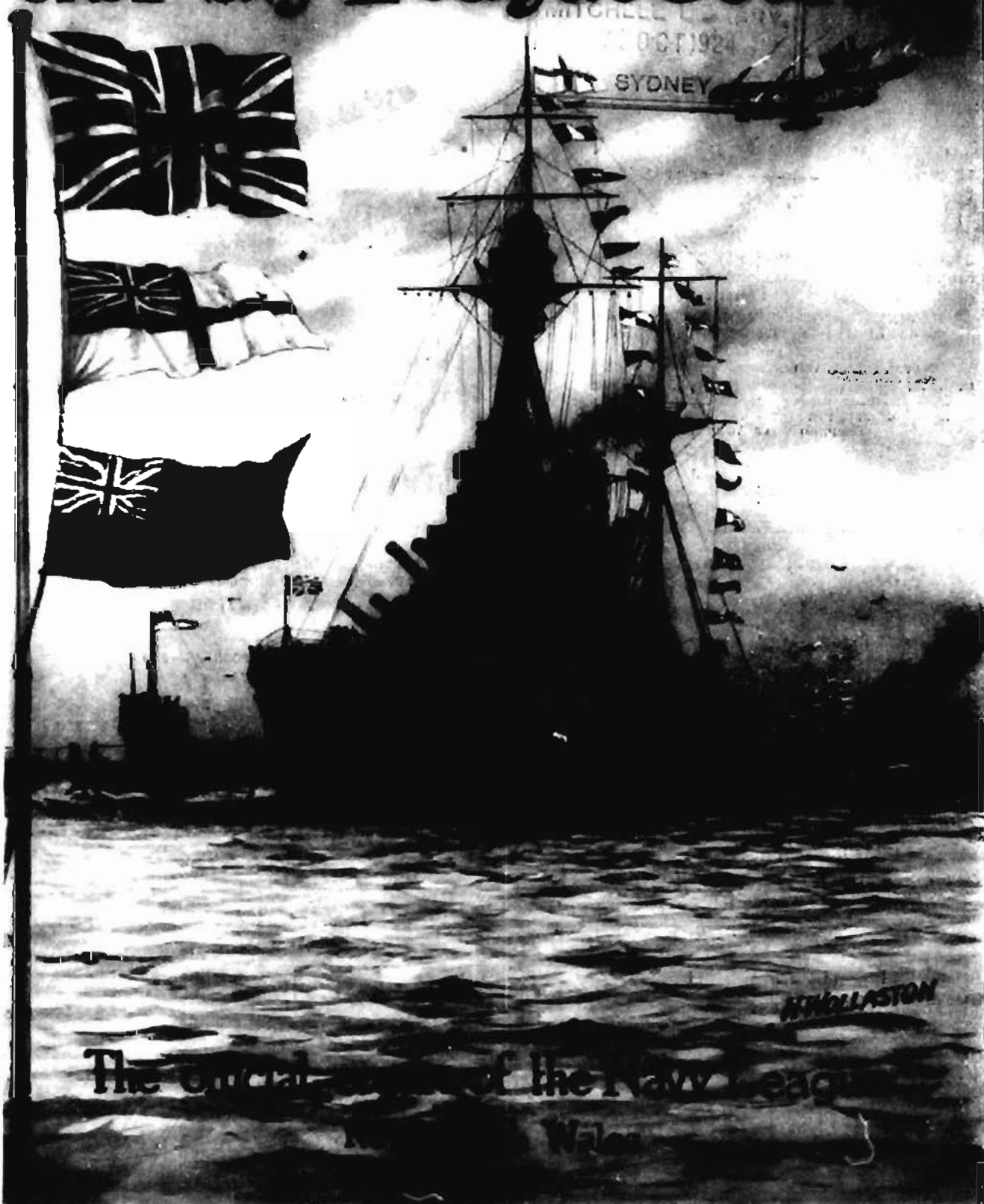


The Navy League Journal

MITCHELL & CO. LTD.

22 OCT 1924

SYDNEY



WINDLASSON

The Official Journal of the Navy League

Newcastle, Wales



Commonwealth Bank of Australia

ESTABLISHED 1912.

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

SAVINGS BANK INTEREST

3½ per cent. on deposits up to £1,000. 3 per
cent. on any additional balance up to £200 making
a total of £1,300 on which interest is allowed.

SAVINGS BANK AGENCIES ARE ALSO
ESTABLISHED AT THE FOLLOWING:—

GARDEN ISLAND (DUNEDIN)
NAVAL DEPOT, WILLIAMSTOWN (VICTORIA)
H.M.A.S. TIMORHA H.M.A.S. HURIBANK
SYDNEY " PLATYPUS
MELBOURNE " DEBARKER
TORPEDO ROYAL ARMY

Acting Governor:
JAMES KELL.

PERMANENT

TRUSTEE COMPANY OF N.S.W. LTD.

Trustees — Executors — Attorneys — Agents

Estates Under Control Exceed
£25,000,000.

This Company's advantages are unique.
Its Special Act of Parliament stipulates
that the whole Capital and Assets—
over one million pounds—shall be liable
for the protection of clients' interests.
Further a special feature of the Com-
pany's service is the deferment of Corpus
Commission charges until the estate
becomes distributable.

EXPLANATORY BOOKLET POST FREE.

E. V. T. WHITTLE
ASSISTANT MANAGER

J. W. BARNES
MANAGER

25 O'CONNELL STREET, SYDNEY.



RELIABLE WRISTLET WATCHES



Gents' High-Grade Swiss Lever Watch
Fitted with Strong Strap

Case Metal, Plain Dial
Silver, Plain Dial

With Luminous Dial, 5/-

GENTS' POCKET WATCHES

Walthams in Silver, open face, 90/-. Hunters, 95/-. Mother-of-pearl.
Silver, open face, 25/10/- Hunters, 26/10/-

Gold Watches from 210/10/-

THE AVERIDGE LEVER POCKET WATCH

"True to Ball Time."

A Splendid Watch for Boys

Case Metal, open face
Plain Dial, 25/- Luminous Dial, 30/-

Silver

Open Face, Luminous Dial
Hunting Case, Luminous Dial

J. M. DEMPSTER LTD.

JEWELLERS

SILVERSMITHS

NEW SHOWROOM:

Ayrshire House,

311 GEORGE ST. SYDNEY

(NEARLY OPPOSITE HUNTER STREET)

J. M. Dempster, Managing Director.

THE "RED, WHITE and BLUE" WHISKY



The Navy League Journal

VOL. V. No. 6.

SYDNEY, OCTOBER, 1924.

PRICE 3d.

NELSON AND AUSTRALIA.

WHEN the island of Ascension was occupied
for naval purposes a century or so ago, it
was borne as a frigate on the strength
of the British Navy. Australia began its career as
a British settlement in much the same position.

For the British Navy was its nursing mother.
It was to the strength of the Navy that it owes the
fact that it is the one Continent that has never
had a hostile invasion. The first four Governors
were naval men, and so were many of its most
noted pioneers.

No part of the British Empire, therefore, has a
deeper and more abiding interest in that greatest
of British seamen, Lord Nelson, who died off
Trafalgar on that October day 119 years ago,
falling as he would have wished in the moment of
victory.

For Nelson was the fine flower and the great
leader of the British Navy in those critical days
when it was the shield and buckler of the tiny
colony which clung to the east coast of Australia
like a swallow's nest to a wall.

From Blake and his fore-runners to Jellicoe and
Beatty runs the line of great men who have led the
British Navy; but Nelson was the greatest of them
all—great not only by his genius for command,
but by his singleness of purpose, his inflexible
devotion to duty, and by a pertinacity and strength
of will which makes him remarkable even amongst
naval men.

He had no physical advantages; his was as
Dryden wrote of a very different character:

"A fiery soul which, working all its way,
Fretted the pliant body to decay,
And ever informed the transient of clay
A daring pilot in extremity;
Placed with the danger when the waves were high,
He sought the storm."

Sickness might afflict and torment him, but it
never affected the clearness of his vision nor the
strength of his purpose. Maimed by the loss of
an arm and of the sight of one eye, he turned even
this to his purpose when he put the telescope to
his blind eye and so failed to see the signal to
withdraw given by his senior officer.

The fate of Australia was in a sense decided at
Trafalgar and Nelson, though he may have been
hardly conscious of it himself, played a great part
in keeping secure the little British settlement in
New South Wales. On the other hand, Australia
may have played a small part, on the material side,
in the battle of Trafalgar. The warships *Glatten*
and *Calcutta*, which visited Australia in 1802 and
1803, took away quantities of timber for the use of
the British Navy Yards and there may have been
Australian timber in some of Nelson's vessels.

Nelson will continue to save Australia if she can
retain the spirit that inspired him and the men
whom he led.

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

C. C. GALE
THOS. J. MARKS.

A. K. JAGGERS, CHAIRMAN.

J. M. ATKINSON.
L. J. DAVIES.

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

Losses by Lightning, Bush Fires and
Gas Explosion Paid.

Be Patriotic—Insure Australian Property
in an Australian Insurance Company.

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY.

KELSO KING, MANAGER.

Interstate Steamship Sailings

Modern Passenger
Steamers:

KATOOMBA
CANNERRA
LEVUKA
ZEALANDIA
KAROOLA
WYREEMA
BOMBALA
DIMBOOLA
COOMA

Regular Passenger and Freight Services
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

| | | |
|------------------------------|----------------------------------|-----------|
| Adelaide Steamship Co. Ltd. | 32 Bridge Street, Sydney | TELEPHONE |
| A. U. S. N. Co. | 7 Bridge Street, Sydney | 5520 |
| Australian Steamship Ltd. | 380 George Street, Sydney | 10888 |
| McAlister, McEachern Line | 81 Pitt Street, Sydney | 8221 |
| Huddart, Parker, Ltd. | 10 Bridge Street, Sydney | 7886 |
| Melbourne Steamship Co. Ltd. | Cr. Clarence and Barrack Streets | 8888 |

Castaways of the Southern Seas.

HOW CAMPBELL FOUND THE CAT WITHOUT A CRUSOE.

BY THOMAS O'DONNAN, M.A.

IF it should turn out that there really are two white women survivors from the lost Douglas Mawson, amongst the wild aborigines of Arnhem, and in the Northern Territory, it will add one more chapter, perhaps the strangest of all, to the long history of castaways in Australasian seas.

Long before there was any white settlement in Australia occasional ships were driven on the coast of Australia or on outlying reefs and islands, but there is no record of what happened to any of those on board who may have happened to get ashore.

As early as 1622 an English ship, the *Trial*, was wrecked on a reef off the coast of Western Australia, marked on some old Dutch charts as the *Trial Reef*. This unlucky pioneer—302 years ago—was the first English vessel, so far as we know, to venture into Australian waters. Forty-six of the crew reached Batavia in their boats; of the fate of the other 97 there is no record. Some of them may have reached the mainland—in which case they were the first Englishmen to set foot in Australia.

Thirty years later the Dutch sent out expeditions to search for traces of the crew of one of their own vessels supposed to have been lost on the north-west coast, but it does not appear that they found anything to show what the fate of the castaways had been.

It was with the founding of the settlement at Sydney in 1788 that the chances for mariners and others being cast away on the coast of Australia were multiplied. In addition to the hazards of ordinary shipwreck convicts fleeing from the penal settlement in boats that they had seized were apt to come to grief on the coast, and to be forced to throw in their lot with the natives.

Thus when H.M.S. *Reliance* touched at Port Stephens in 1795 on her way to Sydney, she found

amongst the aborigines, almost naked, scarred and worn, and burnt nearly as black as the natives, John Tarwood and three other white men who had lived with the savages for four years. They had seized a boat and escaped from Sydney Harbour, with some vague idea of reaching Timor—a voyage which William Bryant, his wife and two children and six other men actually carried out in 1791.

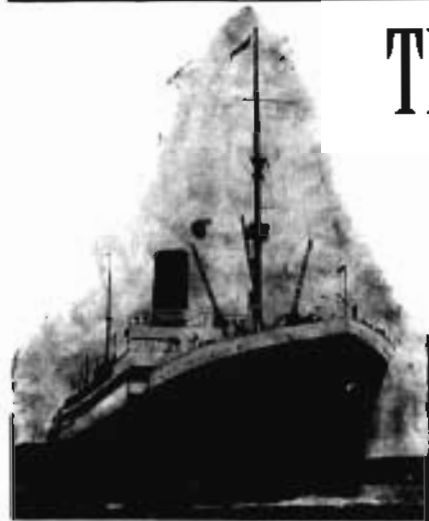
A storm had driven their boat on the coast, and forced them to take refuge with the aborigines, who seemed to have treated them as well as their limited means allowed. One of the original five escapees died, and the four survivors were taken back to Sydney. According to Collins—who was in Sydney at the time—they were rather glad to be back in captivity.

As to the seven men whom Bass, much to his amazement, found on an island off Wilson's Promontory in 1797, they were marooned men, and not castaways. Originally fourteen convicts had escaped in a boat, and the other seven had seized the opportunity to leave their companions to live or die, as luck would have it, on this little patch of earth. Bass took two of them back to Sydney in his own whaleboat, but he had no room for the other five, so he put them ashore on the mainland, and directed them to make their way overland to Sydney if they could. No doubt they left their bones to bleach in the bush.

Of the wreck of the *Sydney Cove* in Bass Straits in 1797, and of the wonderful overland journey of Clarke, the *Supercargo*, and his 16 companions, of whom 14 fell by the way, from the Ninety-mile Beach in Gippsland to Sydney, there is no need to give more than a brief mention. The story has been fully told by Captain Watson in *THE NAVY LEAGUE JOURNAL*.

CAT'S NINE LIVES.

With the great development of sealing and whaling in Australasian waters the number of the



NEW ABERDEEN LINER "DIOGENES," 12,500 TONS.

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

DALGETY & COMPANY, LIMITED At all Australian Ports

White Star Line

Cabin Passengers Only.

Australia to Southampton, London and Liverpool via South Africa.

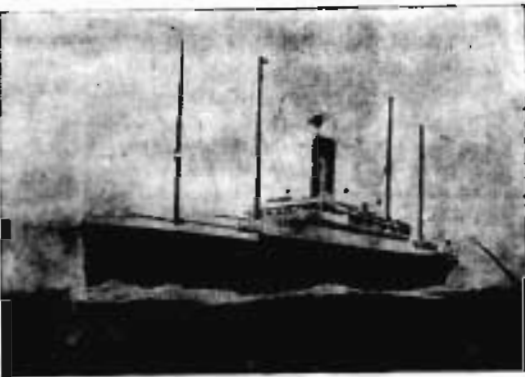
Regular Sailings of the Fine and Popular Steamers

| | | |
|-----------|---|-------------|
| "CERAMIC" | - | 18,500 Tons |
| "MEDIC" | - | 12,000 " |
| "PERSIC" | - | 12,000 " |
| "RUNIC" | - | 12,500 " |
| "SUEVIC" | - | 12,500 " |

Also Cargo Steamers at Frequent Intervals.

