	Officer in Charge, Brummeyne Company	Mr. A. WOOD, M.M.
Hon. Secretary, Balmain Company	Mr. EDGAR FIDDEN	Hon. Secretary, Brummeyne Company	Mr. H. CARDWELL
Officer in Charge, North Sydney Company	Mr. M. MADDONALD	Officer in Charge, Richmond Company	Mr. B. H. WARD
		Hon. Secretary, Richmond Company	Mr. J. O. ANTILL
Officer in Charge, Concord Company	Mr. J. DUCKING		
Hon. Secretary, Concord Company	Mr. F. L. ADAMS		

## BALMAIN.

This Company should soon have a Waterside depot with boatshed, baths, and classrooms. Arrangements for the occupancy are well in hand, and it is hoped to be in possession within the next few weeks. The situation is directly opposite Cockatoo Island on the Balmain side of Parramatta River, and should suit admirably as a base.

Signaller Westerburg and Bugler Innes have been promoted to Leading Seamen.

Signaller C. H. Nicholls of H.M.A.S. "Torrens," and late of H.M.A.S. "Melbourne," writing to the Hon. Sec. from Flinders Naval Base, says:—"We had an examination on Thursday and Friday. As far as the examiners had gone with

our lists yesterday, I am top of the list. I managed to get 100% for mechanical semaphore, 100% for hand flags, 100% for flag waving (Morse), 100% for buzzer, and 100% for flashing."

Signaller Nicholls was one of the first cadets of this Company. His record is indeed creditable.

## CONCORD.

NEW ENTRIES.—T. King, C. Fry, H. Jewells, G. Molang, H. Goulding, G. Rotheroe (from North Sydney Coy.), H. Tomlie, H. Sparrowhawk.

A donation of grey paint has been received from Messrs. Louis Berger & Sons (Aust., Ltd.); also white paint from British Australian Lead Manufacturers, Ltd.

During the month the Lindstol has been painted; also the cutter has been beached, and painted.

## "AT HOME."



Courtesy Sydney Mail.

VISITORS ON BOARD THE SEA CADETS' SHIP, "LINDSTOL," ON THE OCCASION OF THE OFFICIAL OPENING OF THE VESSEL.

## PERSONAL.

Lady Cullen will preside at a Navy League meeting to be held at the Australia Hotel on Thursday, 21st August, at 4 p.m.

Sir Mark Sheldon, K.B.E., President of the Chamber of Commerce, and Mr. T. J. Parker, of Huddart Parker, Ltd., shipowners, have recently become Life Fellows of the Navy League.

Mr. and Mrs. Kelso King have very generously sent along a cheque for £20 for the purpose of providing a second boat for Concord N. L. Sea Cadets.

Miss Frances Glasson, a supporter of the Navy League's North Sydney Sea Cadets, has returned to Sydney after a tour of the East Indies.

To help Balmain Cadets to find a suitable waterfront depot, Mrs. Edgar Fidden, the wife of the Company's Honorary Secretary, has busied herself of late with the result that a site is in view.

Mr. Harry Shelley, one of the League's most splendid and consistent supporters, has again come forward and offered £50 towards Balmain Company's objective—a waterfront depot.

Sir Arthur Rickard, K.B.E., has forwarded three guineas to the League, to help towards purchasing boats for the Cadets.

His Honor Judge Backhouse presided at the monthly meeting of the Navy League on the 11th instant. Those present included Captain Crauford, R.N., Messrs. C. M. C. Shannon, A. G. Milson, Harry Shelley, F. W. Hixson, J. J. Eyre, T. Fox, S. Foster-Newlands, J. Payne, T. H. Silk, and Captain Beale.



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*The World's  
Greatest Healer*

FOR speedy relief from pain and irritation, and for the successful treatment of obstinate skin or scalp disease, ulcers, ringworm, poisoned wounds, injuries and piles, Zam-Buk is unequalled.

Zam-Buk is known the world over for its safety, wide range of usefulness and absolute reliability. It is a powerful natural skin medicine deriving its remarkable soothing, healing and antiseptic virtues from certain rare curative extracts.

Never experiment on your skin with little known dressings and ointments containing crude fats and drugs. *ZB 26*

## NOTICE.

## NAVY LEAGUE, N.S.W. BRANCH

Members and friends of the Navy League are hereby notified that Headquarter's work of the League is now carried on from the Navy League's Office, at 30 Grosvenor Street, City (next to the Royal Naval House).

FOR NAVY LEAGUE — RING B 7808.

FOR NAVY LEAGUE — RING B 7808.

**Fountain S.P. Flour**

"Makes Scones White and Light."

"Pastry Nice and Crisp."

Made of the Purest ingredients and packed by machinery the above line represents a Standard of Quality which cannot be excelled anywhere.

ORDER A TRIAL PACKET AT ONCE.

Continued from page 18.

training ship called the Glenard. A visit to this vessel showed at first hand what that country is doing to encourage and help its young men in their ambition to take their places in after life Sweden, Norway, and other maritime countries are also doing similar work.

It is readily admitted that the cost of running a training ship for young Australians is a matter for consideration. The actual purchase price of a suitable vessel is not so great as that of upkeep. But surely there are sufficient means in this country whereby this difficulty can be overcome? Such vessels could be subsidised by the various shipping companies of this country, while the Governments could also help financially. Even if the companies could not see their way clear to subsidise such vessels, they could materially assist by undertaking to take as many boys for their steamers as possible, after they come out of their time. Then, again, are there not some of Australia's wealthy men willing to undertake the work?

British Mercantile Marine has much to thank the late Sir Thomas Devitt for. He it was who

did more for the training of many of our present day shipmasters and officers than any other individual, but there does not seem anybody to carry on the work, which is just as important to-day as it was in the days of the old Hesperus, Macquarie, Port Jackson, Medway, and other world-famous training ships.

The Australian Mercantile Marine is now at a stage where it holds a very high position, while it is constantly being added to. As the trade of the country progresses, more and more vessels will be required to carry on, and it is quite reasonable to assume that there will be other Australian-owned vessels engaged outside the Commonwealth Line. These vessels will have to be manned—then why not with Australian-trained officers?

The Navy League is doing excellent work in its way, but this must not stop with merely giving the boys experience on these depot ships. The education will not be complete until they have deep sea experience, and that can only come from having an ocean-going training ship. It is sincerely hoped, for the sake of those boys who are anxious to take up the sea as their calling, that a suitable vessel will be had so as to enable them to reach their ambitions, and to place the Australian Mercantile Marine on a footing its growing importance demands.

### STAUNCH FRIENDS.

The Concord sub-branch of the Navy League is not without splendid helpers and supporters, prominent among them being Messrs. Budgeon, Wells, Bamforth, and Bluden; Mesdames Daly, King, Sawyer, Swann, Budgeon, and Wells; the Misses McCurley, Ikin, Lane, Loftus, Peat, Balfour, Wells, and Purcell.

Please ask a friend to support the Navy League Sea Cadet Movement.

Tommy: "Father, What is executive ability?"

His Father: "The faculty of earning your bread by the sweat of other people's brows, my son."

### ON THE HAWKESBURY RIVER.



MR. R. H. WADE, OFFICER-IN-CHARGE, RICHMOND (N.S.W.) COMPANY, WITH SOME OF HIS NAVY LEAGUE BOYS.

## His first "long-'uns"

It is a solemn business that first long trousers' suit and nobody knows it better than His Mightiness—the Boy. Let him make a good beginning! In a smart, faultlessly-fitting Murdoch Youth's Suit he will grace any assembly. Here is a special "Mill to Wear" Value in—

## Youths' Suits

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Made from Australian and English Woollen Tweeds Mid and Dark shades. Coat has two-button front and one Jigger button. Trousers have side and hip pockets and permanent turn-up bottoms. Fit Youths' 14 to 17 years. .... 55/9

Postage Paid  
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To get best results, Cooks  
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# JOHN BULL

SELF RAISING FLOUR  
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SAVE THE COUPONS

## NAVY LEAGUE SPORTS.

AT RICHMOND, N.S.W.

## RESULTS OF EVENTS.

Football: Richmond v. Drummoyne—won by Richmond by 42 to nil.  
 50 Yards Championship, 12 years and under:  
 1st heat, Marlin (R.) 1; Harvey (B.) 2.  
 2nd heat—McMoore (R.) 1; Walker (D.) 2.  
 Final—Marlin (R.) 1; McMoore (R.) 2.  
 75 Yards Championship, 14 years and under—  
 1st heat, Alsop (R.) 1; Butcher (N.S.) 2.  
 2nd heat—Stanford (R.) 1; Chivers (N.S.) 2.  
 Final—Alsop (R.) 1; Butcher (N.S.) 2.  
 100 yards Championship, 16 years and under—  
 Knott (R.) 1; Hemsley (B.) 2.  
 2nd heat—Locke (R.) and Haywood (B.) dead  
 heated after a wonderful finish.  
 Final—Haywood (B.) 1; Locke (R.) 2.  
 Championship Sack Race, 16 years and under—  
 1st heat, Bedford (R.) 1; Butcher (N.S.) 2.  
 2nd heat—Nay (R.) 1; Alsop (R.) 2.  
 Final—Nay (R.) 1; Bedford (R.) 2.  
 100 yards Championship, 16 years and over—  
 Locke (R.) 1; Hornby (N.S.) 2.  
 1 mile Relay Race (Inter Company Champion-  
 ship)—Richmond, 1; Balmain, 2.  
 Potato Race, 14 years and under—Butcher  
 (N.S.) 1; Drayton (R.) 2.  
 Apple-eating Contest, 13 years and under—  
 Drayton (R.) 1; Wade (R.) and Lewis (D.) dead  
 heat for 2nd.  
 Inter Company Championship Tug-o'-war—  
 Won by Richmond.

## BOATS FOR THE CADETS.

The Navy League has recently purchased two 28-ft. cutters, one 26-ft. cutter, two cutter gigs, and two whalers. It is also negotiating for the purchase of five 28-ft. gigs with masts and sails. All the boats will be used in connection with the League's Sea Cadet Training Scheme. Hitherto the boats (with the exception of Richmond Company) used by the League were the property of the Navy Department, and were on loan.

## SHIPWRECK RELIEF.

The Royal Shipwreck Relief Society of New South Wales will hold its annual function at the Sydney Town Hall on the 15th September. Navy League Sea Cadets will form the Guard of Honor, and will also line the sides of the centre aisle in the hall.

## SKIFF RACES.

At Cabarita, Parramatta River, two skiff races were held on the day the training ship "Lindstol" was declared open, and resulted as under:—

N. L. SEA CADETS' RACE.			
North Sydney	...	...	1
Drummoyne	...	...	2
Concord	...	...	3

OFFICERS' RACE.			
North Sydney	...	...	1
Concord	...	...	2
Balmain-Richmond	...	...	3

## TORRES STRAITS PILOT.

Concord Cadets will be interested to learn that Captain Gerald Bruce, who is now a Torres Straits Pilot, served his sea apprenticeship on the barquentine "Lindstol." Capt. Bruce, who holds a Board of Trade extra master's certificate, served as a Lieutenant on H.M.A.S. Brisbane during the Great War. His father was Harbour Master at Thursday Island.