For Full particulars as to Freight and Passage Money apply to

DALGETY & COMPANY, LIMITED At all Australian Ports



WHITE STAR LINER "CERAMIC," 18,000 TONS.

The Aberdeen Line

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

Fitted with Wireless Telegraphy and Submarine Signalling Gear.

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

* New Register.

First and Third Class Passengers Carried.

"Crusoes of desolate islands" increased. The sealers especially plied their trade in some of the most dangerous waters in Australasia amongst the uncharted rocks and shoals of Bass Straits, of the Southern coast of Australia, and around the shores of New Zealand, or amidst the almost perpetual mists and storms of the Southern islands. In their search for seal skins they went far ahead of the official explorers, and discovered new lands—such as Macquarie and Campbell islands, the Auckland and (if Governor King is right) King's Island.

It was on King Island that William Campbell discovered a mystery wreck while on a sealing voyage in 1802. His men found near the southern end of the island a large quantity of wreckage from a vessel of considerable size. Campbell searched the island for possible survivors; but found, as he puts it, "only one English cat." Crusoe had his cat, but here was a cat without a Crusoe. Governor King made inquiries and reported the discovery to the British Admiralty, but no light was thrown on the identity of the wreck.

Incidentally, it may be noted that the captain of one of the vessels which went seal-elephant hunting at Macquarie Island, after its discovery in 1810, by Frederick Hasselburg, master of the *Perseverance* sailing out of Sydney, reported that he had found on the island the wreck of a large vessel. It had evidently been there a long time, but there was nothing to show how it had come there, or what had been the fate of those on board.

In 1813 the schooner Governor Bligh brought to Sydney four white men and an Australian aborigine who had lived for years on the Snarres off the south end of New Zealand. They had lived on fish—when they could catch any—and on the flesh of seals and of birds. These, however, were not castaways, but a sealing gang left on the island by a vessel which had never come back to take them off.

Even worse was the experience of the three men whom Captain Coffin, of Nantucket, U.S.A., brought to Sydney in 1817 from the Solanders, little more than a huge rock near the entrance to Foveaux Strait. These men had been left there in 1810 by Captain Keith of the schooner *Adventure* of London. They went ashore with an iron

pot, half a bushel of potatoes, and a bag of rice. With remarkable self-control they had sown the potatoes instead of eating them, and when they were picked up nearly half the side of the island was covered with potato plants.

Apart from the potatoes they, too, had lived on birds and fish and seals, but mostly on birds, for the chances of fishing were not too plentiful, and and they did not get many seals.

Like some later castaways on the Auckland Islands, these refugees of the Solanders roofed a hut with skins of birds. If they wanted to lie soft they had certainly plenty of material for feather beds.

TRAGEDY OF THE BETSY.

But of all the tragedies of the sealing trade none equals that of the brig *Betsy*. She was owned by Joseph Underwood, of Sydney, commanded by Philip Goodenough, and carried a crew of 26, mostly lascars. In 1815 she landed a sealing gang at Macquarie Island, and afterwards visited the Aucklands. When she went back to Macquarie Islands she was driven off shore by continual gales. After three weeks of vain efforts to make the land Goodenough bore up for New Zealand.

Water ran short and the ration was reduced—first to one pint, and then to half-a-pint a day. Scurvy attacked the crew, which became too weak to work the ship.

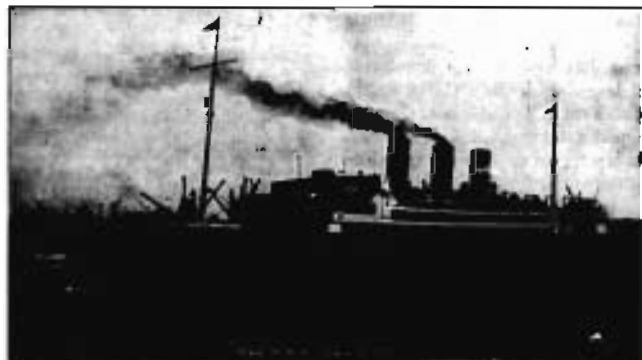
It seemed as if the *Betsy* would get into Cook's Straits, but a change of wind drove her off to sea again, and she drifted with varying winds right up the west coast of the north island of New Zealand. One by one those on board dropped off, until when she was about 15 miles off the coast, not far from the North Cape, only nine men remained alive.

It was then decided to abandon the ship, and to try to reach the shore in the boats. Four sick men who were too ill to help themselves were placed in one boat, and five others went in the other, and tried to tow them ashore. After a while it was decided that it was impossible to tow the boat any further, and it was abandoned. Before it was cut adrift with its helpless freight a beaker of water was taken out of it.

The sick men made no comment on their posi-

P. & O. ROYAL MAIL STEAMERS

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



First and Second Saloon Only.

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

For Fares and all further particulars apply to

MACDONALD, HAMILTON & CO.

AGENTS

Tel. City 6321.

Union House, 247 George Street, Sydney.

tion. One of them asked to have his coat passed to him as the air was cold, and that was all. The rope was cut and they drifted away to death.

Of the five in the other boat, Goodenough died as soon as the boat reached the land, and eventually only four of the Betsy's crew survived—two Europeans and two lascars. When they had landed they fell into the hands of the Maoris, who took away what little food they had and gave them fish and fernroot—and not very much of that. For a while they were afraid that they had fallen out of the frying-pan into the fire, and that the Maoris would eat them.

But they could hardly have been tempting morsels. When a vessel was sighted, the Maori chiefs gave them permission to go on board her if they could. But by the time they had prepared a canoe and paddled out the vessel had passed. After some weeks with the Maoris they were picked up by a vessel.

ALBATROSS AS MESSENGER.

When Surveyor-General Oxley went up to Moreton Bay in 1823 he noticed amongst a crowd of natives a lighter coloured man who spoke to him in English. This was Thomas Pamphlet, one of four cedar-getters who had left Sydney some months before for the Hawarra district in an open boat. A storm drove them out to sea, and it was not until the end of 24 days, during which one of them died of thirst, that they made the land again.

According to the story told by Pamphlet, they imagined that they had been driven away to the south of Sydney, and so bore away to the north and till they reached Moreton Bay, where they fell in with a tribe of aborigines who treated them kindly. Incidentally, they discovered the Brisbane River in the course of their wanderings.

Credit for that must be given to them, even if it is a little difficult to understand, how they failed to perceive that they had gone north instead of south.

Few places are more truly "desert islands" than the Crozets, set in the stormy southern seas half-way between Tasmania and the Cape of Good Hope. But more than once they

have been the enforced habitation of shipwrecked mariners. In 1821 the English sealer Prince of Wales was lost there, and her crew spent several years on the Crozets.

One member of the crew was Charles Goodridge, who afterwards for some years ran the ferry across the Derwent in Tasmania, at the place still known as Austin's ferry. Amongst his companions in misfortune on the Crozets were Matteo Mazarro and John Millinchamp, who in 1830 helped to found the European colony of the Bonin Islands. After being a British colony on the threshold of Japan for over 50 years the Bonins were absorbed by Japan in 1874. The white population has been swallowed up in the rising tide of Japanese, and Port Lloyd in the Bonins is a Japanese naval station.

A later shipwreck on the Crozets involved the use of an albatross as a messenger. The story, as told by Lady Broune, whose husband at the time was Governor of Western Australia, is that about 1880 an albatross was found on the beach near Fremantle with a message in a bag round its neck, stating that the crew of a French vessel were cast away on the Crozets and were waiting for help.

Attempts were made in vain to get a vessel from the British squadron then stationed in Australian waters, to go to the Crozets. Finally, a message was sent to France, and the French Government sent a vessel out. But the response to the message that the albatross carried came too late. In the interval the castaways had put together some kind of a boat, and had tried to get over to another island in the hope that food would be more plentiful there. Probably a storm had overtaken them, for no trace of them could be found.



Photo by Miss Glendon

LAKE TJUPANAS,
DUTCH EAST INDIES.

IS IT TO BE—

STAGNATION or PROGRESS FAILURE or SUCCESS?

A Savings Account will Decide. It Creates a Feeling of Safety—A Reserve Fund for Emergencies.

DEPOSITS ACCEPTED FROM 1/-
PERSONAL, JOINT, TRUST AND
CHILDREN'S ACCOUNTS OPENED

1/- MINIMUM PAID UP TO \$1000
AND INC. ON DEPOSIT TO \$1,000.
2/- DEPOSITED DAILY WILL IN
10 YEARS AMOUNT TO \$200-5-7

NO AGENCIES AT POST OFFICES

Government Savings Bank

OF N.S.W.

Head Office: 19-21 MARTIN PLACE, SYDNEY.

156 BRANHOES AND 512 AGENCIES

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

Regular service of fast
steamers from

AUSTRALIA to UNITED KINGDOM
and CONTINENTAL PORTS
proceeding via Suez Canal.

For all particulars of rates of freight, etc.
apply

THOMAS BROWN & SONS, Ltd. BRISBANE
W. G. DEUCHAR & CO., Ltd. SYDNEY
W. CROSBY & CO. MELBOURNE
KLOPP, SMITH & CO., Ltd. ADELAIDE
W. CROSBY & CO., Ltd. PERMANTLE

Managing Agents for Australia

W. G. DEUCHAR & CO. LTD.
22 BRIDGE STREET, SYDNEY.

Artificial Respiration.

BY F. HANCOCK POWER, F.R.S.
THE WELL-KNOWN & ONLY MASTER.

THE public is apt to think that artificial means of promoting respiration is confined to the resuscitation of the apparently drowned, because there are more accidental deaths at least in New South Wales—due to drowning than to any other single cause. This method, however, is employed not only when water enters the air spaces of the body, but also when a person is suffocated by breathing impure air, and when the involuntary respiratory muscles are paralysed by a strong electric shock.

Never knowing when one may be called on to resuscitate persons apparently killed by some such means, it behoves everyone to qualify in order to be able to render assistance if needed, for in such cases there is no time to lose, so one should know beforehand what to do. Regret that the opportunity to learn was not seized will not bring to life a friend who required such help which you were willing to render but unable to do so owing to ignorance on your part.

There are various methods of resuscitation—such as Sylvester's, Laborde's, and Schafer's. The latter also known as the prone pressure method, because the patient is laid out back uppermost, is now most generally used as being simpler and efficacious, unless the patient has sustained internal injuries or broken bones, which might be affected by this method.

In the case of an electric shock, if the injured man is clutching a live wire, the first thing is to break the contact. If possible, switch off, or short circuit the current. The latter may be done by throwing—*not* placing—a metal bar chain or piece of wire so as to connect the live wire and the earth; or should the victim be in contact with two wires of opposite charges, throw the conductor across both. It may be possible to sever a live wire with a quick blow from an axe with a dry wooden handle. If none of these things can be done, pull the victim off the live wire with a single quick motion. In doing this certain precautions must be taken. Remember water and metals are good

Burns, Philp & Co. Ltd.

Consult our Tourist Department for
Passages to—

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

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

For itineraries and Pamphlets write or
call our

Tourist Department
11 BRIDGE STREET, SYDNEY.

conductors of electricity. Insulate yourself from the victim and the ground, such as by standing on a dry rolled-up coat or dry board. Do not catch hold of the victim by his boots in case you accidentally touch metal nails, springs, hooks, or cycles. Drag away the body or the wire with a dry stick, rope, or other non-conducting material. If necessary to touch the body, do so with one hand only, and cover that with a mackintosh or rubber tobacco pouch, or with a dry coat or cap.

Carbon dioxide—the gas which comes out of soda water bottles—is heavier than air, and is not unfrequently found at the bottom of wells. If it is necessary to descend a well, take a candle down with you. If there is too much carbon dioxide in the air the light will go out, and if you are able to see by light from the surface take warning and retire. Should you attempt to rescue anyone overcome by carbon dioxide from a well or vat, tie a bow-line at the end of a rope and place it round your body, so that should you also be overcome, you can be hauled to the surface without delay. The air in a well can be made fit to breathe by stirring it up with a branch tied to the end of a line which is moved up and down.

Do not wait to remove the clothing of a victim, but convey him away from danger to the nearest place where it is possible to work and obtain reasonably pure air. Keep people from crowding round; they only get in the way and prevent free circulation of the air.

First feel in the patient's mouth and throat to make sure the air passages are free from foreign substances—such as false teeth.

In the case of drowning, first force the water out of the patient by placing him over some object—such as a log, or boulder, or by holding him head down and shaking vigorously. Then—

(1.) Lay the patient flat on his stomach, arms extended as straight as possible, but the forearm of one is bent so that the forehead of the patient can rest on his hand or wrist; the face is turned to one side so that the mouth is free from the ground. The tongue will naturally fall forward. If there is an assistant let him loosen the clothing round the waist, chest, and neck, but the operator should not delay while this is being done.

"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.

(a). Kneel, straddling the patient's thighs facing his head. This is better than kneeling on one side, as more even pressure can be exerted during the subsequent movements. The exact position in which it is advisable to kneel depends on the respective weights of the operator and patient. A lightweight operator working on a heavy subject should place his knees well forward in order to exert his greatest pressure; but if the operator is heavy, and the patient light, his knees should be well back, otherwise his weight might damage the patient. Place the palm of the hands on the small of the back, the fingers and thumbs spread over the lower ribs. If the thumbs are placed parallel with the spine as is sometimes advocated, they do no good there, and the strain often tires the operator.

(3). The operator, keeping his arms straight, then swings forward from his knees so as to transfer his weight from his knees to his arms, and thence to the lower ribs of the patient. The pressure, which is exerted with the heel of the hand, should be begun lightly, and gradually increased to the end of the period. The pressure must be regular, and not in jerks, as sudden thrusts are liable to injure the lungs and liver. This motion occupies three seconds, and forces the air out of the lungs.

(4). To relieve the pressure at the end of the downward stroke swing sharply back to the first position, snapping the elbows, so as to remove the pressure as quickly as possible, but the hands are kept in place all the time ready for the next downward action. This non-pressure period, during which air is drawn into the lungs, should occupy two seconds.

The cycle of three seconds pressure and two seconds free should be repeated an indefinite number of times for at least two hours, unless natural breathing is restored, or a doctor says the case is hopeless. The proper rate of respiration is 18 per minute, and care must be taken not to exceed 15 times per minute in the excitement of the moment.

If the operator has assistance the helper may place warm—not hot—objects at the feet of the patient or alongside his body, but no attempt must be made to give any restorative by the mouth

until natural breathing has been established. When breathing has been restored, as the arteries are nearer the surface on the inside of the limbs, rub the inside of the limbs from the extremities towards the body to promote circulation. Counter shock is found to be valuable as a means of restoring the action of those muscles which control respiration under normal conditions, especially after an electric shock. This counter shock may take the form of a slap on the jaw, a blow on the sole of the foot, or shooting in the ear. When natural breathing recommences stop artificial respiration, but carefully watch that natural breathing continues—if not, start artificial respiration again. After the patient has regained consciousness he should not be allowed to arise immediately, as his heart is liable to be very much weakened, and such an action might cause a relapse.

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



For Comfort
and
Economy

Mangrovite Leather Soles

are unexcelled. Manufactured from the higher quality leather they undeniably give longer and more satisfactory wear.

Mangrovite and "Plintanoe" Waterproof Half Soles:—Men's 2/1, postage 6d. Women's and Youths' 1/1, postage 4d. in New South Wales.

Mangrovite Ordinary Half Soles:—Men's size 1/3, postage 6d. Women and Youths' 1/1d, postage 3d. Children's 9d, postage 3d. in New South Wales.

Mangrovite Belting Ltd.

Charles Lethbridge, Managing Director.

49 YORK ST. (Wynyard Square) SYDNEY.

"AUSTRALIA AND THE PACIFIC"

JAPAN'S ADVANTAGES IN THE PACIFIC.

AUSTRALIA'S PERILOUS POSITION.

SIR HUGH R. DENISON, K.B.E., is not only a great Australian and Imperialist but he is also a great citizen too. His utterances, because of his practical common sense, are always read with interest.

His motto:

"ABOVE ALL FOR AUSTRALIA!" he lived up to recently in his lecture to the Royal Colonial Institute, London, on Australia and the Pacific!"

The lecture was characterised by fearlessness, and contained a grave warning, not only to the people of England, but especially the people of the Commonwealth of Australia.

The Right Hon. Lord Denman, G.C.M.G., K.C.V.O., P.C. (formerly Governor-General of Australia) presided, and there was a distinguished gathering.

Having dealt with the historical and geographical phases of Australia, Sir Hugh Denison said:

"In considering this question of the Pacific it is necessary for us to look back at certain things which have happened in the past few years, and have a very important bearing on the whole question of the Pacific. It will be remembered that some years ago Great Britain and Japan entered into an alliance for a period of years, during the tenure of which this country practically withdrew the whole of its naval forces from Far Eastern waters. On the outbreak of war in 1914 it became necessary to capture all enemy possessions in the Pacific, principally to prevent their being used as bases for enemy raiders on our shipping. In the absence of any British Admiralty vessels, this task had to be undertaken in the South Pacific by the Australian Navy, while in the northern portion of that ocean our ally, Japan, was allowed to do the job. What happened? While the Australian Navy was capturing German

Samoa, Savaii, Upolu, Bougainville, German New Guinea, and other enemy possessions in the Pacific south of the Equator, the Japanese cruisers pushed on rapidly and captured the Caroline Islands, including Yap, the Marshall Islands, and the Ladrone or Marianne group of Islands; and before that fatal year of 1914 had closed, Japan, with the consent of Great Britain, was in full possession of strategic islands which may eventually give her the hegemony of the Pacific. A glance at the map will reveal the importance of these particular islands and as Australians are momentarily concerned in everything appertaining to the Pacific, because it is the principal gateway of her commerce, it can be understood what she feels when she realizes that right athwart her trade routes a new Japan may arise whose interests must inevitably at some time or another clash with hers. Japan is a commercial nation which has made extraordinary progress during the past 60 years. As a commercial nation she has naturally built up a very large navy to protect her growing commerce, and with her population increasing rapidly, she has to look for other outlets for the surplus people of her race. What more natural than that she should seek outlets in the islands of the Pacific which would provide her with the increased facilities for trade—and, at the same time, convenient bases for her ships in the event of trouble arising with any other nation bordering on the Pacific. These islands are not barren or unproductive, and there is no doubt that Japan will at least convert them into commercial centres. Unfortunately, at the time of the Versailles Conference these points were undoubtedly overlooked by the representatives of the British Empire, which included the Prime Ministers of Australia and New Zealand, with the result that Japan was given a mandate over these particular islands, thus strengthening her hold on them and on the Pacific in every way.

MISTAKES OF PLENIPOTENTIARIES.

"Now, when plenipotentiaries make serious mistakes, peoples and nations whom they represent suffer hardships, and are often ruined by the devastation of wars which inevitably follow as the result of those mistakes. The Treaty of Versailles has already produced a crop of troubles, but it does not yet appear to be understood that the signing of that Treaty probably marked a momentous epoch in the history of Australia. At the date of that Congress the Anglo-Japanese Treaty was nearing its end—and, in view of the covenant of the League of Nations, apart altogether from other considerations, it was generally understood that it had no chance of being renewed. That being so, the Japanese representatives apparently made up their minds to secure a firm foothold in the Pacific, and what was more easy for that purpose than to endeavour to gain a mandate over the islands in the Pacific, formerly belonging to Germany, which were then actually in their grip by force of circumstances.

AMBITIOUS JAPAN.

"Japan is an ambitious nation which aims at

securing the hegemony of the East as well as outlets for her population and trade, but the supple mind of the Asiatic is much more difficult to comprehend than that of the European; and their representatives therefore were careful not to make their designs too palpable. Great Britain, of course, was not anxious to offend the susceptibilities of its ally, Japan, and apparently the representatives of Australia and New Zealand did not see the importance of this question or they would certainly have taken such steps as would have induced Great Britain's representatives to throw their preponderating influence into the scale with America, and thus outwitted the design of the Japanese delegation to secure mandates over such vital and important islands. That America was openly resentful was well known, especially as regards the Caroline Islands, including Yap, as it is realised that if Japan continues to progress in the same ratio during the next generation that she has in the past, the United States will probably have to fight for the retention of the Philippines, and will be under very serious disabilities for the absence of bases for her ships to compensate for



**WONDERFULLY
WATERPROOF
& ECONOMICAL**

those held by Japan under mandate from the League of Nations. And that advantage to Japan is a colossal disadvantage to Australia also, as any conflict between the United States and Japan for the possession of America's extra-territorial possessions in the Pacific, especially if it ended in a victory for Japan, would have the most momentous consequences to Australasia and the other British possessions in the Pacific ocean. A glance again at the map reveals the paramount importance of the Caroline and Marshall Islands, as far as the Central Pacific is concerned. They lay right in line across the trade routes from north to south, and their strategic value is immense. Japan has a curious predilection for forming settlements at points of strategic importance round the Pacific. It will, perhaps, be said that the mandatory nation is prohibited from fortifying these islands—and, therefore, they can never be anything but commercial depots. But does anyone really believe that if Japan constructed docks and warehouses they would not be used by her warships and submarines in the event of war with any nation on the Pacific, or that she would not carry all necessary stores there which could be used by her in case of trouble? I will even go further and say: 'If Japan chose to fortify any of these islands, who is going to prevent it?' And in such a case, does anyone think she will give up her mandate and relinquish these islands at the courteous behest of the League of Nations? No. By the occupation of these islands, colonizing them and winning over their present population, Japan's position in this vital part of the Pacific is absolutely impregnable, and she has received strategic positions in this great ocean out of all proportion to any efforts she made or losses sustained in the war. By this action alone the position of Australia from the point of defence has been greatly weakened and her future destiny threatened. Japan was certainly a loyal and faithful ally during the war, and gave great help in conveying Australian and British transports, but it is well known that Japan is very resentful over Australia's immigration policy and other similar actions, and past history has shown that the friend and ally of to-day becomes the enemy of to-morrow.

DEFENCE OF AUSTRALIA.

"This naturally brings us to a survey of the

The Smoker is entitled to know!

All good tobacco is
not **CHAMPION**.... but
CHAMPION
is all good tobacco.

THE BRITISH-AUSTRALIAN TOBACCO CO. PTY. LTD.
MANUFACTURERS.

"HURRY TO GET IT AT GRACE BROS."

BOXING GLOVES

OF WEAR-RESISTING QUALITY

Every Boy should Learn the Art of Self-Defence.
A Complete Book of Instructions. Price 1/-



Box. 1 and 2.—TOURNAMENT BOXING GLOVES.
Box. and Box. Best Nappa. Special Leather-lined.
padded wrist. Prices: 25/-, 22/6, 20/6 set of 4.
No. 4—NAPPA BOXING GLOVES. Padded wrist.
Prices: 23/-, 21/- set of 4.
YOUTHFUL TANNED NAPPA BOXING GLOVES.
Prices: 18/-, 16/- set of 4.

GRACE BROS. LTD.

BROADWAY & SYDNEY

PERDRIAU

"WATERSHED"

GARDEN HOSE

Guaranteed 3 Years

SOLD BY ALL STORES

PERDRIAU RUBBER CO. Ltd.
270 George St. Sydney, and in all States

Brunton's
FLOUR
ESTABLISHED 1865

PEARSON'S

CARBOLIC

SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER

steps necessary for the defence of Australia and the other British possessions in the Pacific. This is a somewhat contentious subject at present, and I desire therefore to disclaim any party or political bias, or wish to associate myself with political questions in any way. I look at this question as being one far above any party politics. It must be considered as an Empire question, for it concerns the safety of a great and integral portion of the British Empire, and should be decided by the Empire as a whole. I range myself with those who are convinced that the next great war will not be fought in the Atlantic or the North Sea, but will be in the Pacific, and will be won by the nation having the greatest naval strength there; also that the great prize of such a war will be the possession of Australia—and perhaps, New Zealand. What steps, then, must be taken to guard those great prizes?

"With the defeat of Germany in the Great War, any menace from that quarter is removed for a generation or two. France has never been a really great naval power in the last hundred years, and has no aspirations in the Pacific. America, besides being practically a British race in language, civilization and outlook, is not anxious to acquire possessions outside her present boundaries or far away from her borders. The only possible menace, therefore, comes from the north, where lies an ambitious and progressive nation whose people are clamouring for new outlets for their energy and race expansion. As I have already shown, Australia is seriously under-populated at the present time, even in the southern sections, while in the north and west—where the chief danger lies—the population is so insignificant as to constitute a constant menace, especially with such an immense unguarded coastline. The first requirement, therefore, is a large influx and settlement of white people in those regions—and preferably, those of our own or kindred race. The second is a strong naval force in the Pacific, based either on Australia or at some point reasonably contiguous thereto, which can protect not only the vital trade routes through and into the Pacific from the north, but can also keep the enemy away from the shores of Australia and New Zealand.

THE SINGAPORE SCHEME

"At the last Imperial Conference the insecurity

of these two Dominions and their reliance on the British Navy for protection, was strongly emphasized, and their respective Prime Ministers both attached the greatest importance to the question of the establishment of a strong naval base at some point outside Australia which would enable the sea forces of the Empire to operate with reasonable facility and security. Having this in view, the British Admiralty had chosen Singapore as the most suitable spot, and had made arrangements for the construction of a first-class naval base at that point. This position existed at the time of the Washington Conference, at which Conference Australia and New Zealand were both directly represented as a part of the British Delegation. In view of the position which then presented itself, the Dominion Delegates stood firmly for a limitation of capital ships, which entailed the destruction of the only big ship possessed by Australia. They were confident that with the establishment of a first-class base contiguous to their shores the British Navy would be able to guard its Pacific Mercantile

Marine, and thus prevent the necessity of the Dominions having to build, and themselves maintain, not only a first-class Navy for the protection of their shores and these routes, but also to incur all the immense expense involved in the building of docking facilities, armaments, and naval stores, which would be required for the protection of such a tremendous and expansive coastline. In return for such saving that would have been effected thereby, both Dominions were prepared to contribute largely to the cost and upkeep of the base in question, besides assisting in other ways themselves by the provision of submarine bases and light cruisers, which would be attached to the British Navy if war broke out.

"Judge, therefore, of the feelings of Australia and New Zealand when it was recently announced that the British Government had decided to abandon the Singapore scheme, and to reject the advice of their naval experts on such an important matter. That the position chosen, and the decision to build such a base, was a wise one from the

Continued on page 29.

THE BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

MANUFACTURERS OF:

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

WORKS:

IRON & STEEL WORKS:
NEWCASTLE, N.S.W.
IRONSTONE QUARRIES:
IRON KNOS & A
SILVER-BAO MINE:
BROKEN HILL, N.S.W.

BRANCH OFFICES:

SYDNEY:
20 O'CONNELL ST.
ADELAIDE:
28 FRANKLIN ST.
LONDON:
20, WINCHESTER ST.



BLASTING RAILS BY ELECTRIC MAGNET

HEAD OFFICE: EQUITABLE BUILDING MELBOURNE

NAVY LEAGUE



SEA CADETS

READY
AYE
READY

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

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

Navy League Ball.

SEA CADETS ASSIST.

There was quite a nautical atmosphere at the Palais Royal on September 30th, when the ball was held. The cadets of the Navy League, for the extension of which movement the proceeds will be given, did their share in making the function a success.

Squads from the Drummoyne, North Sydney, Balmain, and Concord depots formed a guard of honor at the arrival of the vice-regal party.

The floor was crowded with dancers, and the total attendance was well over eight hundred.

The Governor-General and Lady Forster arrived about 9.30 p.m. They were received by Sir William and Lady Cullen, Mr. and Mrs. Kelso King, Mr. Alfred Milson, and Mr. C. M. Shannon.

A new idea, but one quite in keeping with the evening, was the presentation of bouquets to her Excellency and Lady Cullen by Chief Petty Officers Hinchliffe and Hornshaw.

The Committee included Mrs. Kelso King (Chairman), Mrs. Venour Nathan, Mrs. Howard

Vernon, Mrs. A. G. Craufurd, Mrs. P. A. Ralsett, Mrs. George Bennett, Mrs. Le Mestre Walker, Miss Kelso King, Miss M. Austin, Mrs. H. Bray, Mrs. L. J. Davies, Miss Helen Morris, Mrs. Norton, Miss Bennett, Mrs. T. H. Silk, Miss F. Glasson, Mrs. Hamilton Marshall, Mrs. M. Mayne, Miss Hay, Mrs. Amos, Mrs. and Miss Fox.

The most successful ticket sellers were Mrs. Kelso King, 185; Miss Rita Fox, 105; and Capt. Beale, 207. Tickets were six shillings each.

NELSON NIGHT.

The Navy League will celebrate Nelson Day at Royal Naval House, Sydney, on 21st October.

The President of the League, Sir William Cullen, will deliver a short address, and later in the evening he will present English League decorations to Messrs. Harry Shelley, Kelso King, and A. G. Milson of the Executive Committee. Several officers and petty officers will receive the N.S.W. Branch award for their splendid voluntary services. These include Messrs. M. MacDonald, R. H. Wade, J. Docking, A. Wood, and Edgar Fiddien; C.P.O's R. Gaul, L. Hinchliffe, H. Stead, and G. Hornby.

HUMOURS OF THE R.A.N.



QUEER CUSTOMS SEEN ON A NORTHERN CRUISE.

PETTY OFFICER (discovers Chinaman placing food on relative's grave): "Say John! What time you think your friend come up make eat chow chow?"
CHINAMAN: "Aller same time your friend come up make smell flowers."

SUB-BRANCH AND COMPANY NEWS.