## "MASCOT."

Miss Jean Wade the youthful daughter of the Officer-in-Charge, Richmond Company, Mr. R. H. Wade and Mrs. Wade, was recently presented with a gold brooch, inscribed "Mascot," by the local Sea Cadets. Mrs. Marlin, on behalf of the Ladies' Committee, asked Miss Jean to accept a dainty hand mirror, while Mr. B. E. Sullivan, on behalf of the gentlemen, presented their "Mascot" with a handsome box of chocolates.

## "BOY WEEK."

The Rotary Club of Sydney is arranging a "Boy Week," commencing on Sunday, September 7. All boys' organisations have been invited to take part in the processions and displays, and the Boy Scout slogan, "The boy of to-day is the man of to-morrow," has already been adopted as the appropriate catch-phrase for the week.

As a secondary consideration, the Rotary Club propose making an appeal for the Boys' Brigade, so that their activities can be extended from Surry Hills to Pyrmont. The principal activities for the week are these:—Sunday, September 7, special boy services will be held in all the churches; Monday, 8th, procession in Sydney; Thursday, 11th, and Friday, 12th, displays in the Town Hall; Saturday, 13th, huge rally and outdoor display; and Sunday, 14th, a Scouts' Own in the Town Hall, at 3 p.m.

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TOTAL ASSETS, June 30th, 1925 - - £41,448,206.

## PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1834	£61,885	1873	£3,649,986	1893	£13,056,893	1913	£24,526,044
1863	£1,820,949	1883	£8,466,621	1903	£14,717,918	1923	£41,448,206



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Wherever dirt and grime collect, "CLEVER MARY" will be found the quickest way of banishing them. Just rub on "CLEVER MARY" and the grime rubs off at once. Glassware, things of nickel and aluminium, woodwork, doors, windows—for all uses—and for cleaning hands—there's nothing just as good.

CLEVER  
 MARY

Glide with the tide on the ocean of life,

Stemming its current stirs friction and strife,

Don't be unsociable, stand-off and proud,

Do as the others do—"Follow The Crowd."

Where there are troubles and problems to solve,

Minds in common solutions evolve:

"Follow The Crowd" who through winter endure—

They all take Woods' Great Peppermint Cure.

## READY-TO-ERECT WEATHERBOARD COTTAGES

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Advertisers in the NAVY LEAGUE JOURNAL are supporting the Aims and Objects of the League, and Navy Leaguers are courteously invited to show their appreciation by extending their patronage to our advertisers. The names borne by our advertisers are a guarantee of excellence and service. Here they are alphabetically arranged, together with address:—

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"Pacific Coal," 58 Pitt St., Sydney.

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ALEXANDRIA

Tel. Mascot 255

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FORTNIGHTLY SERVICE  
NEXT YEAR.

Messrs. Macdonald, Hamilton & Co., agents for the Peninsular and Orient Steam Navigation Co., have made an important announcement regarding the time-table drawn up for the next 10 months. Early in 1925 three new steamers at present being built at Glasgow will be placed in commission to engage in the service between England and Australia. These vessels — the Cathay, the Chitral, and Comorin — will be each of 15,000 tons, and will be furnished in a manner similar to the mail steamers already engaged upon the service. The Narkunda and Naldra will be taken off the Indian service, in which they are engaged at present, and with the addition of these five vessels the company will be enabled to inaugurate a fortnightly service between England and Australia. Commencing with the outward sailings from London, the new schedule will operate from January 16. The fortnightly service from Australia will commence with the sailing of the Maloja from Sydney on March 11.

This augmented service, taken in conjunction with the new time table drawn up by the Orient Co., which also provides for new vessels, will mean that for certain periods a weekly mail service will be maintained.

The Cunard Atlantic liner Mauretania, built in 1907, is the world's fastest liner, holding the Atlantic record of 26.06 knots maintained during a 4 days 10 hours 48 minutes run from Daunt's Rock to New York in September, 1920.

## "WATCH THE PACIFIC."

"Watch the Pacific," by E. George Marks, is a book that should be in the hands of every Australian. It is a warning that this great Commonwealth cannot afford to ignore. Get it. Read it. Absorb it. It is obtainable at Cole's Book Shop, George St., Sydney.

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AND THE OLD

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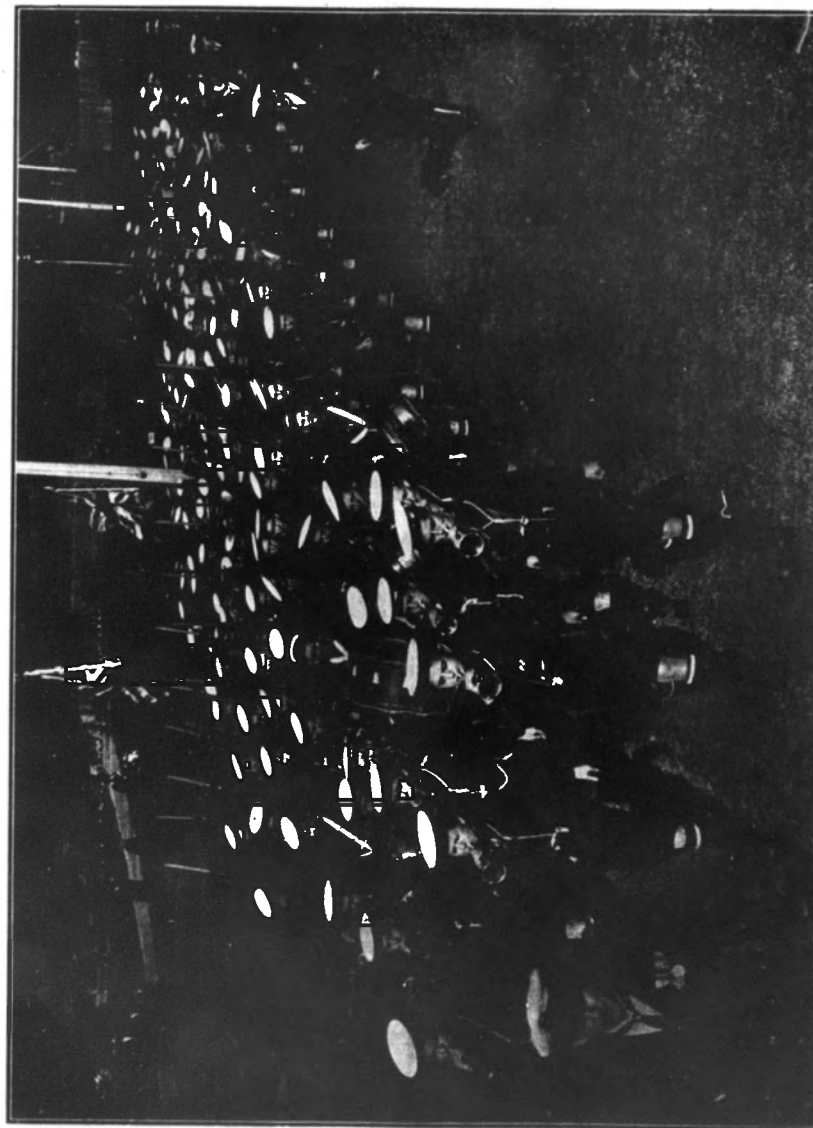
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JELLIESHAVE MADE FAME FOR  
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EVERYWHERE IN AUSTRALIA

\* MEN OF TO-MORROW \*



SEA CADETS OF THE NAVY LEAGUE, N.S.W. BRANCH



## AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are :—

1. To enlist on Imperial and National grounds, the support of all classes in maintaining the Navy at the requisite standard of strength, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that since a sudden development of Naval Strength is impossible, only continuity of preparation can guarantee National and Imperial Security.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "it is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WElds US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto—  
"For God, for the King, for the Empire."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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## SINGAPORE.

The Rt. Hon. Winston Churchill speaking before a large and representative gathering of citizens of of London, and members of the Navy League recently, said :—

I am glad to have the opportunity of making it clear that the issue which has been so ably put before you is not one which on this platform is championed by representatives of only one of the great parties in the State. This is no Party platform, and the Navy League has always based itself upon National, and not Party foundations; and if we were to go back into the past and to endeavour to trace and assign the various responsibilities between the two great Parties for the unfortunate situation in which we find ourselves at the present time, I am confident that the blame and burden of guilt would not be found by any fair minded British jury to rest on any one of these political parties, and so I am not here upon a Party platform. Neither shall I, in the few words which I will add to the powerful and luminous and comprehensive statement made by Lord Curzon and by my right hon. friend the late First Lord of the Admiralty, enter at all into the technical questions as to whether battleships are the right weapons in the future, or whether Singapore is the right place. These are questions which have involved enormously complex arguments. On the Committee of Imperial Defence I heard for months the Naval and Military case for Singapore displayed; on the Cabinet Committee which dealt with the question of battleships versus submarines I heard at twenty meetings the whole of that immense argument and counter argument involved. I can only tell you, applying my intelligence, to what I heard from the highest experts I was convinced that the view of the Admiralty was justified in regard to both these questions; and apart quite from the arguments which I had the opportunity of hearing, if I had not had that opportunity, if I had had to make up my mind from the information provided from the public Press, and again, in public discussion, I would unhesitatingly say that on a purely technical matter, on a question of strategy, on the question of the kind of ship or the geographical position of the base, I put my confidence in Admiral Beatty and his officers far rather than in a number of retired experts who, in no case, have achieved prime distinction in their great profession. Therefore, I leave the question of technicalities altogether on one side, and in the very few words that I am going to burden you with, I shall concentrate exclusively upon the supreme issue of principle which is involved in the decision to abandon the construction of a Naval base at Singapore. What is the principle? Many