Acting Officer-in-Charge, Balmain Company
Hon. Secretary, Balmain Company
Officer-in-Charge, North Sydney Company
Officer-in-Charge, Concord Company
Hon. Secretary, Concord Company

Mr. E. GOSFORD
Mr. E. GOSFORD
Mr. M. MACDONALD
Mr. J. GOSFORD
Mr. F. L. ADAMS

Officer-in-Charge, Balmain Company
Hon. Secretary, Balmain Company
Officer-in-Charge, Concord Company
Hon. Secretary, Concord Company
Officer-in-Charge, North Sydney Company
Hon. Secretary, North Sydney Company

Mr. H. GOSFORD
Mr. E. GOSFORD
Mr. J. GOSFORD
Mr. F. L. ADAMS

BALMAIN COMPANY.

(Contributed by Mr. E. Fiddes)

Mr. S. Lea-Wilson has donated two trophies for Semaphore signalling and knotting and splicing.

Officers and cadets are anxiously waiting occupation of our depot. The present occupant hopes to vacate the premises within the next few days, and it is expected everything will be in order for the official opening before the end of the year.

Rev. G. F. B. Manning, Chaplain of the Company, conducts prayers from the quarter deck before drill on Thursday nights.

The colour of the Company's stocking tops is shortly to be altered.

The Balmain regatta is to be revived on New Year's Day, and the programme includes a cutter race for N. L. Sea Cadets over a half mile course for a trophy.

Mr. F. Gurre, officer-in-charge, is taking over the recently formed Lane Cove Company, and officer S. Cooper is to be elevated to O.C. of this Company. The officers and cadets take this opportunity of thanking Mr. Gurre for his untiring efforts in the interests of the Company. During his association with the Balmain unit he has done much towards its improvement, and all wish him well in his new sphere.

Officer Cooper has selected six cadets for an exhibition of single-stick display, and they will make their first public appearance at R. N. House on Nelson night.

Mr. J. J. Houth, our vice-president, writing to the hon. sec. from England, advises that he was for some weeks laid aside in hospital; he expects to return early in the year.

Mr. Cooper places his ball-room at the disposal of the cadets for one evening a month; each cadet has the privilege of inviting his parents. The usual classes are held, and are interspersed with musical items and refreshments. These evenings tend to create a parental interest in the activities of the Company, and are much enjoyed by all.

NORTH SYDNEY COMPANY.

A large party of cadets under the officer-in-charge (Mr. M. Macdonald) recently spent a few days camping on the shores of Middle Harbour. The Company's cutter under sail with the whaler in tow transported the boys to their destination, and later brought them back to their depot.

Apart from the pleasure derived from these outings the boys gain a great deal of experience in the handling of boats under sail.

DRUMMOYNE

Mr. Wood, who for the past year has been officer-in-charge, has resigned his position owing to business reasons. The appointment of a successor to Mr. Wood will be dealt with by the N. L. Executive at its next meeting. Meanwhile the work is progressing satisfactorily under the guidance of Messrs. Hooper and Kerkeldie.

CLOVELLY COMPANY.

A company of sea cadets has recently been formed at Clovelly, and it is anticipated that it will meet with considerable success as times goes on.

The personnel at present is made up as follows:—

Acting officer-in-charge, Mr. Hinchliffe; acting Chief Petty-Officer, Francis Hopkins; Cadets F. Windred, G. Evans, E. Sudlow, W. Bridge, H. Bridge, W. Wells, A. Lynch, W. Cook, C. Lynch, A. Kelly, P. Murphy, A. Ben, G. Webber, W. Gould, J. Veane, W. McCredy, J. McCredy, S. Holzagal, R. Worrall, A. Murphy, F. Green, G. Beverley, and V. Murphy.

Navy blue and yellow have been adopted as the distinguishing colours of the Company.



**THE
CLEVER
CLEANER**

Whichever dirt and grime collect, "CLEVER MARY" will be found the quickest agent for brushing them just rub on "CLEVER MARY" and the grime rubs off at once. Greasiness, things of oil and shoe polish, wax, grease, stains, wrinkles - for all these - and for shining hands - there's nothing just as good.

**CLEVER
MARY**

LANE COVE COMPANY.

Mr. F. Gurre, until recently officer-in-charge Balmain Company, is raising the new Company. He has already been promised the support of the Lane Cove Council and of Mr. H. Cochrane, one of the best known residents in the district, and the successful beginning augurs well for the future of the Lane Cove Company.

Navy League head-quarters has placed a cutter-gig at the service of the unit, and it is expected that Northwood Bay will be the centre of cadet activity afloat.

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.

APPLY TO



308 GEORGE ST., SYDNEY

FOR FULL INFORMATION AND ILLUSTRATED
PAMPHLETS ON

*The Great Scenic Route
Across Canada.*

The first boys to join up were: A. Thomson, E. Corish, W. Miles, J. Butcher, J. Roberts, E. Bowden, and V. Gurre. Applications for membership of the Company have been received from a widening circle of boys, and the work of selecting the most suitable from among them is now engaging the attention of the officer-in-charge.

It is interesting to note that Mr. H. Cochrane is a vice-president of the Navy League N.S.W. branch, and he is also the owner of one of the finest launches on Sydney harbour. The Company is exceptionally fortunate in having Mr. Cochrane as a counsellor and friend.

ALL OFFICERS AND INSTRUCTORS
THE NAVY LEAGUE
SEA CADET MOVEMENT
NEW SOUTH WALES

Dear Sirs:

Prior to leaving the Navy League, for a period of six months, I should very much like to express to you my earnest thanks for what you have done in the interests of our Sea Cadet Movement. No one knows so well as I the effort and the time you have given, and the unselfishness you have displayed in assisting the movement to the position it now occupies in the life of the community, and I should fail in my duty to you if I omitted to place on record my appreciation of the sterling value of your voluntary work.

And with all good wishes, allied to the hope that you will continue your splendid endeavours in the cause of our boys.

Believe me,
Yours very sincerely,

M. O. Reale

TO HELP THE BOY SCOUTS

A Doll-dressing Competition will be one of the many interesting features of the "Peter Pan Garden Fete" (organised by Mrs. Kelso King) to be held in her garden on November 15th. The fete is in aid of the Woollahra-Paddington Boy Scouts' Building Fund, so all Navy Leaguers who enter for the competition will do something for the benefit of a worthy cause, as the dolls will become the property of Miss Clive Weston, organiser of the Toy Stall. Miniature Navy League Sea Cadets would be a decided novelty—though, of



MISS RITA FOX

who, after Mrs. Kelso King, sold the most tickets for the Navy League Ball.

course, dolls may be dressed in any way that pleases the dresser.

The competition will be divided into three sections:—

- (a) The Best Dressed Doll.
- (b) The Most Original.
- (c) The Prettiest.

The prize offered in each section is a Luncheon Party for four persons at the Ambassadors, or winners may have the cash equivalent, if preferred.

The dolls must reach "Quambi," Albert-street, Edgecliff, not later than November 4th, for judging, and must each bear the name and address of the competitor. The judges will be announced later.

FUNCTIONS OF LOCAL COMMITTEES.

1. To create an atmosphere favourable to the establishment and growth of the Navy League Sea Cadet movement.

2. To consider and devise ways and means to raise funds for the support and development of local cadet activities.

3. To assist the appointed officer-in-charge, or his deputy, to carry out the duties allotted to him by the Navy League Executive through its representative, in order to ensure that complete co-ordination of training which is essential to the well-being of the Sea Cadet movement as a whole.

4. To ensure harmonious working with the educational and religious authorities, and to co-operate with all recognised organisations devoted to the welfare of boy life.

NOTE.—Where an Honorary Secretary exists, all communications should be addressed to him. When, however, circumstances demand that imme-

diately action shall be taken—e.g., cadets required at short notice to form a guard of honor, as was recently the case, head-quarters shall communicate with the officer-in-charge or with his deputy direct.

SYLLABUS OF TRAINING FOR SEA CADETS.

1. Squad drill and marching.
 2. Mariner's compass—construction and uses.
 3. Helm—construction and uses.
 4. Anchors—construction and uses.
 5. Boat management—oars and sail.
 6. Knots, hends, hitches and splices.
 7. Rule of the road.
 8. Lead-line and markings.
 9. Semaphore signalling.
 10. Morse signalling.
 11. International code of signals and flags of all nations.
 12. Encouragement of healthy sport.
- (The above is reprinted from previous issues.)

Is your Costume Murdoch Made?

It makes all the difference!

Buying a Costume in most places, you pay a profit to two people—the Manufacturer and the Retailer. Murdoch's Costumes are made in their own Workrooms—the wool comes direct from the mills—therefore you buy DIRECT—and save the difference!

Men's All Wool One-Piece Neck-to-Knee Bathing Costumes, in Plain Black or Black with coloured trimmings or bands of Royal, White, or Red. Special features of the "Surfo" are low-cut neck and armholes, narrow shoulder straps, short legs, hemmed and double gusseted. Sizes 32, 34, 36 in. 38-40 in. 8/11. 42-44 in. 10/11.

BOYS' COSTUMES

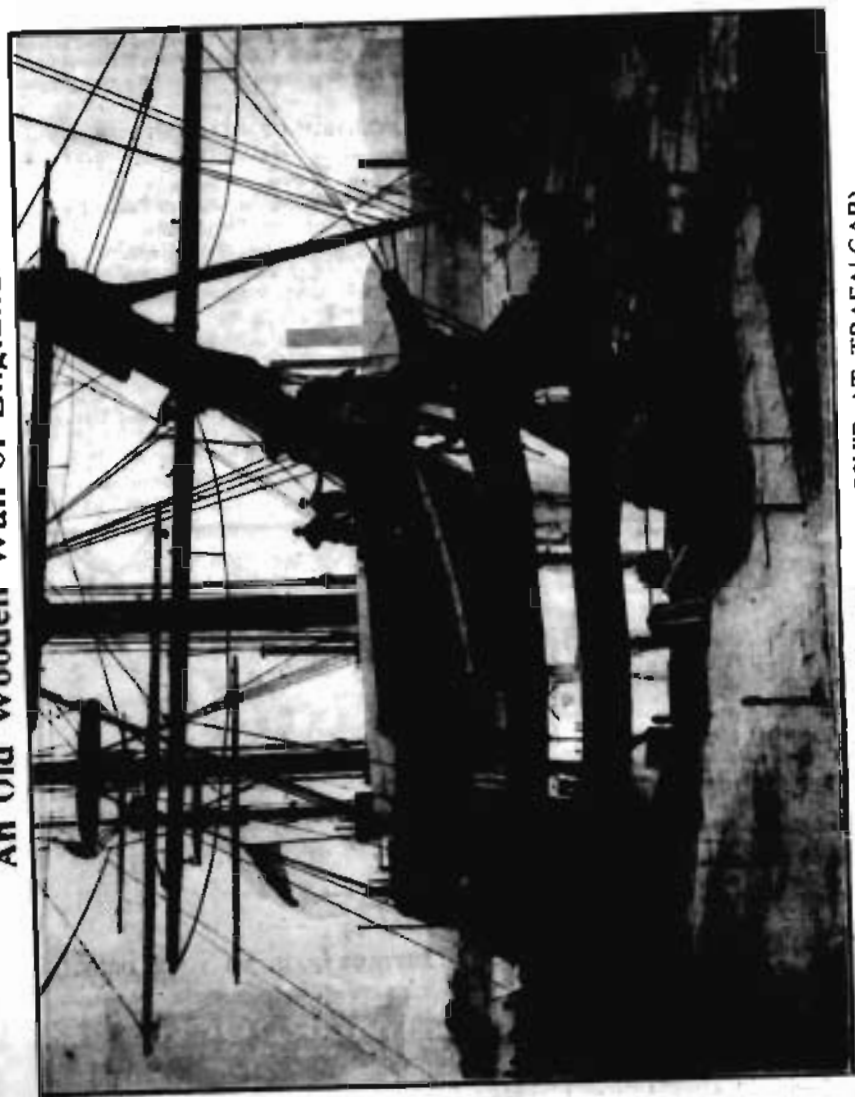
One-piece Bathing Costumes in Plain Black or Black with coloured trimmings of Blue, Red or White, with or without sleeves. Wool and Cotton. 20 inches 22 in., 5/3; 24 in., 5/6; 26 in., 6/-; 28 in., 6/6; 30 in., 6/11.



POSTAGE PAID TO YOUR DOOR.



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



H.M.S. VICTORY (NELSON'S FLAGSHIP AT TRAFALGAR)
Entering Her Final Resting Place.

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

| | |
|-----------------|------------------------|
| CAPITAL PAID-UP | £3,476,287 10 0 |
| RESERVE FUND | £2,700,000 0 0 |
| RESERVE CAPITAL | £3,500,000 0 0 |
| | £9,676,287 10 0 |

DIRECTORS:

GEORGE J. COHEN, CHAIRMAN; HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN;
O. E. FRIEND; HON. JAMES ASHTON, M.L.C.; SIR WILLIAM VICARS, C.B.E.
GENERAL MANAGER: H. H. MASSIE

ASSISTANT GENERAL MANAGER AND CHIEF INSPECTOR: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICE: 18 BIRCHIN LANE, E.C. 3. LONDON BANKERS: THE BANK OF
ENGLAND; WESTMINSTER BANK LIMITED; BARCLAYS BANK LIMITED

BRANCHES THROUGHOUT NEW SOUTH WALES and QUEENSLAND.

AGENCIES THROUGHOUT AUSTRALIA, TASMANIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD.

TOTAL ASSETS, June 30th, 1924 - - - £41,288,434.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

| | | | | | | | |
|------|------------|------|------------|------|-------------|------|-------------|
| 1834 | £1,498,811 | 1874 | £4,244,231 | 1904 | £12,895,599 | 1914 | £27,301,279 |
| 1884 | £1,847,182 | 1884 | £8,988,412 | 1904 | £14,351,722 | 1924 | £41,288,434 |

NAVY LEAGUE RULES GOVERNING ALL CUTTER RACES.

DISTANCE.—Races shall be over a distance of half a mile in a direct line.

STARTING—METHOD OF.—The start shall be by Pistol shot.

BANKING.—All boats to be doublebanked. Rows (only) to be single banked, and an extra coxswain to be carried.

AGE.—No member of the Crew (with the exception of the Coxswain) shall be more than 16 years of age on the day of the race. Competitors failing to comply with this condition will be disqualified.

HANDICAPS.—Cutters: In all races where different length cutters pull together there will be handicap as follows:—

(a.) 28 ft. and 30 ft. 12-oared boats will pull together without handicap.

(b.) 26 ft. and 28 ft. 10-oared boats will be allowed three seconds start per half-mile from cutters pulling 12-oars. (See (a.) above).

COXSWAIN.—The Officers-in-Charge of Companies shall have power to take charge as Coxswains or may nominate any bona fide Officer of his Company to act in that capacity.

BALLOT FOR POSITIONS.—The positions to be balloted for. The draw to take place in the presence of three members of the Navy League Committee, and the Officers-in-Charge of Units to be notified one day prior to the race.

PERMANENT FITTINGS IN BOATS.—No permanent fittings shall be moved or interfered with. Any breach of this rule will be met by disqualification.

DISTINGUISHING PENNANT.—Each boat to carry in the bow a triangular pennant of the color of the particular Company.

UNIFORMITY.—Crews of each boat to be uniformly dressed.