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forces have combined to build up the British commonwealth of nations, and I am far from contending that material forces have outweighed moral forces. But, moral forces, the genius of our race, our laws, our language, our sense of justice and toleration; all these great title deeds which have given Britain her inheritance would never have achieved their results—would never have found their physical expression if it had not been for the protection given to the whole Empire at all times by the Royal Navy. That protection has been universal and unceasing, it has never failed. In the darkest period of the Napoleonic wars, in the tensest months of the last great struggle, through some of which I passed in a responsible position, through another period which my noble friend bore the burden, even in those most intense moments never did Britain withdraw the effective protection of her Navy from her Dominions. Under this sure shield great self-governing States and nations have been born, and have thrived. Freedom has been cherished and nourished, and hundreds of millions of men and women of many races have advanced steadily generation after generation in culture and prosperity. Now, for the first time, that naval defence, that practical bond of Empire has to be withdrawn from the British Dominions who happen to be situated in the Pacific Ocean. Britain is definitely putting it out of her power to go to their aid no matter how dire may be their distress, or how grievous the wrong under which they suffer. That is the supreme issue, that is the plain, naked simple issue. Disguise it as you will, wrap it up in cloaks of smooth pretence, cover it with layers of excuses, hide it in a fog of technicalities, the stubborn brutal fact remains that the decision to abandon the Singapore base leaves Australia and New Zealand to whatever fate an anxious and inscrutable future may have in store. Now this is to be declared by an Imperial Parliament within a few short years of the Great War in which these very Dominions spent their hearts' blood in our salvation. It is to be announced even before the last dead have been gathered from the battlefields of France and Flanders into the National Cemeteries. And then we are told that this is a great moral gesture. It is an act of repudiation, it is an act of ungrateful desertion, it is a plain refusal without precedent in our history on the part of the Mother country to discharge an Imperial duty. Perhaps some of my friends sitting here will ask me why so many men of unquestionable patriotism, of proved patriotism in our recent history, should apparently be willing to acquiesce in such a lamentable collapse of Imperial patriotism. I can only suppose it is because they have not properly addressed their minds to the issue; they have not disentangled the issue of principles from the medley of tech-

nical knowledge in which it was involved—or I will add, I fear I must add, from the tangle of Party politics in which we are so many of us involved. But it is on the question of principle that the appeal must be made. Once the principle is decided and proclaimed, as I am quite certain it will be before many months or years are past. Once it is affirmed the Mother country cannot in any circumstances be false to her responsibilities—the manner and methods by which effect would be given to that principle, and the relative contributions of the Dominions and the Mother country, to which the late First Lord referred, these are most admittedly matters for discussion. But the question of principle is one of the most vital which this country can be concerned. There is no excuse whatever for postponing the decision on the issue of principle on the ground that a disarmament conference is likely to be held. No disarmament conference can affect the problem of Singapore. The question is not whether the Navy should be large or small, or whether any further agreement should be made between the great Naval powers to reduce their new construction or diminish their Naval forces. That has nothing whatever to do with the question. The question is not the size of the Navy, but whether the British Navy will be able to act in the Pacific if need requires it. It is not the question of size or cost, but of physical mobility, and how can any agreement as to the scale of armaments affect that issue? Either we can enter the Pacific with whatever power we have, or we are altogether prevented from according Naval defence to Australia and New Zealand. That is the issue, and the pretence that by postponing a decision for a few months, an agreement at an International Conference will be arrived at, which will render it unnecessary for us to construct the base at Singapore, ought never to be allowed to pass in the House of Commons without merciless exposure. Here is another duty for the Navy League, which has come clearly and plainly before you. You have to put this simple issue—the honourable national duty—before the people by every means which are open to you. If you do so, and if those in public life, and those great political organisations which exist in public life, support the Society and accompany your efforts I have no fear whatever of the result. We are passing through a period of political confusion and of national eclipse, but I am certain it is only a temporary period, and I believe and I trust it may only be a short period. If we do not lose heart, if we do not lose a sense of comradeship here in this country, and from this country to our kith and kin across the oceans, if we do not lose that, then a strong British nation will once again emerge, sure of itself, proud of its inheritance, resolved to discharge all its obligations—most of all its obligations to its children."

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Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, 30 Grosvenor Street, 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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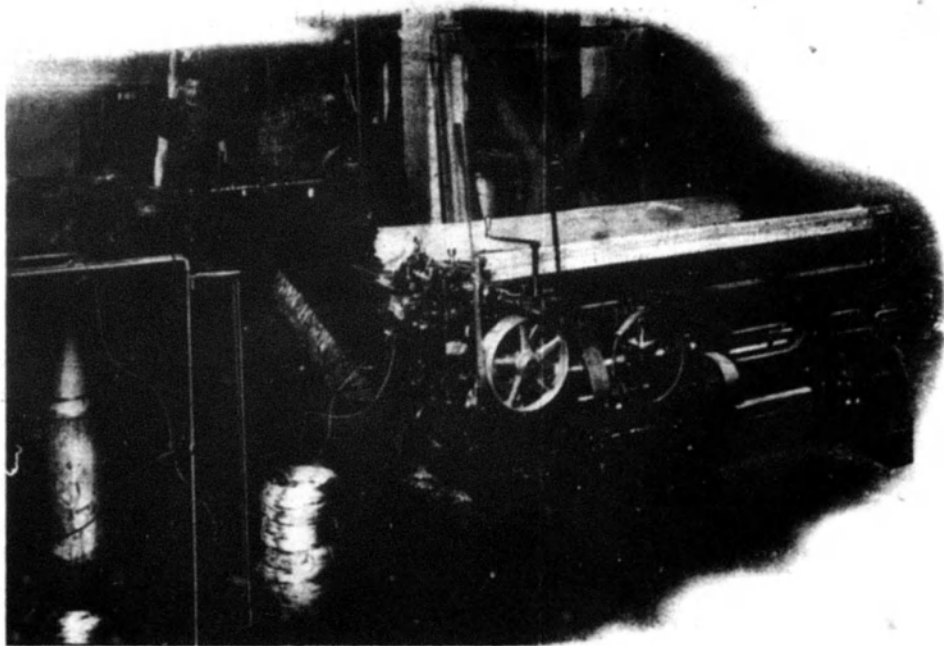
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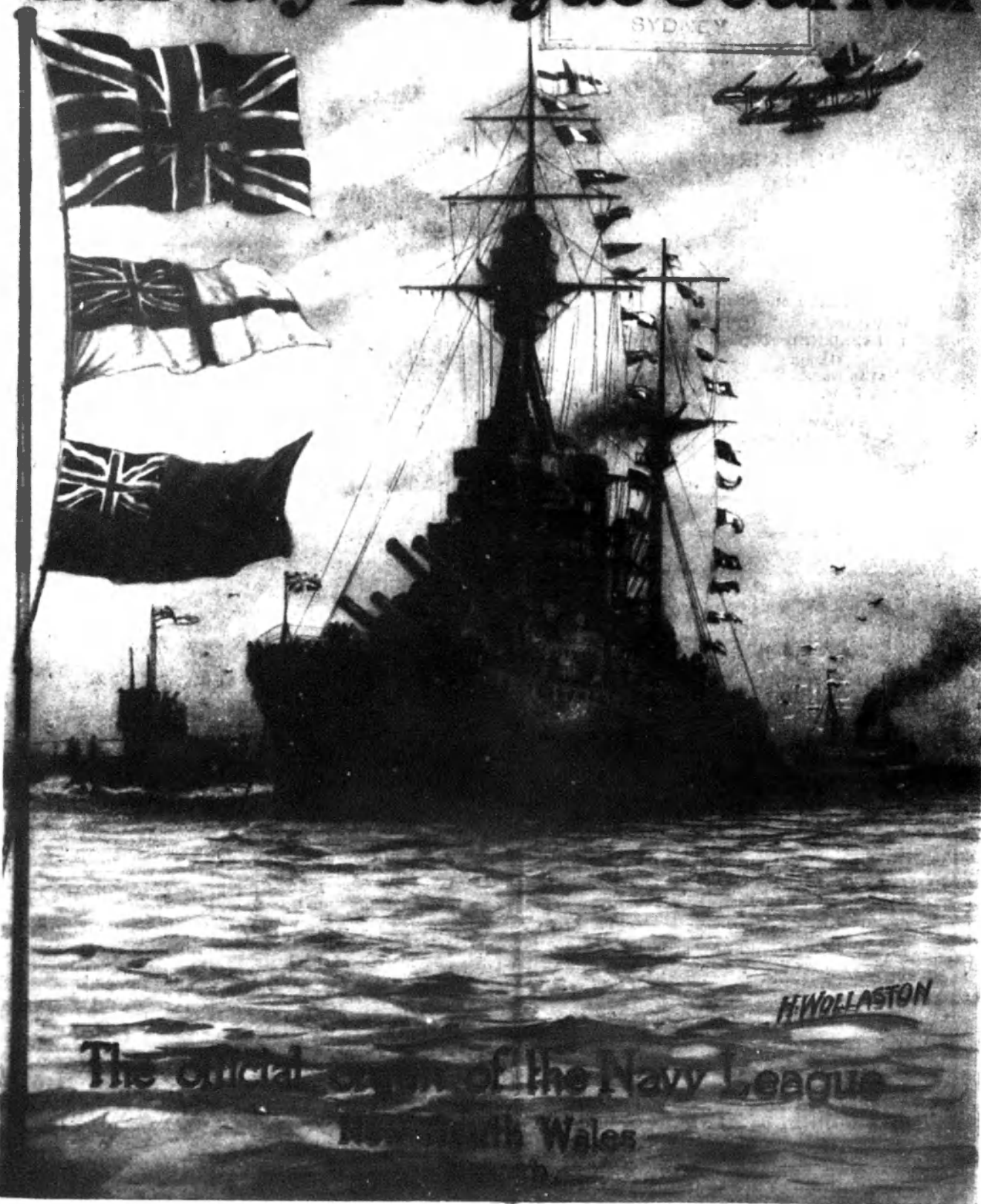
VOL. 5, No. 5.

SEPTEMBER, 1924.

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# The Navy League Journal

SYDNEY



The official organ of the Navy League  
New South Wales





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# The Navy League Journal

Vol. V. No. 5.

SYDNEY, SEPTEMBER, 1924.

PRICE 3d.

## DISCIPLINE.

**B**OYS' WEEK which has just terminated was something unique in Sydney's history. And while the memory of the sight of those thousands of boys from the schools, the Navy League, the Boy's Brigade, and the Boy Scouts is fresh in our hearts, it may be useful to take from the dictionary of experience that much maligned word "discipline," and examine its value.

Why is it that the average boy of to-day detests even the sound of the word "discipline?" Why does he always associate it with something that is unpleasant—something that is abhorrent to his nature?

True, discipline suggests restraint. But are we the worse for that? In every form of sport, the value of discipline is accepted without question; but immediately it is applied or is insisted upon in the routine work of the day, it becomes irksome. It is a proved fact that an untrained team has no chance of successfully competing against the skill and combination of a trained team; nor has an unorganised business much hope against the well conceived and disciplined methods of an organised competitor. Training, organisation and the like are based on discipline—and without it they become useless.

When the selected "Eight" is in training for the "head of the river" contests, individual members of the crew often deny themselves little luxuries in order that nothing may interfere with their training; that nothing in or from themselves as individuals may affect the value, the cohesion of the crew as a whole. That is self-discipline. It is the highest and most effective form of discipline: it is a discipline that should be sought after and cultivated by young and old alike: it is a discipline that brings happiness to one's self and to one's fellows, for it is imposed from within. Then we have discipline of the kind we feel at home, at school. This discipline is imposed from without, and so long as

it is imposed with the consent of all concerned, it is an excellent thing, but when it is thrust upon a boy against his will it becomes a dangerous thing. A boy should be invited to consider the many advantages of discipline, its leavening influence, its tremendous effect on character. True discipline and training are inseparable, and when used intelligently they become a power for good. All progress is merely the outcome of training of the individual, which enables him to co-ordinate the forces around and utilise them to the best advantage. And training, on which permanent progress is based, is only made possible by the acceptance of discipline.

Savages are often superior in native cunning and in physical strength to highly civilised men, but in a conflict between the two the latter will always win. And the reason is that team work, training, discipline, make victory possible. Discipline then, is essential if we are to be truly successful in sport or in the sterner things of life.

There is no doubt whatever that the ultimate rulers of Australia will be of the race that has the highest form of discipline, and is thus the best trained and the best equipped to rule. Is that race ruling in Australia to-day?

The big, the sterling characters of the world, are mainly the product of discipline. The waster, the profligate, the criminal know not discipline—their unbridled passions are its very antithesis and lead them to violent deaths and worse.

True discipline enables us to put the interests of others before our own, and in thus eliminating selfishness it removes the bitter cause of half the discontent of the human race.

Let us then, by example, preach discipline, and we shall know with Tennyson, that:

"Self-reverence, self-knowledge, self-control  
... lead life to sovereign power."

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## JELlicoe AT JUTLAND.

VON SCHEER'S CRITICISM.

TURNS AWAY IN BATTLE.

JELlicoe MISUNDERSTOOD.

UNFOUNDED GERMAN STATEMENTS.

FAMOUS FIRST OF JUNE, 1916.

BY K. GEORGE MARKS

AUTHOR OF "WATCH THE PACIFIC"; "HOW FOUL MAKES WAR"; "NAPOLEON AND THE WAR";  
"MERIT AND DEMOCRACY," &c., &c.

BATTLE of Jutland, May 31, 1916, is being  
fought over again!

Nearly eight years have sped since the gigantic  
clash; nearly five since the Commander-in-Chief  
of the Grand Fleet left the activities of the Navy  
to watch over the destinies of New Zealand, a  
great Dominion of the Southern Seas. Querulous  
critics insist on discussing his tactics at Jutland:  
patiently he endures them; too much of the dis-  
ciplined British Admiral to descend to answering  
all the irresponsible deductions from misconceived  
data.

'Tis hard! but patience must endure,  
And soothe the woes it cannot cure.

Perhaps this couplet fits through the brain  
of the criticised commander-in-chief; perhaps  
Seneca's dictum is Viscount Jellicoe's philosophy,  
too—

OPTIMUM EST PATI QUOD EMENDARE NON POSSIS—

"It is the best thing you can do to bear  
patiently what you cannot amend, correct, or  
make better"—what cannot be cured must be  
endured!

Admiral von Scheer has sifted from the inner-  
most recesses of his mind criticism which Viscount  
Jellicoe "cannot amend, correct, or make better!"  
—because Von Scheer's deductions are unsup-  
ported by facts.

Thus Von Scheer:

If Admiral Jellicoe had deployed to starboard instead  
of to port, it would have brought about a decisive  
action, and prevented our turn altogether—a man-  
oeuvre which alone saved us.

Von Scheer's criticism, like Achilles' heel, is  
vulnerable.

What would have been the result had Viscount  
Jellicoe deployed differently at the beginning of the  
action? Von Scheer's suggestion is that Admiral  
Jellicoe would have brought his line of battleships  
closer to the capital ships of the High Seas Fleet.  
Would such a manoeuvre have been advantageous  
to the British or the Germans? The High Seas  
Fleet would have secured an advantage which it  
was the British commander-in-chief's design to  
avoid—permitting the concentrated gun fire of  
the enemy upon the British line of battleships.

CONSIDERED TACTICS.

Is not expert opinion agreed that no alternative  
system of deployment would have enabled the  
whole of the British battleship line to engage the  
capital ships of the High Seas Fleet with the  
promptitude it did? Whether the deployment  
were made on the right wing or the centre, the  
leading division only would have been in action  
until the manoeuvre was consummated. Do not  
the German experts themselves admit that the  
British capital ships were in position from which



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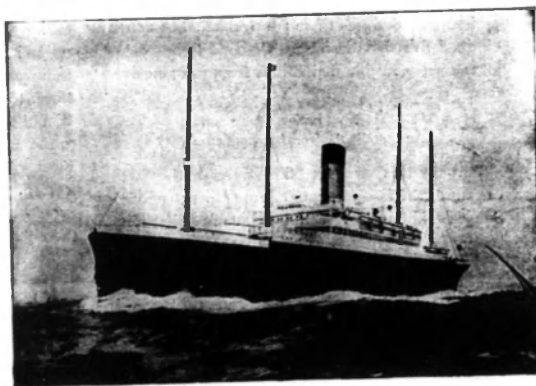
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decisive results were expected had it not been for the huge volumes of smoke? Impartially considered, the tactical designs of the British Commander-in-Chief were sound; his deliberate deployment was the inevitable consequence of his considered tactics. Von Scheer would have the world believe that a deployment attended with minor results must have been misconceived; it brought the Grand Fleet into action for a few minutes between 6.20 p.m. and 6.35 p.m., between

British armour would resist the German 12-in. shells. The heavier British projectiles were designed by Admiral Jellicoe to envelop the enemy's line in a tornado of fire. His original manoeuvre was to be the strongest at the decisive point; his manoeuvres were hampered by the scanty information upon which he had to rely. Upon his shoulders was the responsibility of the protection of the British Empire; the protection of the interests of the Allies of the civilised world.

## THE BRITISH COMMANDER.



ADMIRAL VISCOUNT JELICOE

7.10 p.m. and 7.20 p.m. No doubt the Germans would have welcomed Admiral Jellicoe rushing into their torpedo flotillas. That may have savored of the Nelson touch! Would it not have been inviting disaster?

## STRONGEST AT THE DECISIVE POINT.

At a range of 13,000 yards torpedo firing may be dangerous. The British van was 14,000 yards from the Germans, the centre 17,500 yards, the rear 13,000 yards. Due south of the centre of the British line was Admiral Scheer's leading division. Admiral Jellicoe's ships, it is conceded, had to be formed outside the range of the German torpedoes; also, that the comparatively weak

## THE GERMAN COMMANDER.



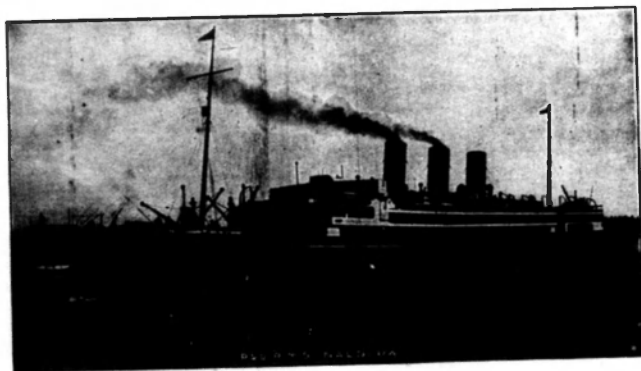
ADMIRAL VON SCHEER

Wherein was Admiral Jellicoe's manoeuvre defective in deploying his ships in single line to within gun-fire of the Germans, so that every ship would be engaged? With 24 British ships engaging 16 German capital ships, the superiority of the concentrated fire would have been undoubted, provided the British firing line was not interfered with by torpedoes.

From the time battle is joined, a fleet is seriously exposed to torpedo attack—no tactical plan, no manoeuvre, except the manoeuvre of saving the fleet can be tenaciously adhered to. Admiral Jellicoe cannot be censured—he should be extolled—for having alternative plans so well conceived.

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When Admiral Jellicoe turned his fleet away from the German torpedo attacking flotillas between 7.20 p.m. and 7.25 p.m., was he not manoeuvring against a danger which was elementary in battle tactics? He was not over-cautious; was not in error; was only following out the considered tactics of all experienced naval commanders.

To assert that Admiral Jellicoe should have employed the Nelson touch—the unalterable will to conquer—when his battle line was menaced by torpedo flotillas is to utter a mere platitude.

## TURNS AWAY IN BATTLE.

To demonstrate that it is customary for commanders to turn away from torpedo attacks, the following instances are incontrovertible:—Admiral Beatty, during the Dogger Bank engagement, January 24, 1915, to avoid the meditated attack of the German destroyers, turned away—not once, but twice. During the Dogger Bank engagement Admiral Beatty ordered his cruiser squadron to turn eight points from a reported submarine—the movement was executed and the engagement, in consequence, broken off. When the 13th flotilla attacked Admiral Hipper's squadron in the first phase of the Battle of Jutland, the Germans promptly turned away, in all eight points; Admiral Hipper's guns ceased fire; ten minutes later the commander of the fifth Battle Squadron turned away from the German line to avoid a torpedo attack. At 4.50 p.m. Admiral von Hipper turned away from a destroyer attack which he thought was imminent; just after 6 p.m. Admiral von Hipper turned away from 6 to 8 points to avoid the attack of four British destroyers; at 6.15 p.m. Admiral Sir Horace Hood turned away from the Germans to clear his squadron from a torpedo attack; at 7.13 p.m. Admiral Sir Doveton Sturdee turned the Fourth Battle Squadron away from the Germans to avoid a torpedo attack, although it was at the moment in Admiral Jellicoe's deployed battle line.

Further examples are superfluous—one conclusion only is possible: when the British squadrons were turned away from the German destroyer attack between 7.20 p.m. and 7.30 p.m. the manoeuvre was not anything other than a recognised method of avoiding imminent danger. The Ger-

mans resorted to the turn away as a part of ordinary tactics; the British also. The turns away by the Germans were generally double that of the British.

Thus it will be seen that Admiral von Scheer's cheap sneers concerning Admiral Jellicoe's turn away are nothing more than sneers—crafty, inane.

## BASIS OF FAIR CRITICISM.

Admiral Jellicoe has been unfairly criticised by Admiral von Scheer; unfairly criticised by English, Japanese and American writers—they have not been studious enough to collate all the available data; make deductions from actual facts; not from mere fiction.

There is a dictum at Common Law which critics of high officials should apply—it relates to fair comment. The doctrine of fair comment can only be successfully invoked when the comment is based upon actual facts; not upon fiction. Should the doctrine of fair comment be invoked upon something fictitious, upon something not the fact, then the law decrees that it is a misdescription at Common Law and the verdict must be for the defendant.

Apply this dictum to the Jellicoe controversy; put the British Admiral in the position of a defendant; then there must be an universal verdict for the Commander-in-chief of the Grand Fleet at the Battle of Jutland—because the critics—Admiral von Scheer included—have invoked the doctrine of fair comment and applied it to mis-conceived data; hence such criticism is a mis-description—not at Common Law but of Common Sense.

To condemn Admiral Jellicoe for his turn away at the Battle of Jutland, and not condemn Admiral Beatty for his turns-away at the Dogger Bank engagement; not to condemn Admiral Sir Horace Hood for his turn away at the Battle of Jutland; not to condemn Admiral von Hipper at the Battle of Jutland for his turn away from the attack of four British destroyers; is not fair criticism.

All of these commanders confessed to a defined tactical plan—a plan sanctioned in all navies of the world.

Why, then, should Admiral Jellicoe be made the central pivot of criticism because of his turn away at the Battle of Jutland when he was guilty

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of no dereliction of duty; no breach of regulations; guilty of nothing unusual in tactics in adopting the customary turn away—in the face of imminent danger.

History is not history unless the data is unassailable. History is not true history unless the deductions are fair and impartial. Admiral von Scheer's innuendoes cannot gainsay the fact that it was only during the short period of the Battle Fleet being in action, under the immediate command of Admiral Jellicoe, that the battle was unquestionably in favor of the British; the punishment of Admiral Beatty's cruiser squadrons should

Author of "JELlicoe AT JUTLAND."