PROTESTS.—Protests must be lodged in writing with the Judge within one hour after the event.

PROTEST COMMITTEE, JUDGE AND STARTER.—Two members of the Executive Committee of the Navy League to appoint Judge and Starter; the two members to also act as a Committee for the consideration of protests.

DISQUALIFICATION.—(a.) Coxswains of boats are especially warned that any neglect to obey immediately the orders of the starter will render their boats liable to instant disqualification.

(b.) Any boat wilfully, or from neglect, fouling another boat.

(c.) Any boat altering her course in order to prevent an overtaking boat from passing her does so at her own risk, and will be disqualified if fouled.

BLACKENING GRATING, ETC.—The bottoms of boats shall not be covered with shellac, blacklead, or any other foreign substance; nor shall be altered in any way, or any other than the regulation stretchers be used.

The Honorary Secretary of each Company shall forward to the Hon. Sec. of each other Company a list of the names and ages (in years and months) of the personnel of his Company's crew one week prior to the date arranged for a race, such lists to be verified and signed by the Officer-in-Charge.

(Regulated for guidance of Officers)

READY-TO-ERECT WEATHERBOARD COTTAGES

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

"SIMPLEX" PORTABLE BUILDINGS

The "SIMPLEX" house solves the building problem where skilled labour is difficult to obtain or expensive. The "SIMPLEX" is absolutely portable. The materials are forwarded in panels, together with illustrated working and key plan, so that anyone can put them together. No nailing required. The Houses are as readily dismantled without damage. The "SIMPLEX" is the ideal seaside or week end home. For isolated settlers there is nothing to compare with it. It can be shipped or railed to any place in a comparatively small compass, and its erection is a matter of hours only. "SIMPLEX" Catalogue and Price List on application.

Obtainable only from

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

TIMBER AND JOINERY MERCHANTS

Telephone Nos.: NW 2515 (2 Lines); NW 1722, NW 1501 (Joinery Department);
City 946 and City 0165.

WHAT OUR ADVERTISERS ARE DOING.

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:—

Aberdeen Line of Steamships, Dalgety & Co., Ltd., Agents, Sydney.

Adelaide Steamship Co., Ltd., 22 Bridge St., Sydney.

Anthony Hordern's & Sons, Ltd., Sydney.

A. U. S. N. Co., Ltd., 7 Bridge St., Sydney.

Australian Steamships, Ltd., 350 George St., Sydney.

Aunt Mary's Baking Powder, Ltd. All grocers.

Art Metal Ceilings (Wunderlich, Ltd., Baptist St., Redfern).

Broken Hill Proprietary Co., Ltd., Collins St., Melbourne.

Branton's flour.
Burnet's Jelly Crystals Ltd. All grocers.
Burns, Philp & Co., Ltd., Bridge St., Sydney.
Champion and Victory Tobacco. All tobacco-nists.

Clever Mary Cleaner. All grocers.
Commonwealth Bank, Sydney.

Dempster, Ltd., J. M., "Ayrshire" House, 311, George St., Sydney.

Elliott's Fruit Saline. All chemists and stores.

Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St., Sydney.

"Filrolite," James Hardie & Co., Ltd., corner York and Barrack Sts., Sydney.

Fountain, S. R. Flour. All grocers.

Globe Meat Products (James Barnes, Ltd.), Redfern, Sydney.

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

You will be helping the Navy League.

Government Savings Bank of New South Wales, Sydney.

Grace Bros., Ltd., Broadway, Sydney.

Hardy Bros., Ltd., Jewellers, 13 Hunter St., Sydney.

Huddart, Parker, Ltd., 10 Bridge St., Sydney.

Joyce Biscuits, Ltd., Camperdown, Sydney.

John Bull Self Raising Flour.

Kiwi Boot Polish. All boot stores.

Mangrove Belting.

Mary Gold Essences. All grocers.

Melbourne Steamship Co., Ltd., corner Clarence and Barrack Sts., Sydney.

Mercantile Mutual Insurance Co., Ltd., 16 Martin Place, Sydney.

McIlwraith, McEachern Line of Steamers, 61 Pitt Street, Sydney.

Murdoch's Ltd., Park St., Sydney.

Newland's Bros., Bedstead Manufacturers, Sydney.

Orient Line of Steamers, Spring St., Sydney.

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

Perdriau Ruhlmer Co., Ltd., George St., Sydney.

Perpetual Trustee Co., Ltd., Hunter St., Sydney.

P. & O. Steamship Co., Ltd., Union House, Sydney.

Pearson's Sand Soap. All grocers.

Penfold, W. C. & Co., Ltd., 88 Pitt St., Sydney.

Permanent Trustee Co. of N.S.W., Ltd., 25 O'Connell St., Sydney.

Saxton & Sons, Ltd., A. C. Timber Merchants Sydney.

The Australian Bank of Commerce, Ltd., Sydney.

The Bellambi Coal Co., Ltd., 16 Spring St., Sydney.

The Commercial Banking Company of Sydney, Ltd.

Theatres—J. C. Williamson, Ltd., Sydney.

Upton & Co., Ltd., Soap Manufacturers, Alexandria.

White Star Line of Steamers. Dalgety & Co., Ltd., Sydney.

Whisky—Red, White and Blue. All hotels and clubs.

Woods' Great Peppermint Cure.

Zam-tuk. All Chemists.

**PLEASE ASK A FRIEND TO HELP
THE NAVY LEAGUE.**

"Costs a little more
Worth a lot more."

Aunt Mary's Baking Powder

Made from the finest Cream of Tartar—free from all adulterants. Makes delicious crispy scones, dainty cakes and pastries. Always insist on Aunt Mary's Baking Powder.



U A C

Upton's Ammonia Cleaner

Better than Soap for Laundry Work. Save Coupons and Obtain Prizes. Write to Us For Particulars.

UPTON & CO. LTD.

Soap and Candle Works

ALEXANDRIA

Tel. Mouscat 235

The Britannia and the Endeavour.

EARLY TRADERS TO SYDNEY.

BY CAPT J. H. WATSON, F.R.A.H.M.

THE ship Britannia, 300 tons, Captain Raven, belonging to the port of London, was a regular visitor to Sydney in the early days of the colony, making her first voyage in 1791, and Governor Phillip in a dispatch to Lord Grenville says that "from reports made by the masters of the different ships I have reason to hope that a whale fishery may be established on this coast. The master of the Britannia assures me that he saw more spermaceti whales between the South Cape and this harbour than he saw on the Brazil coast in six years: and three of the whalers are now on this coast."

As there was no export trade from Australia until whale fishery, or whaling, began, the ships which brought out convicts turned their attention to that and sealing, both of which were very important features of Sydney commercial status until both these families of mammalia became practically extinct in about sixty years.

In 1792 Captain Raven arrived at Sydney with the usual passengers, and intended to visit the western coast of New Zealand on a sealing expedition, his crew had been shipped in London for that purpose. His ship was chartered for a voyage to India for provisions, and on his way down the New Zealand coast he put into Dusky Sound to land ten of his surplus crew, with instructions to collect as many seals' skins as possible, and he would pick them up on his return voyage. "To this request, Mr. Leith—the second mate—assented in the most unequivocal and manly manner that can be conceived." Captain Raven considered that the prospect of procuring skins and leaving his people there might justify his conduct and acquit him of any charge of hazarding the men's lives on such a speculation. The crew of the Britannia therefore set to and

built a house 40 feet long, 18 feet broad, and 15 feet high, and landed provisions and stores for twelve months. There was also left them iron-work, cordage, and sails, etc., for the building and rigging of a small vessel, which was to be built to convey those who were to be left there to a port in case the Britannia failed to return. On December 1st, 1792, the ship sailed and left the sealing party.

True to his word, Captain Raven, after making his voyage to India and back to Sydney, as soon as possible sailed for Facile Harbour, Dusky Sound, where he arrived on September 27th, 1793, having been away just ten months.

He found them all well, and that they had collected 4,500 seals' skins, and had very nearly completed a small vessel, the dimensions of which were 40 feet 6 inches on the keel, length on deck 53 feet, 16 feet 10 inches extreme breadth, and 12 feet hold.

Captain Raven says that the carpenter—who was one of those left—"had built her with that strength and neatness which few shipwrights belonging to the merchant service are capable of performing."

Sydney in its youth was largely dependent on India for its food supply, both animal and cereal, and a vessel named Endeavour was one which had made some voyages with cattle and sheep.

On her last voyage, under Captain William Wright Bampton, she arrived at Sydney on June 1st, 1795, with 131 head of cattle, and when she had landed these, she left on September 18th for India. If there was no cargo to be had here, it was usual for vessels to go to New Zealand for timber, the long, straight trees being much valued for masts and spars by shipbuilders. On

"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

A YOUNG VIKING



THIS FINE BOY IS TYPICAL OF MANY
N.S.W. NAVY LKAGUN SEA CADETS.

running down the coast the vessel sprang a leak, and as she was near Dusky Sound she was sailed in there and run ashore in Facile harbour.

On examination the ship was found to be much worse than was thought; the carpenter reported her bottom timbers to be rotten, and she was beyond repair. The only thing left for them to do was to build a vessel out of her timbers and some Australian timber they had in the hold which was being taken to India.

On looking about them, in another locality they came across the spot where the men of the Britannia had built their little vessel, and there she was as they had left her.

This small craft, however, if completed would not carry half the people the Endeavour had—for, in addition to her own crew, there were 50 con-

victs whose sentences were expired, and about the same number whose sentences were not expired, but who had managed to stow away on board. His own crew of lascars would probably number about 40, so with officers and "idlers" there would be about 150 people. Captain Bampton finished the small vessel, which was named Providence, and, taking as many as he could of the stranded people on board and sending the others to the small brig Fancy, an Indian vessel which accompanied him, he sailed for India. He called at Norfolk Island, and handed over to Lieutenant-Governor Phillip Gidley King about thirty of the stowaways together with a number of time-expired men, none of whom he had room for on his small vessel on a voyage to India.

At Dusky Sound, those who were left behind were building out of the Endeavour's long boat, a small schooner. A man named Hatherleigh, a carpenter of the Endeavour, and formerly a shipwright on H.M.S. Sirius, was in charge of this work. When this vessel was completed, as many men as she could take left for Sydney under the charge of Mr. Waine, one of the mates of the wrecked vessel, and she was given the name of Assistance. She arrived at Sydney on March 17th, 1796, and the last morsel of food had been eaten.

There were still a number of men left at the Sound, and these were brought to Norfolk Island by an American vessel, the Mercury, in 1797, having been at Dusky Sound 20 months.

M. C. F. H. POLLOCK, Hon. Sec. and Treasurer, Hawkes Bay (N.Z.) branch of the Navy League, writes:—

"We are always greatly indebted to your Emuch for so regularly sending us your Journal and I want to tell you how particularly interested we are in the September copy just reaching us containing Mr. E. G. Mark's article, "Jellies at Jellies." It is admirable in every way, and I have no hesitation in saying entirely represents the opinion of every student of naval history in New Zealand.

There will scarcely be any necessity to tell you with what profound admiration and affection Lord Jellicoe is held throughout this Dominion. It is quite unparalleled. He is a truly "Great" man, and his potent dignity and supreme loyalty under these unworthy comments and criticism is a splendid example. I personally have been privileged to know him well, and he has visited this district on many occasions.

The Navy League throughout N.Z. owes him lasting gratitude for the inspiration and encouragement he has been to us all in our work and aims."

PERPETUAL TRUSTEE CO. (Limited)

ACTS AS:

Trustee under Wills, Executor,
Administrator,
Attorney under Power, Agent,
Etc., Etc.

IT CLAIMS

That it can Manage Trust Estates more
Economically than the Private
"Amateur" Trustee.

That it has Better Facilities for Invest-
ment.

That the Trust Funds are More Carefully
Safeguarded by it.

That Trust Business Receives More
Enlightened and Continuous At-
tention at its hands.

That it is always available to its Clients.

That it is a Specialist in the Management
of Trust and Agency Business.

WRITE FOR EXPLANATORY BOOKLET

33-39 HUNTER STREET, SYDNEY

MANAGER, R. COPLAND LETHBRIDGE.

AUSTRALIA AND THE PACIFIC.—

Continued from page 10.

point of view of the Empire, was clearly shown in the irritation expressed by the Japanese Press when it became known that Great Britain intended proceeding with this scheme. Such a decision was not in any sense contradictory to any resolution passed at Washington in regard to fortified places, as Singapore was entirely outside the Pacific, and was simply intended as a reasonable measure of security for the British Marine in connection with their trade to India, Straits Settlements, Australia and the East generally. Unfortunately, the present British Government appears to have looked at the question in a different light, and to have made an adverse decision, largely from party considerations, and without due regard to its probable effect on the British possessions in this part of the world.

"It has been well said that the supremacy of the British Navy constituted the greatest guarantee for international peace that existed in the world. But where will the supremacy of that Navy be unless it is kept in full strength at the various danger points, and with every provision made to enable it to operate speedily and effectively? I sympathise with those pacifists who hope that war can be prevented by friendly conferences and compromises on points of difference; but, unfortunately, the history of the past does not show any alteration in human nature when passions are aroused, and the best safeguard for any Empire such as ours is the possession of a strong moral character in its people, backed up by the protection of a powerful navy to enforce what it believes to be right and fair. Weakness in this respect only awakens the cupidity of other powers, and especially of those which are ambitious and have not the same moral standard on which we pride ourselves.

"I sincerely hope, therefore, that on reconsideration of this great matter the British Government will remember what is due to both the Empire itself and also to those of their own kith and kin, who in the recent hour of danger gave both their lives and their money that this great Commonwealth of nations, which we call the British Empire, might be maintained intact for the benefit of civilisation and the freedom and security of its people both in the North Sea and in the outlying parts of the world."



Patsy Buttermilk Biscuits

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 distributor cannot supply you, please write Joyce Biscuits, Ltd., Corporation, Sydney, and we will see that you get them.



**Globe Brand
Meat Products**
QUALITY GUARANTEED
ASK FOR

**Globe Sheep Tongue
Globe Ox Tongue
Globe Meat Extract**

JAMES BARNES LIMITED
MANUFACTURERS
REDFERN, NEW SOUTH WALES
ESTABLISHED 1881

WUNDERLICH
ART METAL CEILINGS
are artistic, distinctive, fire-retarding, white
ant proof and easily erected—yet available
at surprisingly moderate prices.

DURABESTOS
ASBESTOS CEMENT
BUILDING SHEETS
are strong, weather-proof and everlasting.
They are made in many sizes for External
and Internal Walls and plate Ceilings.

DURABESTOS SLATES
make an ideal roofing, which protects and
beautifies the home for all time.

WUNDERLICH
ROOFING TILES
combine unmatched beauty with extreme
durability, and afford everlasting protection
to the structure they embellish. They are
available in shades of red and chocolate.

WUNDERLICH LIMITED
THE CEILING AND ROOF PEOPLE
COR. of BROWN, CLEVELAND and ST. REDFERN
and at 26 HUNTER STREET, NEWCASTLE
Box 174 G.E.O., SYDNEY. Phone Redfern 426.