MR. E. GEORGE MARKS

not be concealed in adverse criticisms of Admiral Jellicoe. The Battle Fleet was in action for 35 minutes only; it inflicted punishment upon the Germans which Admiral von Hipper could not equal.

### BEATTY'S SQUADRONS PUNISHED.

The Battle of Jutland commenced at about 3.45 p.m.; between 4.30 p.m. and 5 p.m. Admiral Beatty became aware that the High Seas Fleet was to the south of him; he turned north. Has that turn north been criticised? During that period two of his battle-cruisers were lost; the German squadron was not punished commensurately.

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Admiral Beatty's battle-cruisers were hit severely early in the battle. Opening fire at 3.48 p.m. the Lion was twice hit by heavy shell at 3.51 p.m.; at 4 p.m. one of the Lion's turrets was struck and put out of action; at about 4.2 p.m. the Indefatigable was blown up by a series of German hits; the Princess Royal's control station was disabled; two of the Tiger's turrets were hit about the same time; at 4.25 p.m. a tremendous explosion destroyed the Queen Mary—thus, in half-an-hour, the four leading British ships were heavily punished; the rear ship destroyed.

This severe punishment cannot in any degree be attributed to tactics of Admiral Jellicoe! It was the high standard of the gunnery of the German battle-cruisers that inflicted the punishment; at the outset of the battle it was very accurate. No NELSON touch could have prevented, at that juncture of the battle, the punishment inflicted. Admiral Jellicoe did not censure Admiral Beatty for losing the Indefatigable and the Queen Mary in the first half hour of the battle—it was merely the fortunes of war.

### UNCONSIDERED FACTS.

The critics have not applied that same generous spirit to the Commander-in-Chief. Have they considered all the facts before and after his turn away?

Do they know that long before the Battle of Jutland Admiral Jellicoe informed the Admiralty that—

If the enemy battle-fleet were to turn away from an advancing fleet, I should assume that the intention was to lead us over mines and submarines, and should decline to be so drawn. I feel that such tactics, if not understood, may bring odium on me.

Many of Admiral Jellicoe's critics have not understood this phase of considered tactics—hence he has to silently to submit to unjustifiable criticisms of

### SCHERR'S MIS-STATEMENT.

Admiral von Scheer's latest comment:—

If Admiral Jellicoe had wished to bring the German Fleet into action on the morning following the Battle of Jutland he could have done so.

On June 1, 1916, Admiral Jellicoe was in unchallenged possession of the battle area.

During the night of May 31 battered, broken and dispirited von Scheer, von Hipper, with the

"The first drink of the day."

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High Seas Fleet, fled under the cover of fog, dense smoke screens and darkness. Four hundred miles from its bases—in enemy waters, close to his very harbors—the Grand Fleet waited for the German to come out and rejoin the battle till 11 o'clock on the morning of June 1.

Admiral Jellicoe was there waiting; von Scheer was not; von Hipper was not—the High Seas Fleet had retreated to its bases—defeated on the principle of the field to the victors.

Still more than seven and a half years later von Scheer has the temerity to assert that the German High Seas Fleet, on the morning of June 1, were ready to rejoin the battle. Another instance of criticism being based upon fiction—not fact.

#### JELICOE'S PRODIGIOUS RESPONSIBILITY.

Much has been said in the criticisms of Admiral Jellicoe's turn away at the Battle of Jutland of the Nelson touch being absent.

The conditions subsisting at the Battle of Trafalgar, Oct. 21, 1805; the battle of Jutland, May 31, 1916; were totally dissimilar. Admiral Jellicoe at the Battle of Jutland was in command of the entire naval forces of England; Nelson, at the Battle of Trafalgar, was in command of but one section of the British Fleet; the forces vanquished by him were far from representing the whole sea power of Napoleon. Had Nelson been defeated the command of the sea would not necessarily have passed from England; other squadrons would have been concentrated and Napoleon's squadrons again challenged.

Different it was at the Battle of Jutland—all England's battle units were assembled under the command of Admiral Jellicoe; any disaster to the assembled forces would have been irreparable—the Empire would have been crumbled: the world's liberty would have vanished; the fate of every army of the Entente Allies would have been sealed.

Still there are critics—many of them English—who have unfairly, unjustly, condemned Admiral Jellicoe for not adopting the NELSON touch; unfairly, unjustly, condemned him for exercising that reasonable prudence—in the face of imminent danger from torpedo attacks—which considered naval tactics sanction and recommend; unfairly condemned him for saving the Grand Fleet—thereby saving the Empire, civilisation, liberty, the Entente Allies.

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BY THOMAS D'NHAMIN, M.A.

SCIENTISTS have worked out elaborate theories according to which the search for pearls, pear-shell, gold, and other precious substances led to the carrying round the globe of certain elements of ancient civilisation. Professor Elliott Smith (an Australian by birth) has traced the influence of old Egypt in some of the customs of the islands of Torres Straits: Dr. W. J. Perry has identified ruins and relics in New Guinea and in the islands to the east of it as evidences of the presence there of his "children of the sun," seekers after gold and pearls who drew their inspiration from ancient Egypt.

If the "children of the sun" did really make their way from old Egypt to America and to the remotest isles of the South Sea they seem to have missed Australia, or at least to have left no enduring traces of their presence. Yet, in modern times, the discovery of gold has had an immense effect on the history and development of Australia. And it is to pearls and pearl shell that such slight efforts at settlement and civilisation as are to be found along the vast stretches of the tropical coast of Australia—from Cooktown in Queensland to Port Hedland in Western Australia—are very largely due.

Thursday Island, Darwin, Broome and Derby all depend for their existence largely on pearl shell, trochus shell, trepang or beche-de-mer, and other sea spoil. If they do not depend on pearls it is because pearls are too irregular in their occurrence to invite dependence. Take away the revenue from the sea and the chief centre of the far north of Australia would dwindle into insignificance.

Australia has nearly a monopoly of the world's pearl-shell. Year in and year out she produces about 90 per cent. of the total output. In pearls the proportion does not appear to be nearly so

high. Either the Australian pearl oyster runs more to shell and less to pearls than its relatives in other parts of the world, or pearl-fishers elsewhere have not concentrated on the shell to the same extent, but still pay more attention to the pursuit of the elusive pearl. The shells of some of our oysters are certainly of an exalted size as compared with those of the Persian Gulf, the Ceylon banks, and other famous pearl fisheries.

So far we have been content to provide the raw materials for pearl buttons, and to leave the manufacture to the continent of Europe and to the United States. Proposals for working up the pearl shell in Australia were made a few years ago when the assistance of the Commonwealth was sought by representatives of the Pearlshell Association of Western Australia, but nothing much came of it.

Trochus-shell, which competed with pearl-shell in the button business, and is a good deal cheaper, goes largely to Japan. It has come a good deal into fashion in the last few years.

As to the trepang, it is a kind of sea-slug (technically called a holothurian) which eats seaweed as the garden slug eats your pet lettuces. It is an ugly and smelly beast, but when nicely cured, it is beloved of Chinese epicures. A few years ago prime "red fish" soared to £600 a ton, or more than half as much again as pearl-shell, but trouble in China has brought the price down.

#### JAPANESE, MANILAMEN AND KOPANGERS.

Thursday Island in the east, and Broome in the west, are the chief Australian centres of the pearling industry. Each has a population of over 2,000, made up of a score of different races, and of all colours from white to black, almost entirely dependent on pearling and kindred businesses. Amongst the smaller centres are Darwin in the Northern Territory (where pearling is decaying like

nearly everything else), Derby, which has other eggs in its basket, Cossack and Shark's Bay in Western Australia.

The great revolution in modern pearling has been brought about by the introduction of the diving dress. In the old days the pearlers dived naked, as the "swim-divers" who fish for trepang still do. Not only has the dress made it possible to work at much greater depths and to clear the beds more systematically, but it has made diving a skilled business and greatly strengthened the position of the divers who now tend to control the business.

Nowadays the Japanese divers not only receive a fixed wage and a bonus of so much every ton of shell brought up, but they often insist on receiving the pearls as a perquisite. The divers and their assistants are the aristocrats of the business.

In the old days the divers were usually either South Sea Islanders (often Rotumah men in Torres Straits), Manilamen (Filipinos), or Malays. The Manilamen—many of whom were Catholics with Spanish names—were fine seamen and skilful

divers. Now, however, the "dress driving" in Australian waters is almost a Japanese monopoly. The Japanese, who belong to the fisherman and seafaring classes, are imported under indentures for five years. At the end of the five years some of them go back to Japan.

At Thursday Island the Japanese are easily the largest element in the population, outnumbering the Europeans. Apart from diving, boat-building and other trades are largely in their hands. Both at Thursday Island and at Broome the pearling luggers are very largely owned by Japanese; though, as the Japanese cannot legally own luggers, there are always white men who lend their names for a consideration and appear as the nominal owners.

The ordinary hands on the luggers are usually Papuans or Torres Straits islanders at Thursday Island and Koepangers (from Dutch Timor), or Malays at Darwin and in Western Australia. The Koepangers are imported under indentures, but usually come only for the season, and are sent back home when the luggers are laid up during

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the north-west monsoon. The average Koepanger is short in stature, though often thick-set and sturdy. They are darker than the Malays, and many look as if they had a touch of the negrito.

With many good qualities the Japanese have not the gift of making themselves liked by primitive races, and there is continual friction between them and those associated with them in pearling. In 1920 the Papuans danced the war dance on the hillside at Thursday Island, and announced their intention of cleaning up the Japanese. Their chief trouble was that the Japanese had revolvers while they had only the old-fashioned weapons. It is alleged that they asked the Resident to have the revolvers taken away from the Japs, so that they might fight on equal terms. To avoid further trouble, the Papuans were sent over to Prince of Wales Island till they could be repatriated.

Further to the west the relations between the Japanese and the Koepangers are often anything but happy. A little earlier than the Thursday Island trouble, there were willing scraps between the Koepangers and the Japanese at Darwin. The Koepangers made great play with iron bars and other improvised weapons, but here again they found the odds of revolvers and other weapons of precision too great.

Broome and the other West Australian ports have at times also been enlivened by sanguinary struggles between the Japanese, on the one hand, and the Koepangers, Malay, and Filipinos, on the other.

As to the real Australians of the north, the wild aborigines of Arnhem Land, they seem ready to kill Japanese or Macassar men (Malays from the Celebes) with delightful impartiality.

### ROMANCE, SMELLS, AND SOUP.

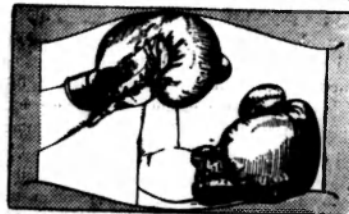
The romance of pearling is most evident at a distance. When the lugger is over the beds, the diver goes down and gathers the shell in much the same way as oysters are gathered—on a lease at George's River or Port Stephens—except that he works in a diving rig-out, and in anything up to 30 or, in extreme cases, 40 fathoms of water.

Pearling luggers, by the way, are one of the few classes of craft in which sail more than holds its own. When they have been collected, the oysters are usually allowed to "ripen" a little before being

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cleaned. That saves the trouble of forcing them open, and the pearls are not fastidious about smells. When they are cleaned a sharp look out is kept for pearls, which are still an important by-product, though the shell is the stand-by.

Trochus-shell gathering is run on much the same lines, but is more prosaic, as there is not the gamble of looking for pearls.

Trepang is more primitive and even more smellsome. In Torres Straits and the Gulf of Carpentaria the diving for trepang is usually done by Australian aborigines. Torres Straits islanders who are of the Melanesian type, quite distinct from the Australians on the one hand and the Papuans on the other, or by Papuans. The trepang is a sluggish kind of creature, looking like a gigantic elongated sausage, which crawls slowly about the sea floor in shallow water.

The divers gather them up in handfuls, and they are taken ashore to be boiled and dried. The first process after cleaning them is to boil them over a slow fire in a huge pot. Then they are dried in the sun, after which they are packed away and sent off to be turned into soup for the benefit of Chinese epicures.

White men have tasted trepang soup claim that the end justifies the means, and that the stuff is well up to turtle soup. But a trepang camp in full blast smells worse than a Royal Commission, and the only wonder is that even a Chinese ever dreamed of eating trepang.

So far the wealth of Australia's tropical waters has been exploited in the same way as too many of her other resources. It has been a matter of looting the treasures of nature and gathering easily earned wealth with no thought for the future. And to a very large extent the benefit has been reaped by foreigners, with little or no advantage to Australia.

Apart from pearl oysters, trochus-shell and trepang the waters of the north contain turtle, dugong, food fishes of many kinds, coral and sponges. These resources have been exploited where they have been used at all in the same hap hazard and short-sighted way as the pearl-shell and trepang fisheries. There is no reason why they should not be developed in such a way as not merely to conserve—but to increase the harvest of the sea.

Much has been said and written about the development of tropical Australia. In the extreme northern and north-western areas—from Cooktown to Broome—the sea has so far given better results than the land. But, for the most part, the development, like Topsy, has "just grown."

The survey of the Great Barrier Reef which has just been begun should be the first step towards gaining that knowledge of the resources of our tropical waters, which is essential if we are to make the best use of them.

**AN OLD-TIMER***The Dance of the Season**The Navy League***NOVELTY BALL***Palais Royal, 30th Sept.*

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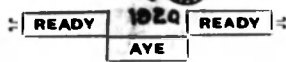
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The Navy League is Non-Political.

**NOVELTY DANCE IN AID OF  
SEA CADET MOVEMENT.**

Successful meetings have been held at the Hotel Australia in connection with the Dance to take place at the Palais Royal on September 30.

The Committee is a representative one and includes Mrs. Kelso King (Chairman), Mrs. Venour Nathan, Mrs. Howard Vernon, Mrs. A. G. Craufurd, Mrs. P. A. Rabett, Mrs. George Bennett, Mrs. Le Maistre Walker, Miss Kelso King, Mrs. Nelson Clover, Miss M. Austin, Mrs. H. Bray, Mrs. L. J. Davies, Miss Helen Morris, Mrs. Norton, Miss Bennett, Mrs. T. H. Silk, Miss Glasson, Mrs. Hamilton Marshall, Miss G. Hansford, Mrs. M. Mayne, Miss Hay, Mrs. Amos, and Miss Fox.

At a Sub-Committee Meeting held at the Navy League office on the 25th August it was decided to introduce novelties on the occasion of the dance, and after discussion it was agreed to make prizes available for the most attractive surfing costume, with skirt and sunshade; the best representation of an Australian Wild Flower; also a prize of five guineas for a Jazz Competition. There will be prizes for holders of lucky numbers—balloons, etc.

It is earnestly hoped that all Navy Leaguers and their friends will do their utmost to make the function an unqualified success.

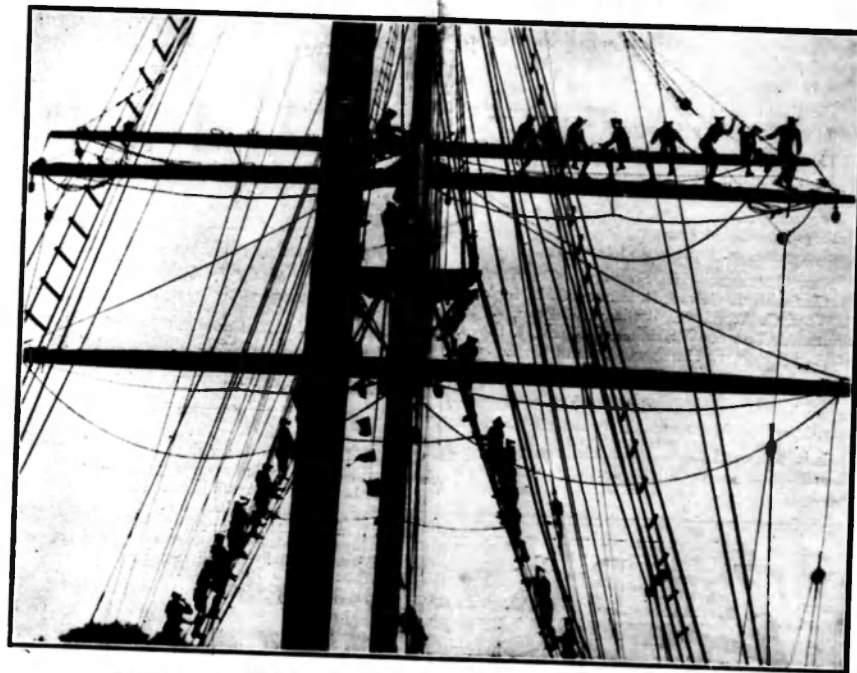
Tickets are available at six shillings each at the Navy League, 30, Grosvenor Street, City, and at Swains' Book Store, 123, Pitt Street.

**COMPANY NOTES.****BALMAIN.**

On the 6th inst. a procession was held in Balmain in aid of the local Hospital. Balmain and Drummoyne Companies were each presented with First Prize Ribbons for marching.

Balmain and Drummoyne Companies made a splendid show on the occasion of the Balmain procession at the start of Boys' Week. Both Companies were well represented.

The Commonwealth Portland Cement Company has donated three bags of cement for tabernacle for mast and repairs to depot; Perdriau Rubber Coy. and Dunlop Rubber Coy., hose; and Brandt Bros., 2 hurricane lamps.

**"Lords of the Bunt and Gasket."**NAVY LEAGUE SEA CADETS LOOK DOWN FROM  
DIZZY HEIGHTS.**NORTH SYDNEY**

Mrs. Amos, of "Soma," Kirribilli, has purchased a splendid whaler for this Company, which will be invaluable for training purposes. Under the skilful eye of the officer-in-charge, Mr. M. MacDonald, the cadets will gain a vast amount of experience in the handling of the boat under sail during the summer months. With its fine depôt, signalling mast (the lower mast of which was formerly the signal yard of the battle cruiser Australia) cutter, whaler and dinghy this Company should be well in the Navy League picture. The Company's greatest disability at present is its lack of a real live committee to back up the great

work of the enthusiastic and hard-working officer-in-charge and his assistants. It is earnestly hoped that local residents who are interested in boy welfare work will come forward and volunteer their assistance.

The Honorary Treasurer of the Company is Mr. C. P. Bartholomew, c/o Royal Sydney Yacht Club.

**CONCORD.**

The cutter gig completely fitted and donated by Mr. Kelso King has been delivered to this Company, and has been put into commission already.

A donation of grey paint has been received from Messrs. Major Bros., Ltd.

Mr. J. Johns, late instructor on H.M.A.S. "Tingira," and late C.P.O. on H.M.A.S. Brisbane, has volunteered his services as honorary instructor, and the boys have already derived great benefit from his work.

Mr. Kelso King has very kindly consented to become patron of the Company.

The first annual meeting of the Committee was held on Thursday, 28th August, when the following gentlemen were elected for the coming year:—Chairman, Mr. W. Budgen; hon. treasurer, Mr. Jeffreys; hon. secretary, Mr. F. L. Adams; auditors, Messrs. Budgen and Docking.

NEW ENTRIES.—H. Southion, C. Hambly, A. G. Smith, L. Cowan, D. Hunter, C. J. Hopkins, J. Woof, G. Woof, R. Williams, C. Lean, W. H. Smith, H. Brown, W. Skinner, J. Kemp, J. Lloyd, R. A. Jackson, L. Harrison, C. Paull, D. Lean.

DISCHARGED AT OWN REQUEST.—J. Duncan.

During the month a satisfactory number of boys have spent the week ends on board the Lindstol.

It is proposed to hold a Social and Dance on board at an early date to further augment our funds.

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### PERSONAL.

Mr. George Bennett of the Warrigal Club has become a Life Fellow of the Navy League.

Mrs. Amos of Kirribilli North Sydney, has very generously donated the price of the very fine boat (whaler) now in the possession of North Sydney Company of Sea Cadets.

Miss Thea Proctor has kindly consented to judge the best representation of an "Australian Wild Flower" at the Novelty Dance to be held at the Palais Royal on September 30th.

His Honor Judge Backhouse presided at the meeting of the Navy League Executive held at Royal Naval House, Sydney, on the 8th inst. Those present included Sir Alfred Meeks, Commodore Wardle, R.N., Capt. A. G. Crauford, R.N., Commander Quick, R.A.N., Messrs. Kelso King, A. G. Milson, F. W. Hixson, Harry Shelley, J. Payne, J. J. Eyre, T. Fox and W. W. Beale.

The flagship of the New Zealand naval squadron, H.M.S. Dunedin, is on a visit to Australian waters, and will call at Sydney on September 22. On September 20 the Australian flagship H.M.A.S. Brisbane, will leave Sydney for Jervis Bay, where she will meet H.M.S. Dunedin.

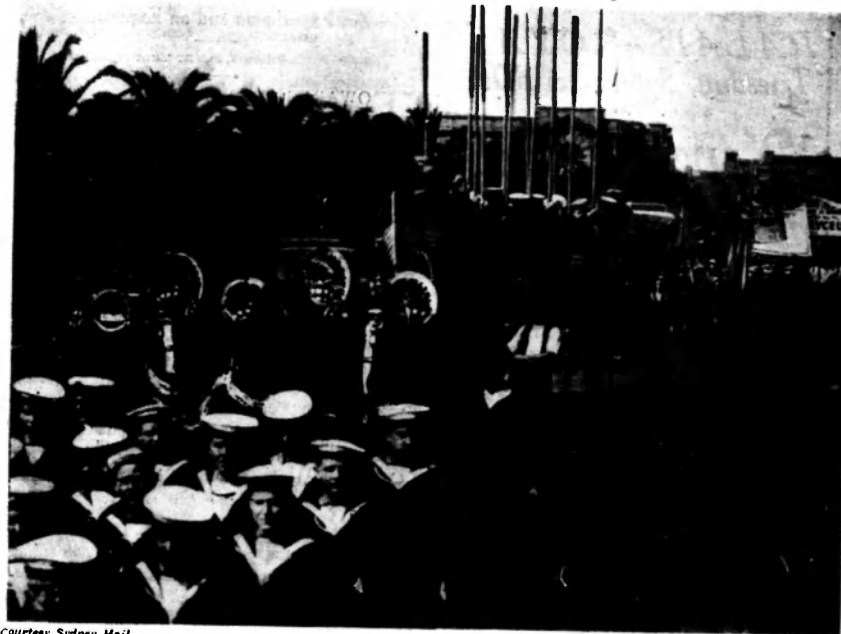
After a lengthy period in reserve, the destroyer H.M.A.S. Tattoo has been replaced in commission, and left Sydney recently for Westernport, where she will be stationed with H.M.A.S. Tasmania.