The facts and warnings contained in this excellent address by Sir Hugh Denison are elaborated and exhaustively discussed in E. George Marks' capital book, "WATCH THE PACIFIC!", which is now the theme of comment throughout the world—from China to Peru. "WATCH THE PACIFIC!" is the trumpet call to Australians to awake from their perilous slumber. It was written in Australia, published in Australia by Cole's Book Arcade, Sydney, and is replete with Australian sentiment.

PLEASE ASK
A FRIEND TO JOIN
THE
NAVY LEAGUE.



Silver Cup presented by
Mr. Lea-Wilson to Richmond Company of
Sea Cadets.

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, WEIGHS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto—
"For God, for the King, for the Empire."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital . . . £5,000,000
Capital Paid-up and Reserve . . . £1,000,000
Aggregate Assets at 30th June, 1934 . . . £14,000,000

Directors: MR. MARK SHELTON, K.M.C., Chairman;
FRANK N. YARWOOD, F.C.P.A.; THOMAS CAMERON;
R. H. LYNCH, D.B.K.; GEORGE J. BULL, D.B.K.;
LIEUTENANT G. F. HUTCHINGS, M.B.E.

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

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 130
PLACES IN NEW SOUTH WALES.

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

BRANCHES AND RECEIVING OFFICES AT 27
PLACES IN QUEENSLAND.

MELBOURNE:—235 Collins-st. Manager—M. D. FERRY.
ADELPHI:—33 Rundle-st. Manager—R. T. MOORE.

LONDON:—37 Threadneedle-st. K.C. 2
Manager—A. F. JENKINS.

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

EVERY DESCRIPTION OF BANKING
BUSINESS TRANSACTED.



FIBROLITE
FIBRO CEMENT

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

Write for Free Catalogue.

James Hardie & Coy. Ltd.
"Asbestos House"

York and Wynyard Streets, Sydney.

ANTHONY HORDERNS' FOR EVERYTHING

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

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

ANTHONY HORDERN & SONS, LIMITED
BRICKFIELD HILL, SYDNEY.

"PACIFIC" COAL

Is splendid Household and
STEAM COAL

**BRIGHT BURNING and
GREAT HEATING
POWER.**

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



THE NAVY LEAGUE.

PATRON—

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

H. E. THE STATE GOVERNOR,
ADMIRAL SIR DUDLEY DE CHAIR, K.C.B.

PRESIDENT—

THE HON. SIR W. F. CULLEN, K.C.M.G., M.A. LL.D.
Environment Governor and Chief Justice
of New South Wales

EXECUTIVE COMMITTEE—

| | |
|----------------------------|------------------------------------|
| EDWARD W. KING | SIR F. G. WALKER, K.B.E. |
| KELSO KING | SIR A. MACGOSKID, M.D. |
| SIR SAMUEL HORDERN, K.H. | A. DONOHUE, WRANGLER |
| F. W. HENDER, O.B.E. | JUDITH A. P. KACZOROVSKY, M.A. |
| ALFRED G. MILSON | J. PAVES |
| O. E. FEINBAK, B.A., LL.D. | SIR A. W. MANN, K.B.E., M.L.C. |
| OSCAR LIPKE | C. M. C. SHANNON |
| H. K. MARSH | HARRY SHILLERY |
| E. P. SIMPSON | WALTER M. MANN, M.P. |
| A. GOSSETT STEPHEN | A. FORSTER NEWLANDER |
| A. J. WEAVER | SIR THOMAS HUGHES, M.L.C. |
| CAPT. A. W. FRANK, F.R.S. | HON. J. LANE MULLINE, M.A., M.L.C. |
| CAPT. S. G. ORRIS, F.R.S. | T. FEN |
| J. J. EYRE | T. H. SILK |

HON. MEMBERS—

MAJOR GENERAL BRAND, C.B., C.M.G., D.S.O.
CAPTAIN A. G. CHADFAIR, R.N.
COMMANDER H. L. QUICK, R.A.N.

HON. TREASURERS—

KELSO KING
C. M. C. SHANNON
HARRY SHILLERY

HON. SECRETARIES—

F. W. HENDER, O.B.E.
ALFRED G. MILSON

ORGANISER AND EDITOR OF JOURNAL—
W. W. BRALL, O.B.E. (IML)

PLEASE NOTE.

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.

PHONE: B 7808.

Silver-plated Bread Plates, with best quality steel.
Made in Silver-plated handles. Prices from 2R 14s.

Gifts of Silver-plate

Inexpensive Gifts in wide variety await inspection at Hardy Bros' Silver Plate Department. The present stocks are larger and of more attractive values than at any time for years past - for handsome trophies and distinctive gifts, Hardy's finest quality English Silver Plate offers unique opportunities.

Five per cent. Discount allowed for cash.
Write for an attractive illustrated booklet.

HARDY BROS LTD

The House of Exclusive Jewellery
13 HUNTER STREET, SYDNEY
110-116 QUEEN STREET, MELBOURNE
295-300 COLLING STREET, MELBOURNE

Orient Line

AUSTRALIA - ENGLAND (London)

Regular Sailings from

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

FLEET.

| | TONS |
|---------------------|--------|
| "ORAMA" | 20,500 |
| "ORONSAY" | 20,500 |
| "ORANTO" (Building) | 20,500 |
| "ORMONDE" | 14,853 |
| "ORMUZ" | 14,533 |
| "ORVIETO" | 12,155 |
| "OSTERLEY" | 12,129 |
| "ORSOVA" | 12,036 |
| "ORCADES" | 10,000 |

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

REDUCED FARES ALL CLASSES.

Orient S. N. Co. Ltd.

2-4-6 SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors - C. Talbot, R. J. Tait, and Frank Tait.

CRITERION THEATRE.

JOHN D. O'HARA

IN

"The Laughter of Fools"

Commencing Saturday, October 18
"LIGHTNING"

HER MAJESTY'S.

J. C. Williamson's

New Musical Comedy Co.

IN

"Whirled Into Happiness."

THEATRE ROYAL

CLAUDE FLEMMING and
MARIE BURKE

IN

"The Cousin from Nowhere."

The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

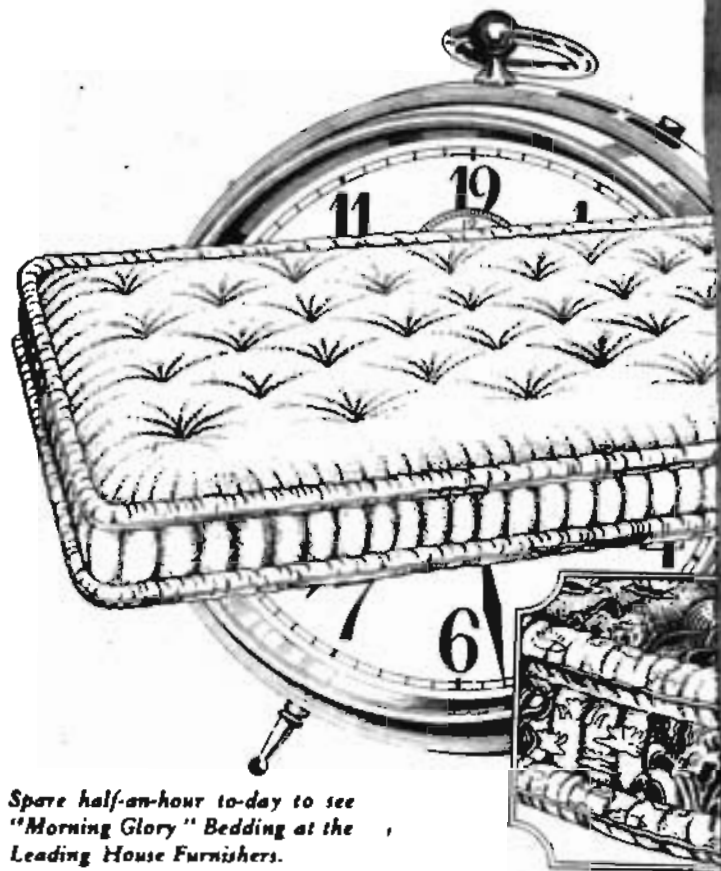
PROPRIETORS OF THE

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

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

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

OFFICES—16 SPRING ST., SYDNEY



Spare half-an-hour to-day to see
 "Morning Glory" Bedding at the
 Leading House Furnishers.

Produced by NEWLANDS BROTHERS LTD.

Wholesale
 Only.

My "Morning Glory" Bed

WHEN I consider the importance of my bed in the economy of my life, when I reflect that I came into the world on a bed and shall probably go out of the world on one, and that, like the rest of my fellow creatures, I spend under the bed clothes about one-third of my earthly existence, I am constrained to acknowledge that a good bed is one of the best of good things.

Most of us can rub along without a motor car, or a pianola, or a billiard table, or even a gramophone, but which of us could get along without a bed?

Of course, there are beds and beds. I have lain on beds which aroused all the worst instincts of my nature and inspired me with an unholy impulse to arise and do my fellow creatures bodily injury—bumpy beds, lumpy beds, sagging beds, preternaturally uncomfortable beds.

But I lie on a "Morning Glory" bed—the best bed ever invented by man. It is resilient. It is cool. It adapts itself to every movement of the body. It is beautiful. It is the very acme of comfort.

With clusters of roses hanging round my head and the free winds of heaven blowing on my face—for I sleep on an open verandah—I lie for hours, with pipe in mouth and book in hand—and half a dozen others within easy reach—resting my body and giving rein to my imagination, until, at last, deliciously tired, I switch off the light and fall into a deep and placid sleep.

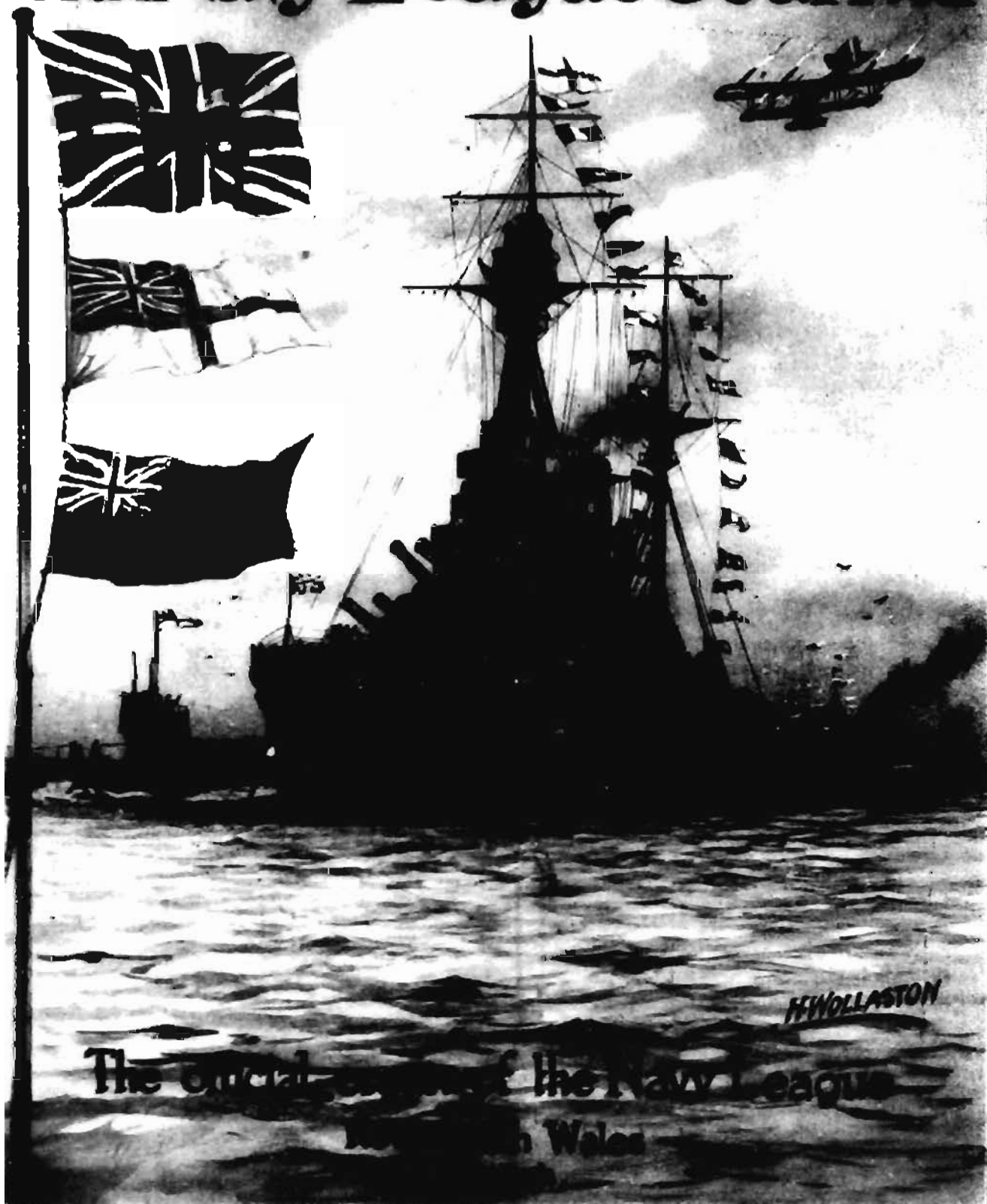
WALLACE NELSON.

VOL. 5, No. 7.

NOVEMBER, 1924.

TELEPHONE. B 7808.

The Navy League Journal



The official organ of the Navy League
South Wales

H. WOLLASTON

Commonwealth Bank
of Australia
ESTABLISHED 1912.

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

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

SAVINGS BANK AGENTS ARE ALSO ESTABLISHED AT THE FOLLOWING:-
GARDEN ISLAND (SYDNEY)
NAVAL DISTRICT, WILLOWBURY (VICTORIA)
H.M.A.S. TINGRA H.M.A.S. HOBBS
SYDNEY " PLATEPLA
" MELBOURNE " GEMANIL
" TUREDO DIST. AGENCY

Acting Governor
JAMES KELL.

PERMANENT
TRUSTEE COMPANY OF N.S.W. LTD.

Trustees—Executors—Attorneys—Agents
Estates Under Control Exceed
£8,000,000.

This Company's advantages are unique. Its Special Act of Parliament stipulates that the whole Capital and Assets—over one million pounds—shall be liable for the protection of clients' interests. Further a special feature of the Company's service is the deferment of Corpus Commission charges until the estate becomes distributable.

EXPLANATORY BOOKLET POST FREE.