The Federal Minister for Trade and Customs (Mr. Pratten, M.P.), a few days ago, referred to the Government attitude towards the matter of where it was proposed the two new cruisers for the Australian Navy were to be constructed.

The Government, said Mr. Pratten, would not be stampeded by any person representing any particular interest in that matter, and when they had all the facts they would come to a decision. They proposed giving Australian workmen a fair opportunity. The field was open. The Government had not taken any action whatsoever beyond that publicly announced, but would certainly give nobody in connection with that matter a blank cheque.

PLEASE ASK A FRIEND TO JOIN  
THE NAVY LEAGUE.

## Boys' Week in Sydney.



Courtesy Sydney Mail.

In the foreground, trainees from H.M.A.S. Tingira. The Navy League Cutter is manned by a double crew of Sea Cadets representing the various Companies. Immediately following the cutter are more Sea Cadets, and several thousands of school boys from within the metropolitan area.

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Admiral Sir Dudley de Chair, K.C.B., M.V.O.

**PALAIS ROYAL**  
Tuesday, September 30th  
8 p.m. to Midnight

## Novelty Ball

By arrangement with J. C. Bendorff Ltd.  
In aid of the NAVY LEAGUE SEA CADETS  
(A Voluntary Movement)

### NOVELTIES:

Most Attractive Surfing Costume with Skirt and Bandage 22 2 8  
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SAVE THE COUPONS

## KITE - BALLOONS.

### An Experiment and an Experience.

BY P. ROACH-PIERSON, FLIGHT-LIKE T., LATE R.N.

TOWARDS the latter days of the world war it was a common sight to see a battleship, cruiser or destroyer come steaming into port with a kite-balloon in tow, but it was not so during the first two years or more of hostilities.

Although they had been in use for some considerable time on the Western Front, it was not until the latter part of 1916 that kite-balloons were used to any extent by the Royal Navy.

The officer chiefly responsible for their adoption by the "Senior Service" was the late Air Commodore E. M. Maitland, C.B., D.S.O. (unfortunately since killed in the tragic "R.38" disaster) who was the first Commanding Officer of the Kite-Balloon Experimental and Instructional Station at Roehampton, where he was ably assisted by Wing Commander H. Delacombe, R.N., as his "Number One."

At Roehampton, young officers, both naval and military, were trained in the art of free-ballooning, map reading, signalling, wireless telegraphy, Spotting for artillery, and kindred subjects, afterwards forming part of the *personnel* of kite-ballooning sections which were sent to France to co-operate with the Army.

The possibilities of the kite-balloon as a purely naval weapon were appreciated, and two or three merchant ships were chartered by the Admiralty and specially converted as balloon carriers, among them being the "Menelaus" (Alfred Holt Line), "City of Oxford" (Ellerman's Line), and the "Campania" (Cunard), this last-named vessel also carried seaplanes.

The "Menelaus" had for some time been operating with the monitors which periodically bombarded the Belgian coast, while two other balloon ships had been used, with excellent results off Gallipoli, but this was practically all stationary work.

The question now arose as to whether balloons could be actually flown from a battleship or destroyer

whilst steaming at full speed. Hitherto they had been flown only from their parent ships, and never above a speed of about eight to ten knots.

It was decided to make the experiment, and on June 8th, 1916, at Scapa Flow, the "Menelaus" made fast alongside H.M.S. "Benbow" (at that time the flagship of Admiral Sir F. Doveton Sturdee), in order to transfer her balloon to the battleship's quarter-deck.

Captain Oliver Swan, R.N. (now Air Vice-Marshal Sir O. Swan) took charge of operations on deck, assisted by Flight Commander T. Morris, R.N., the pilot of the balloon and the observer being the present writer and Sub-Lieut. C. A. Beck respectively.

The Captain of the "Menelaus" was Commander C. W. McCulloch, R.N., one of the old "Hungry Hundred," a charming man and a splendid seaman.

The first thing to be done in this evolution was to transfer the "Lanchester" winch from the balloon hold of the "Menelaus" to the fore part

of the quarter-deck of the battleship. This was accomplished by swinging it out by one of the battleship's after derricks, and it was then securely clamped down. A snatch block was fixed to the "Benbow's" stern through which the balloon cable was rove, in order to keep it well clear of the turrets.

A canvas screen had been previously erected across the deck to prevent too strong a wind catching underneath the nose of the balloon and swinging it about while the ship was under way.

The balloon was then carefully let up from the "Menelaus" held by the handling guys until it was about ten feet clear of the ship's bulwarks. Sandbags were attached all round to release the strain on the men holding her down.

At this position the balloon was inclined to blow about a great deal, and great care had to be taken that it did not catch in any deck gear, also to keep the rudder from fouling or getting torn.

The starboard handling guys were then taken



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by ratings on deck, who passed them over the side to the men waiting on the battleships, while those below in the hold walked the balloon bodily over until the part handling guys could be taken by the men on deck.

These in turn were passed over to the "Benbow" and the balloon was then hauled down and securely "bagged down" on the quarter deck.

The "Benbow" then got under way, and it was found necessary to have men at each bridle all the way round to keep the balloon in position. At one moment it seemed that nothing would prevent it from careering over the side, so great was the force of wind.

After cruising round for a while, with the balloon on deck, the ship was brought head to wind and stopped in order to let up the balloon.

The latter operation was performed in the usual way by letting up on the handling guys, and the basket attached, the two balloon officers having taken their places in the car, the balloon was then let up on the winch to an altitude of 800 feet, and the ship again got under way.

As this was an entirely experimental operation, the Admiral was of the opinion that the balloon should be sent up without passengers in the car, and weighted only with sandbags to eliminate any possible loss of life, should the balloon carry away, but Commander McCulloch, who was anxious to demonstrate to the senior fleet officers that the "stunt" would be successful in every way, overruled the Admiral's decision, and accordingly the ascent was made with passengers.

The wind on deck was registered at 19.21 m.p.h., against which the ship steamed at a speed of 15 to 18 knots. The wind speed estimated in the balloon was 56 m.p.h.

After having been towed for about ten minutes, the parachute tails, with which the "Drachen" type of balloon was fitted for steadying purposes, carried away, and one of the forward toggles in the rigging band broke in halves.

This was most disconcerting for the officers in the car, as the balloon now began to behave extremely badly, the small car being flung about in all directions. Unfortunately, the ascent was made

soon after lunch, and although the balloon's two passengers were not given to air-sickness in the ordinary way, one regrets to record that on this occasion both officers parted hurriedly with their last meal.

Owing to the loss of the steadying tails a much greater strain was imposed on the cable, which registered on deck by application of a tension meter, to the extent of 1½ tons.

### AT SCAPA FLOW.



### H.M.S. BENBOW

with Balloon on the Quarter Deck.

The telephone, the wire of which passed down the centre of the cable, worked faultlessly, and communication between the balloon and the ship's bridge was maintained throughout the whole evolution.

The balloon now having been in the air for about 45 minutes hauling down was commenced, but when at a height of some 300 feet the winch jammed, and for about half an hour the balloon remained at that altitude, during which time it swung and dived in an alarming manner.

As the winch stubbornly refused to haul down any further it was at length decided to complete the job by hand. This was accomplished with the

*Continued on foot page 26.*

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1864	£1,847,132	1884	£8,986,412	1904	£14,351,722	1924	£41,288,134

Glide with the tide on the ocean of life,  
Stemming its current stirs friction and strife,  
Don't be unsociable, stand-off and proud,  
Do as the others do—"Follow The Crowd."  
Where there are troubles and problems to solve,  
Minds in communion solutions evolve:  
"Follow The Crowd" who through winter endure—  
They all take Woods' Great Peppermint Cure.



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Advertisers in the NAVY LEAGUE JOURNAL are supporting the Aims and Objects of the League, and Navy Leaguers are courteously invited to show their appreciation by extending their patronage to our advertisers. The names borne by our advertisers are a guarantee of excellence and service. Here they are alphabetically arranged, together with address:—

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Will Navy Leaguers, who have not already done so, please transfer their allegiance to OUR Advertisers?

You will be helping the Navy League.

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Orient Line of Steamers, Spring St., Sydney.  
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Perpetual Trustee Co., Ltd., Hunter St., Sydney.  
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THE NAVY LEAGUE.



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Worth a lot more."

## AUNT MARY'S BAKING POWDER

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Ensures crispy crusted Scones and  
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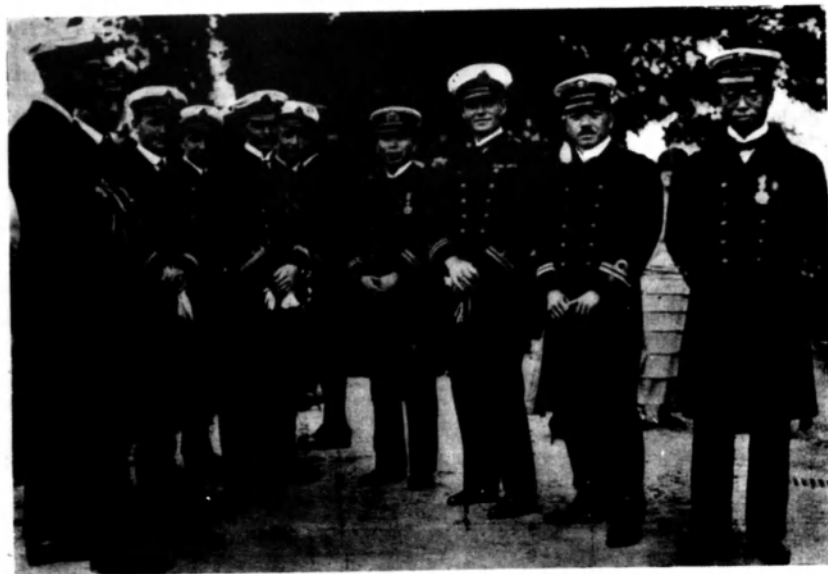
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Work. Save Coupons and  
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## UPTON & CO. LTD.

Soap and Candle Works  
ALEXANDRIA Tel. Mascot 255

# "EAST IS EAST AND WEST IS WEST."



Australian and Japanese Naval Officers.