E. V. T. WHITTLE J. W. BARNES
ASSISTANT MANAGER MANAGER

25 O'CONNELL STREET, SYDNEY.

J. M. DEMPSTER LTD.
JEWELLERS & SILVERSMITHS

RELIABLE
WRISTLET WATCHES



Case: White Gold, Silver, Steel, Monocel
Band: Black, White, Green

Open Heart, Moon Dial 47
Swiss, 4 hour Dial 58

With Luminous Dial 50/100

GENTS' POCKET WATCHES

Waltham in Silver, Open face 90 Hunter 96 Rooster hat
Silver open face 27/10 1 untidy £10 10
Gold Watches from £10 10

THE AVONSHIRE LEVER POCKET WATCH

"True to Ball Time."
A Splendid Watch for Boys

Gun Metal, Open face
Plain Dial 25 Luminous Dial 30

Silver
Open Face, Luminous Dial
Hunting Case, Luminous Dial

J. M. DEMPSTER LTD.

JEWELLERS SILVERSMITHS
NEW SHOWROOMS:

Aynbire House,
311 GEORGE ST. SYDNEY

NEARLY OPPOSITE HUNTER STREET
J. M. Dempster, Managing Director.

THE
"RED, WHITE and BLUE"
WHISKY



The Navy League Journal

VOL. V. No. 7.

SYDNEY, NOVEMBER, 1924.

PRICE 3d.

Proud Boast of Navy League.

Sponsoring Sons of the Sea.

Movement that all should support.

Frequently the jibe or the remark has been transmitted from overseas that, collectively, we as Australians, living in Australia were not sea-going people, rather were we "land lubbers" of unmistakeable ideals.

PERHAPS, in the past, there has been justification for this uninvited criticism, for as a young country the people, busily engrossed in laying the foundation of, now, one of the world's commercial centres, gave their primary and undivided attention to the demands of internal organisation.

Therefore, occupational opportunities and the adoption of the sea as a calling in life was never seriously considered.

But as 98 per cent. of the population of this vast Continent has the English blood flowing

through its veins—the blood of a nation that has for centuries past lived and fought on the sea and won the freedom of the seven seas—the inborn love of the sea of the Australian has only required sympathetic and practical encouragement to manifest itself.

War's Backhand Blessing.

But it was left to the War and its aftermath to give Australia an impetus to consider her natural needs. It invigorated Australia and charged her with a parental obligation to her offspring:

Thus we find that our Navy League Sea

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

C. C. GALE
THEO. J. MARKS

A. K. JAGGER, CHAIRMAN

J. M. ATKINSON,
L. J. DAVIES

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

Losses by Lightning, Bush Fires and
Gas Explosion Paid.

Be Patriotic — Insure Australian Property
in an Australian Insurance Company.

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY.

KELSO KING, MANAGER.

Interstate Steamship Sailings

Modern Passenger
Steamers:

KATOOMBA
CANBERRA
LEVUKA
ZEALANDIA
KAROOLA
WYREMA
BOMBALA
DIMBOOLA
COOMA

Regular Passenger and Freight Services
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

| | | |
|------------------------------|------------------------------------|---------|
| Adelaide Steamship Co. Ltd. | - 22 Bridge Street, Sydney | - 9620 |
| A. U. S. N. Co. | - 7 Bridge Street, Sydney | - 10885 |
| Australian Steamship Ltd. | - 350 George Street, Sydney | - 8221 |
| McAlister, McEachern Line | - 81 Pitt Street, Sydney | - 7566 |
| Huddart, Parker, Ltd. | - 10 Bridge Street, Sydney | - 9686 |
| Melbourne Steamship Co. Ltd. | - Cr. Clarence and Barrack Streets | 8213 |

TELEPHONE

Cadet Movement was launched on these ideals. With the aid of a number of warm-hearted patriotic citizens, loyal to their country in peace time as well as in the dark days of War, an organisation is now established which, although only in its swaddling clothes, is now a worthy branch in the growth of the community.

It strives to attain gigantic proportions, and we would say to those loyal citizens of Sydney who have not yet lent practical support — "Show your appreciation of the doctrine of the Navy League and, incidentally, liquidate a moral debt to yourself, your King and your Country, by enlisting in the ranks as a subscribing member and thus

support the Movement to its utmost."

The Navy League Sea Cadet Movement is more than a hobby or recreation—it is a powerful link in the chain of our destiny.

Australia is growing up—it's now a big offspring of the Mother country: It must, eventually, reach maturity and so fend for itself in the battle of life, and demand a respected status in the world's nations.

Remember then, officers and boys of the Navy League, that as you revel in the healthy environment and the enjoyable privileges of the Movement, your ideals are charged in this direction.

"FOR SERVICES RENDERED."



Mr. A. G. MILSON (left) and Mr. KELSO KING (right) who, together with Mr. HARRY SHELLEY, received the unique and coveted Navy League Special Service Decoration from Headquarters, London.

The Call of the Sea.

Now a healthy boy does not haze his brains with questions of good or bad fortune, and he has only a nodding acquaintance with Chance (remarks a leading English critic).

He is cocksure as a rule—in himself naturally. Further, a boy who has the sea for megalomania is a boy who dreams dreams. He has illusions which are so beautiful that they become real. He knows what he knows. He has read, and his

illusions are founded largely on the romances he has sampled. He knows the sea—you may be certain of that. He knows it and loves it.

He is certain that Treasure Island existed, that Clark Russell, Manville-Penn, Henly, and a score of others, who have brought off some very wonderful and romantic bedazzlements, made true pictures of the sea and sailors.

The Aberdeen Line

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

Fitted with Wireless Telegraphy and Submarine Signalling Gear.

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

* New Steamer.

First and Third Class Passengers Carried.

NEW ABERDEEN LINER "DIOGENES," 12,500 TONS.

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

DALGETY & COMPANY, LIMITED At all Australian Ports

White Star Line

Cabin Passengers Only.

Australia to Southampton, London and Liverpool via South Africa.

Regular Sailings of the Fine and Popular Steamers

| | |
|-----------|-------------|
| "CERAMIC" | 18,500 Tons |
| "MEDIC" | 12,000 " |
| "PERSIC" | 12,000 " |
| "RUNIC" | 12,500 " |
| "SUEVIC" | 12,500 " |

Also Cargo Steamers at Frequent Intervals.

For Full particulars as to Freight and Passage Money apply to

DALGETY & COMPANY, LIMITED At all Australian Ports



WHITE STAR LINER "CERAMIC," 18,500 TONS.

The Breed That Stays.

Therefore, it is wise to consider the boy as well as those precepts which are grounded definitely in the brain of the vast majority of sailors. You may depend upon it that the boy who wishes to be a sailor is one of the elect. He may be very hazy

as to why he wishes to go to sea: but consciously or unconsciously he is of the breed that made the Empire; of blood-fellowship with Drake, Frobisher, Raleigh, Anson, and the thousands who fought with them in the spacious Elizabethan days.

A Sailor's Life—The Best Education.

There is nothing equal to the life of a sailor for its amazing scope and interest. In the old sailing-ship days it was at its best. You were less hurried. You sat down in a port for three or four months and absorbed literally the facts with which you were faced.

The means of assimilating his knowledge might have been more skilfully arranged—still, if one may judge from the results, the lack of method and the go-as-you-please curriculum had its points. Those who had intelligence won through, and graduated in a University which had the coasts of unknown lands and the faces of unknown people for its boundaries—the heavens and the sea for its guidance.

Some honoured names have come down from this go-as-you-please education of the old-time Merchantman, and there is no reason to doubt the future in spite of the fact that ships now move by steam and oil.

The sea broadens one, shakes the youth and the man from his insular habits, which are often rather stupid.

Men of humble parentage are to be found in command all over the world. No longer as sailors, but as administrators, organisers—yet they had no special training—only that of a sailor—of a boy who aspired to command, found command at sea difficult to obtain and discovered a new foothold—something he called at the time a shore billet—and made good.

Others are in command on the great liners, others have passed into the Navy and the Merchant Service.

And in the old days when sailing ships were in their prime; when the rush of steam had not come, to push you swiftly past the headlands or hurry you from harbour, you saw your dreams mature,

forgot the hardships which had brought you to your anchorage, forgot the musty bread and rusty pork; and you saw pictures even amid the barren foot hills of Cordillera, or in the volcanic cones of South Sea Islands found the Eldorado of your desire.

As an educational process, then, it must be admitted that the sea, with the travel which comes to those who are sailors, is of far-reaching importance. It is so important that the suggestion has been made that our legislators—certainly those who aim at Cabinet rank—should be compelled to undergo a course at sea.

It might do them good—it might do them harm. That is in the lap of the gods; it largely depends on how young you are when you go a-sailing, and what kind of craft you sail in.

Our legislators may not wish to go; but there are thousands of boys who do. The question is, how can they do so?

The Navy League Sea Cadet Movement is answering this question.

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

For Our Journal

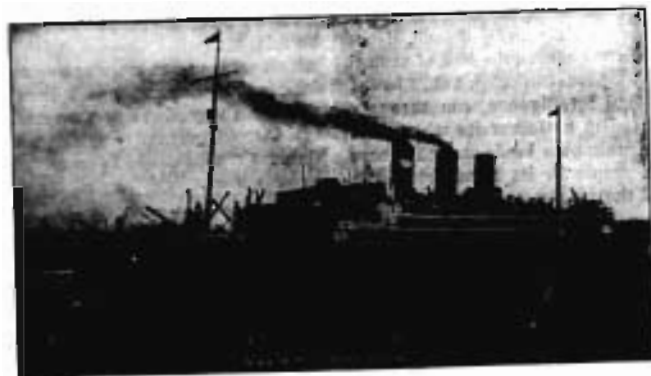
Voluntary contributions are always acceptable particularly if

"Bright and breezy, free and easy,
With the tang of the salt sea spray."

and still more acceptable, suitable
Photos, pictorial matter, for
publication.

P. & O. ROYAL MAIL STEAMERS

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



First and Second Saloon Only.

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

For Fares and all further particulars apply to

MACDONALD, HAMILTON & CO.
AGENTS

Tel. City 6321.

Union House, 247 George Street, Sydney.

NELSON NIGHT.

The greatest naval battle in the history of the world, the last which was fought with the old sailing fleet, took place off Cape Trafalgar on the 21st October, 1805.

And to Admiral Nelson—the presiding genius of that titanic struggle for supremacy of the seas—the British Empire has good cause to be for ever grateful for Nelson's Victory in the Battle of Trafalgar.

NO Chief ever died as Nelson did—in such a fulness of glory and perfection of triumph. As he was carried, mortally wounded, to the cockpit of the Victory, he murmured, "I have done my duty, I thank God for it." It was the most noble and desirable of deaths.

By way of following the customary commemoration, throughout the British Empire, of the battle of Trafalgar, members, officers and boys, together with friends, foregathered in the Royal Naval House on Tuesday evening (October 21st) to do honour to the occasion.

His Excellency the State Governor (Admiral Sir Dudley de Chair) and Sir William Cullen (President of the Navy League) delivered eulogistic and appropriate addresses.

Flushed and excited faces, happy boyish chatter, here indeed was a worthy representation of the Sons of the Empire—Nelson's great victory is in safe keeping.

A highly attractive and diversified programme was contributed by the State Military Band under the direction of Mr. J. B. Tougher, Commander Wardle, D.S.O., R.N., in a lecture, with interesting lantern slides, "Kronstadt." Recitation by Miss Dorothy Free, Sailor's Horn Pipe Misses Norrie Cooper, Joyce Fidden and May Harvey, Single Sticks display Balmain Company, Ventriloquism Mr. R. Garling.

Miss Windeyer presented an oil painting, "Saluting the Admiral," to the Royal Naval House. Mr. Milson suitably responded.

During the evening a number of presentations were made by Sir William Cullen.

The recipients well deserved the deafening applause from the boys as they stepped forward to receive a tangible recognition of appreciation from the Navy League.

Navy League's Honor Roll.

The following had the distinctions conferred upon them: The Navy League Special Service Decoration from Headquarters, London: Mr. Kelso King, Mr. Alfred Milson and Mr. Harry Shelley. General Service Medal from Sydney Branch:—Officers-in-Charge:—M. MacDonald (North Sydney), R. H. Wade (Richmond), J. Docking (Concord), A. Wood, M.M. (Physical Training Instructor), and Edgar Fidden (Hon. Sec., Balmain). Chief Petty Officers:—R. Gaul (Balmain), L. Hinchcliffe (Drummoyle), H. Stead (Richmond), and G. Hornby (North Sydney).

Captain Beale (Organising Secretary of the Navy League), prior to his departure to England on a well merited six months' vacation, was presented with a handsome and serviceable travelling bag, equipped with toilet necessities from the Officers-in-Charge of the Sub-Branches. Mr. T. Fox (Balmain) made the presentation, and in a happy address made eulogistic reference to the loyalty and devotion to duty of Captain Beale.

The following is a replica of the congratulatory letter received, to the Hon. Secretariat, The Navy League, N.S.W. Branch, from the General Secretary of the Navy League, London, which accompanied the coveted distinctions conferred upon Mr. Kelso King, Mr. Alfred Milson and Mr. Harry Shelley.

"My Committee in unanimously granting the award of three Special Service Decorations, directed me to ask you kindly to convey their grateful thanks to the recipients, Mr. Kelso King, Mr. Alfred Milson and Mr. Harry Shelley for their valuable services to the Navy League."

(Signed) J. H. BENBOW.



NELSON NIGHT—Flashlight Photo of the distinguished gathering at the Royal Naval House.

IS IT TO BE—

STAGNATION :: PROGRESS
FAILURE :: SUCCESS?

A Savings Account will Decide. It Creates a Feeling of Safety—A Reserve Fund for Emergencies.

DEPOSITS ACCEPTED FROM 1/-
 PERSONAL, JOINT, TRUST AND
 CHILDREN'S ACCOUNTS OPENED

4% INTEREST PAID UP TO £500
 AND 3% ON EXCESS UP TO £1,000
 1/- DEPOSITORS WEEKLY WILL IN
 10 YEARS AMOUNT TO £100-0-0

NO AGENCIES AT POST OFFICES

Government Savings Bank
 OF N.S.W.

Head Office: 19-23 MARTIN PLACE, SYDNEY.

166 BRANCHES AND 512 AGENCIES

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

Regular service of fast
 steamers from

AUSTRALIA to UNITED KINGDOM
 and CONTINENTAL PORTS
 proceeding via Suez Canal.

For all particulars of rates of freight, etc.
 apply

THOMAS BROWN & SONS, Ltd. BRISBANE
 W. G. DEUCHAR & CO., Ltd. SYDNEY
 W. CROSBY & CO., Ltd. MELBOURNE
 ELDER, SMITH & CO., Ltd. ADELAIDE
 W. CROSBY & CO., Ltd. FREMANTLE

Managing Agents for Australia

W. G. DEUCHAR & CO. LTD.
 22 BRIDGE STREET, SYDNEY.

Burns, Philp & Co. Ltd.

Consult our Tourist Department for
 Passages to—

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

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

For itineraries and Pamphlets write or
 call our

Tourist Department
 11 BRIDGE STREET, SYDNEY.

"CHEERFUL" COMBINATION:

About the only discriminating line between the amiable idiot and the genial ass is that the amiable idiot KNOWS HOW TO DO IT BUT NOT HOW IT OUGHT TO BE DONE, while the genial ass KNOWS HOW IT OUGHT TO BE DONE BUT NOT HOW TO DO IT.