Continued from page 22.

assistance of about 100 of the "Benbow's" blue-jackets, and after a great deal of swinging and diving the balloon was safely bagged down on deck, much to the relief of the occupants of the car, who had received a thorough shaking up.

While the balloon was on deck, the strain on the handling guys was so great that three of them carried away.

When the balloon was back in the hold of the "Menelaus," it was deflated and examined, and it was found that nearly all the panels had stretched considerably, proving that it had been strained to its utmost—at the same time it must be borne in mind that this balloon had already seen a year's hard service.

Although the experiment was not absolutely the success that might have been desired, it taught the kite balloon authorities many things. More ex-

periments were carried out later with the new "Coquet" type of balloon (invented by Captain Coquet, of the French Army), and it was not long before at least one vessel in every squadron and flotilla carried a kite-balloon.

In 1917 Flight-Lieut. Butcher, D.S.C., whilst making observations from a balloon in tow of a destroyer, sighted a German submarine, and was able to direct the vessel so accurately by means of a telephone that a depth charge was successfully dropped destroying the Hun.

Balloons were particularly useful in convoy work. The German submarine commander who dared to attack a convoy whilst one of the escorting destroyers was flying a balloon, was simply asking for trouble, for once the locality of a submarine is known to the navigator of a fast destroyer he is able to drop his depth charges with almost never failing results.

"*LORD NELSON*"

AND THE OLD

"*VICTORY*"

MADE HISTORY FOR

BRITAIN

BURNET'S  
JELLIES

HAVE MADE FAME FOR

AUSTRALIA

AND THE VICTORY ACHIEVED BY  
THEIR FAMOUS SUPERIORITY  
TO ALL OTHERS

WILL LIVE FOR EVER

AVOID INFERIOR BRANDS AND  
INSIST UPON THE ORIGINAL ..

Burnet's  
Jelly  
Crystals

EVERYWHERE IN AUSTRALIA

## Predisposing Causes of Accidents.

BY F. DANVERS POWER, F.R.S.,  
THE WELL-KNOWN SCOUT MASTER.

WE are all liable to meet with accidents, mostly brought about by some personal factor of ourselves or others, or both combined. It is strange how each person tends to look on himself as being in a class of his own. We are generally optimistic regarding our personal freedom from accidents, but are pessimistic regarding the other fellow. Some people are proverbially unfortunate so far as accidents are concerned; but there is always a reason for such misfortunes. This should be sought and remedied, and the best remedy is education. More accidents happen to new hands during their first month of employment than later on; it therefore behoves men and boys to be extra careful till they get accustomed to the conditions of their work.

Personal causes of accidents may be physical or mental. The former includes such troubles as eye defects—short sightedness, colour blindness, difficulty in focussing, total blindness, etc.—hearing defects, such as deafness—temporary or permanent—foot defects, such as flat-footed, lameness; other physical defects may make a person clumsy. Naturally persons with such defects should be debarred from certain industries, not only for their own sakes, but also for the sake of others who might suffer in consequence. For instance, one who is colour blind should not be a locomotive driver or a pilot, and he would not be much good in dye works. One who is deaf should not work in a place where audible signals have to be given: a clumsy man, or one liable to fits or heart trouble, is a source of danger in the neighbourhood of moving machinery.

The mental causes of accidents are perhaps more important than the physical, anyhow they are less easily seen, and a man's temperament may not be recognized till he has done a certain amount of damage. Sense defects may mislead the mind, and by causing bad judgment bring about an accident. A person should be selected for a given class of work, not only on account of his physical

ability, but also on account of his temperament. Highly strung people do not do their best at dull repetition tasks: and those of superior brain power should not be confined to mediocre work. But there will always be a large number who can never adjust themselves happily to any situation.

It should be admitted from the outset that all men are not mentally equal; every one has his limitations. There are many degrees of mentality, and the mentality of some adults never exceeds that of a normal child of twelve, yet under suitable conditions such persons may prove to be capable workmen in their own particular line. Recurrent accidents, when analysed, often reveal a mental inability to correct the accident habit. Still, much may be done by education to rectify mental defects, just as glasses can be made to rectify eye defects. The sense organs of an individual may be quite satisfactory, the warnings of a dangerous situation may be adequate, and yet an accident may occur for want of proper training.

We cannot attend to everything at once: we must use our judgment in selecting the most important judgment for the time being. For instance, you may have an important engagement to keep which necessitates the crossing of a crowded street: while crossing that street you want to concentrate on crossing safely, not on the subject matter of the important engagement, for if through inattention you are knocked down and killed while crossing, the important engagement will not be of much use to you.

Inattention may be brought about by monotony, distraction, carelessness, haste, emotional stress, and mental or physical sickness.

There are some people who cannot concentrate on monotonous work: on account of constant repetition the manipulation becomes almost automatic, but it does not follow that it is safe on that account, for one slip or one moment of forgetfulness may result in an injury.

Distraction may be brought about by disorder or untimely interruption, and it must be borne in mind that some temperaments are more liable to distractions than others. To show how easy it is to distract a number of people, all one has to do is to enter a room of boys in a school; they will at once look to see who is entering.

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WRITE FOR EXPLANATORY BOOKLET

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MANAGER, R. COPLAND LETHBRIDGE.

Carelessness is really want of consideration for others, and often shows itself by taking unnecessary risks, frequently at the expense of someone else: neglecting to warn others of danger; leaving things lying about in dangerous positions, and so on.

Thoughtlessness, though akin to carelessness, and having just as disastrous results, is not so bad morally. It is due to mis-adjustment of the individual and may be brought about by selfishness.

Haste is a common source of accidents, and generally shows a want of organization on the part of someone so that engagements can fit in better. Not unfrequently a person rushes to catch a tram or train, running unnecessary risks, and then when he reaches his destination lounges about with nothing particular to do. A hurried performance is generally a poor one, and although it cannot always be avoided, in most cases a little planning beforehand, and possibly the cutting out of unnecessary acts, may eliminate the cause of the hurry.

Excitability and anger are due to want of self-control. Those who are easily excited or angered are often misfits and are the cause of accidents which would not occur to a cooler headed person. Such disturbing influences as anger generally take some time to wear off, but till it does a man is more liable to accidents, he does not pay the attention that he should to his work and surroundings and may even become reckless.

Mental sickness means a troubled mind rather than insanity. This may be brought about by strife, worries, anxiety, or fear, which wear down both body and mind, for these two act and react on each other. With a disorganized state of mind the faculties are dulled.

Physical sickness and disease devitalizes one and makes one less alert to dangers. One who is just mentally capable of handling dangerous work when in the best of health is unequal to the hazards when ill and depressed.

Faulty attitudes are assumed by some as illustrated by the chronic grumbler who always has a grievance: the man who objects to all restraint and who wishes to be a law unto himself, but at the same time wishes to participate in the advan-



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You will find them just as nice as their name, these crisp, light biscuits—with or without butter or cheese, a distinct improvement on the ordinary kind. We produce other biscuits, too—and all we make are just a little better than usual. So next time you want biscuits emphasize the name—

# JOYCE Biscuits

If your grocer cannot supply you, please write Joyce Biscuits, Ltd., Camperdown, Sydney, and we will see that you get them.





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Meat Products**  
QUALITY GUARANTEED  
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ART METAL CEILINGS  
are artistic, distinctive, fire-resisting, white  
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ASBESTOS CEMENT  
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are strong, weather-proof and everlasting.  
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make an ideal roofing, which protects and  
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**WUNDERLICH**  
ROOFING TILES  
combine unmatched beauty with extreme  
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to the structure they embellish. They are  
available in shades of red and chocolate.

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THE GLENDA AND GOSFORTH  
COR. OF GOSFORTH CLEVELAND STS., REDFERN  
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tages of communal life. His reason is dominated by selfishness and prejudice. This sort of man will not walk on the left side of a footpath, because he has always been accustomed to walk on the right and does not see why he should be called on to alter his habit: he will not consult a physician when he is sick or injured because he does not believe in doctors, and so on.

When a mental habit has been formed there is a tendency to carry through a performance in a regular series of steps: if for any reason one of the steps is cut out, a man sub-consciously goes on as he is accustomed and may meet with an accident in consequence.

Faulty habits are brought about by bad training or no training at all, such as habitual carelessness in stacking material, placing ladders, securing scaffolding. How often do we hear men say when their attention is drawn to some bad method of carrying out work, that it is all right, they have done it hundred of times and have never met with an accident? In many cases, if an accident did occur, the individual would not live to rectify matters: anyhow it is a bad example to others who may not be as expert as he is.

It is as well to take stock of our mental peculiarities from an outsider's point of view, and attempt to adjust them to our surroundings. In this way we will avoid many accidents instead of paving the way for them.

#### "WATCH THE PACIFIC"

"Watch the Pacific," by E. George Marks, is a book that should be in the hands of every Australian. It is a warning that this great Commonwealth cannot afford to ignore. Get it. Read it. Absorb it. It is obtainable at Cole's Book Shop, George Street, Sydney.

PLEASE ASK  
A FRIEND TO JOIN  
THE  
NAVY LEAGUE.

## AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are:

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, 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—  
"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', 30 Grosvenor Street, 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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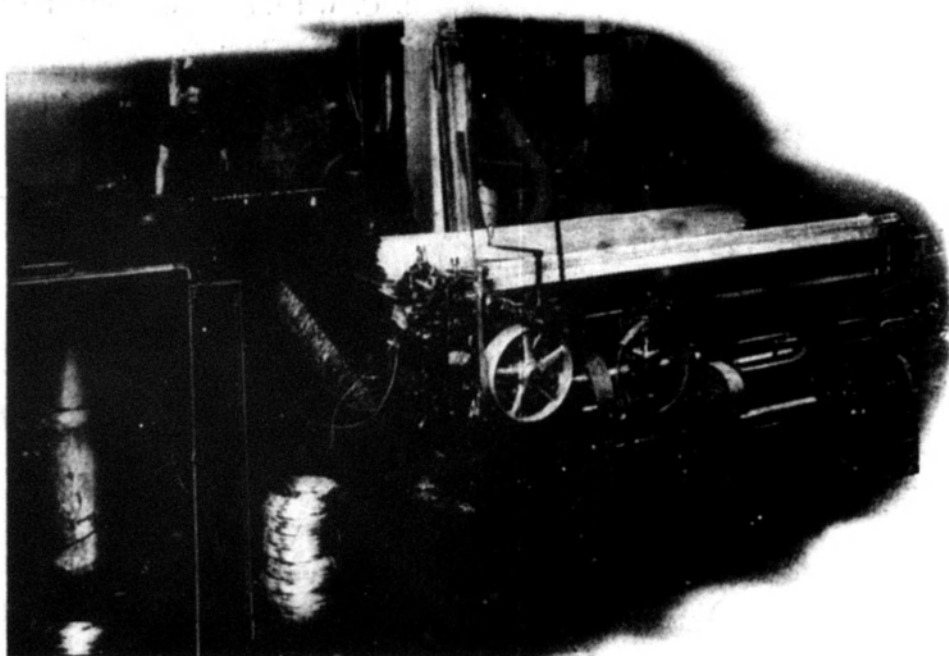
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