"Save the Victory Fund."

The Battle of Trafalgar must ever stand by itself. It will be preserved in history for all time.

An opportunity presents itself to those of us who would pay homage to Lord Nelson in a practical manner, by contributing to the "Save the Victory Fund" and thus help to preserve the "Victory"—one of the heroic monuments of Trafalgar.

Mrs. A. Goodenough Crawford has received a number of cards from Admiral Sir F. C. Doveton Sturdee, Chairman of the Appeal Fund in London, which have been printed to assist in the Appeal.

The card is replete with historic facts and is set out as follows:—

H.M.S. VICTORY.

A BRIEF RECORD OF HER SERVICE.

1st Rate; 1,124 tons; 104 guns; 330 men.

- Laid down, 1759. Launched on May 1st, 1765.
 1778—Flagship of the "Grand Fleet." Admiral Hon. Augustus Keppel.
 Battle with the French off Ushant.
 1779/80—Hosted the Flag of Admiral Sir Charles Hardy, Admiral George.
 Rear-Admiral Francis W. Drake. Actions with combined Franco-Spanish Fleet.
 1781—Admiral Dumb's relief of Gibraltar. Admiral Knowenfeld destroyed French convoy under de Guichen off Ushant. 13 prizes.
 1782—Admiral Lord Howe's relief of Gibraltar and Battle of Cape Spart with French and Spanish Fleets.
 1790/1—Admiral Lord Hood's occupation of Toulon.
 1791—Destruction of French Fleet in Toulon Harbour.
 1794—Bombardment and capture of San Francisco, Cordia. Siege of Calvi.
 1797—Admiral Sir John Jervis destroyed the Spanish Fleet at the Battle of Cape St. Vincent on St. Vincent's Bay.
 1798/9—Hospital ship in Medway.
 1803—War renewed with France. Admiral Lord Nelson first holds his flag on "Victory" as Commander-in-Chief.
 1804—Lord Nelson blockades French Fleet at Toulon.
 1805—Lord Nelson in "Victory" captures French Fleet in West Indies and back again; 1901 and destruction of Franco-Spanish Fleet at Trafalgar; death of Lord Nelson.
 1808/11—Flagship of Admiral Sir James Saumarez in the Baltic.
 1810—Escorted transports to reinforce Wellington at the battles and siege of Torres Vedras.
 1811—Paid off at Portsmouth.
 1815—Almost continuous service as Flagship of the Commander-in-Chief, Portsmouth. All naval recruits at Portsmouth sign on, on board the "Victory."

"Save the Victory Fund"

ADMIRAL OF THE FLEET
 SIR F. C. DOVETON STURDEE,
 BART.
 G.C.B., K.C.M.G., C.V.O.,
 J.P., L.L.D.

urgently appeals to the Empire for funds to restore and preserve our greatest Naval treasure.

The "Victory" holds an inspiration for all sons and daughters of the Empire; she is the living embodiment of the "Spirit of leadership"; the mainspring of successful endeavour.

She helped to create the Empire and saved England in her hour of need.

DO NOT FAIL HER NOW.

Donations should be sent to the Navy League Office, 30 Grosvenor St., Sydney.



For Comfort
and
Economy

Mangrovite Leather Soles

are unexcelled. Manufactured from the higher quality leather they undeniably give longer and more satisfactory wear.

Mangrovite and "Mintstoc" Waterproof Half Soles:—Men's 2/6, postage 6d. Women's and Youths' 1/6, postage 4d. In New South Wales.
Mangrovite Ordinary Half Soles:—Men's size 1/3, postage 6d. Women and Youths' 11d, postage 3d. Children's 6d, postage 3d. In New South Wales.

Mangrovite Belting Ltd.

Charles Loder, Managing Director.

95 YORK ST. (Wynyard Square) SYDNEY.

"The first drink of the day."

ELLIOTT'S FRUIT SALINE

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

It is effervescent and pleasant
to take.

All Chemists and
Storekeepers sell
ELLIOTT'S FRUIT SALINE
AT

2s. 6d. per bottle.

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 CONNECTION 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, WELES US INTO OUR 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 dependants 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.

Foredoomed to Misfortune.

Remarkable Series of Australian Wrecks.

How Youth's Bad Luck Presaged Terror in Unknown Seas.

A Story of the Early Days.

Thomas Montgomery Smithson, son of an obscure Plymouth innkeeper, was born, as it is said, with an invisible sign on his forehead, a mark that foredoomed him to a constant run of bad luck. That fickle lady, Dame Fortune, was always here with her smiles the stormy night Smithson first saw the feeble light of a guttering candle.

AND it was hinted by a gypsy woman who once camped on a common near his father's little place, that it would always be with him to the end of his days. But, what was worse, whoever his companions might be throughout his life, would always be mixed up with him in his misfortunes.

Rather a gloomy sort of outlook, and to quote a vulgarism—Thomas was a "Jonah." However, that fact didn't seem to trouble him in the least, because a cheerful optimism always made him round, pink face shine with good nature, and look as bright as a summer day.

He was born at a time when adventure was in the air, when men went abroad to seek their fortunes in strange new lands, and when there were always rumours of war between England and France, or England and Spain. And the old inn, the centre of its own little circle, harboured strange fellows, most of whom talked of foreign wars and gold that could be picked up almost anywhere.

Consequently, Thomas, after he learnt to put two-and-two together, began to dream of other lands, big ships, and the rolling main. It was inevitable; but had he known of the invisible markings on his brow, described by the gypsy as the "sign of fate," he might have altered his plans, and stayed at home to help his father get rid of the bad beer, and turn out the drunken roysterers at night.

However, he didn't. Hence this narrative.

Away to Sea.

With the first eighteen or nineteen years of his life, we are unconcerned. He grew up much like other boys, always in mischief that inevitably ended in disaster. Maybe that was his bad luck again.

To Papa Smithson, he was always a nuisance, a youth who spilled beer down the necks of the customers, whose skull was too thick to cause him to get out of his own way; in fact, one would be better off at sea where he could be made to be of some use to some one.

So, off to sea at nineteen he was packed, aboard the good ship "Charlotte," bound for the Mediterranean in search of any cargo that luck would bring along.

But the "Charlotte" that trip was not to have any luck—Thomas Montgomery Smithson was on board. Several days out, running towards the Bay of Biscay, they blew into an Atlantic gale that tore the rigging off her masts, then smashed the masts, leaving the doomed "Charlotte" a slowly sinking hull, with its crew praying for assistance to come from anywhere.

Luckily, no lives were lost, and all were picked up a day or so later by a ship called the "Teafem" bound for the Cape.

More Trouble Follows.

And, even in the months that followed, as uneventful as the run South was, Smithson fell from a yard-arm, and broke his leg. Had he fallen three or four seconds later, he would have fallen into the sea, and escaped injury. But that was just his bad luck.

At Capetown he was taken ashore where he remained till the break healed, and he was able to find a British ship to take him home, or anywhere else he liked to go. However, adventure was burning his soul; he wanted to see more of the then known world, and consequently he made up his mind to travel as far from home as possible.

Now, just at that time, shiploads of convicts and settlers were being taken to a new land thousands of miles further east—Australia. Tales there were plenty about this strange place, and when he heard these, young Smithson's appetite for more adventure was whetted considerably.

On the Way to Sydney.

He managed—by means known only to himself—to get a berth aboard an Eastward bound

ship—and, strange to say, arrived in Port Jackson after a voyage so uneventful as to be monotonous.

Nevertheless, the young man's advent (he was now about twenty-seven) presaged the most amazing series of wrecks ever known on the coast of Australia—and for that matter, on the coast of any other country in the world. Certain, it is that the like of such events has never been chronicled since.

But while he played an important part in them, it can be taken now, nearly one hundred years after, that the words of the old gypsy were pregnant with a sort of truth. It may have been sheer misfortune, it may have been the "hoodoo sign," but whatever it was, Smithson's associations with the Australian coast brought nothing but bad luck to various ships and various crews.

The Second Wreck.

Early in 1829, the "Mermaid," a colonial Government cutter, commanded by Captain Samuel Nollbrow, was fitted for a voyage to Raffles Bay. A good, honest capable seaman,



Very Economical
The Shine Lasts

known for his integrity and alacrity at obeying orders, Tom secured a berth, and went North with the vessel, working before the mast.

At that time, of course, there were very few charts of the shoals and rocks that abound along the far north coast, especially when the place was little known. Consequently, ships' masters had to display caution—keep their weather eyes open so to speak. Yet, despite the care of Captain Nollbrow, the whole time he was running against an unforeseen fate, because one of his crew had been born destined to a life of bad luck.

Entering Torres Straits in October, 1829, the "Mermaid" ran ashore, and despite the efforts of the captain and crew to save her, became a total wreck. Luckily, the sea was calm, else they might all have been lost, leaving no records to account for their disappearance.

Marooned on a Rock.

Marooned on a rock, with rescue so remote as to be almost hopeless, the little crew went through the varying stages of despair, yet each day hope-fully scanning the horizon for the welcome sight of white sails and a rescue ship.

Only those who have suffered the bitter experiences of a wreck in unknown and uncharted seas can know what this little body of men suffered. But, while they had food and water, there was still hope, and in keeping with British sea traditions, they did not allow pessimism to weigh down their optimism.

Once a tiny dash of white, hardly imperceptible, passed them by despite the frantic waving of numerous shirts and handkerchiefs. And then, in three days, the "Swiftsure," bound from Tasmania, under Captain Johnson, hove in sight and brought off a timely rescue.

Startling Events.

After that events moved so quickly as to be almost startling in their rapidity. Some days later—like the "Mermaid" doomed to disaster—the "Swiftsure" bowling merrily along before a handy breeze, struck a rock close in shore. Her back was broken by the bumping from the swell on the reef hidden not far below the surface; and although the ship was lost, the crews gained the

CHAMPION



HIGHEST GRADE

CUT & PLUG

TOBACCO

AROMATIC
NATURAL FLAVOUR

DARK
FULL FLAVOUR

Champion De Luxe Mixture

TINS OR PACKETS
TINS OR AIR-TIGHT TINS

A 1925 RESOLUTION.

SUPPORT THE NAVY LEAGUE.

HOW IT CAN BE DONE.

MEMBERSHIP SCALE:

| | | |
|---|--------------------------|---------|
| VICE-PRESIDENTS | ANNUALLY | £0 0 0 |
| VICE-PRESIDENTS for life | | 25 0 0 |
| FELLOWS (Ladies and Gentlemen) | ANNUALLY | 1 1 0 |
| FELLOWS (Ladies and Gentlemen) for life | | 10 10 0 |
| MEMBERS | ANNUALLY | 0 2 0 |
| JUVENILE MEMBERS | ANNUALLY, AND FORTHWARDS | 0 1 0 |

MEMBERS RECEIVE A NAVY LEAGUE BADGE
AND A COPY OF THE MONTHLY ISSUE
OF THE JOURNAL.

COMMUNICATE WITH THE NAVY LEAGUE, 30
GROSVENOR ST., FOR FURTHER PARTICULARS.

PERDRIAU**"WATERSHED"
GARDEN HOSE**

Guaranteed 3 Years

SOLD BY ALL STORES

PERDRIAU RUBBER CO. Ltd.
270 George St. Sydney, and in all States**Brunton's**
FLOUR
ESTABLISHED 1880**PEARSON'S**
CARBOLIC
SAND SOAPDOES ITS WORK
WELL

USE NO OTHER

shore, there to wait, like the men from the "Swiftsure" about a week before, for Providence to save them from their plight.

Luckily, the "Governor Ready," also from Tasmania, was making for Port Raffles; and the captain, attracted by the signals sent up from the marooned men, hauled up close, and rescued the lot, including young Smithson, who, despite his handicap, was decidedly cheerful about the whole thing.

Records show that the crews of the "Mermaid" and the "Swiftsure" were rescued on April 2 by the "Governor Ready." A day earlier and the rescue of Tom would have been rather appropriate.

Rescuers Rescued.

But sixteen days later, on April 18, the "Governor Ready" also crashed into a rock, and the three crews managed to escape with their lives in the long boats, from which they were taken some time after by the "Comet."

By that time most of those saved were beginning to wonder when their journey would end, and when the "Comet" was wrecked not long after the disaster to the "Governor Ready," they began to give up all hope of ever seeing their friends again.

However, while to be wrecked was their lot, had they known, the Hand that guides all sailor men was guiding them, and perhaps it was that that brought the "Jupiter," bound for Port Raffles, along to take them to the destination for which they had sailed seven months before.

The Last Misfortune.

When the "Jupiter" arrived at Port Raffles, for which she sailed with the accumulated crews of the "Mermaid," the "Swiftsure," the "Governor Ready," and the "Comet," their hopes rose above their pessimism. Yet, no sooner was the "Jupiter" inside the entrance to the Bay than unknown currents carried her ashore, where she received so much damage that she had to be abandoned.

After being at Port Raffles some weeks by various means the different crews obtained passages back to Sydney, and among them went Smithson. What became of him after that has not altogether been recorded, but some say that he

gave up the sea for good, and obtained employment with a settler on the Nepean.

Further, there seems to be no doubt that he is identical with the young farm labourer who was drowned while swimming among some weeds along the bank of the river that flowed through the farm.

The incredulous may scoff at this seemingly incredible story, but may look for further proof when history records briefly the tales of these wrecks in Torres Strait? There is hardly any doubt that misfortune was brought from Plymouth by that commonplace young man, who was born in 1800.

PLEASE ASK
A FRIEND TO JOIN
THE
NAVY LEAGUE.

A FALSE ALARM.

He wore gold epaulettes, a plumed chapeau, a brilliant red sash and a glittering sword as distinctive features of the general dazzling effect.

Thus did the prospective "King of Cannibal Islands" lead a procession of "dusky" citizens to welcome a distinguished British Admiral.

After friendly greetings the Admiral exclaimed to his dignified host, "Well, from your uniform I imagine you must be an official of high rank."

"Yes Admiral I am—I am de Royal High Ruler an' Supreme King."

"That surely," replied the Admiral, "is a superlatively exalted title. You must be the highest official of the order."

"No Sah," said the Royal High Ruler an' Supreme King with becoming modesty, "dere is five above me in these 'ere islands."

**THE
BROKEN HILL PROPRIETARY CO. LTD.****MINE OWNERS****IRON & STEEL MASTERS****MANUFACTURERS OF:**

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



STACKING RAILE BY ELECTRIC MAGNET

WORKS:

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

BRANCH OFFICES:

SYDNEY:
28 O'CONNELL ST.
ADELAIDE:
28 FRANKLIN ST.
LONDON:
8 ST. WINCHESTER ST.

HEAD OFFICE: **EQUITABLE BUILDING** MELBOURNE

NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

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

New Zealand and South Seas International Exhibition. (November, 1925)

The biggest exhibition ever held south of the Line will be opened in Dunedin (N.Z.), on November 12th, 1925, and it is expected that a large number of Australians will make the trip across the Tasman, taking in a visit to the Exhibition and the scenic wonders of the Dominion.

Mr. Scott Colville, Commissioner of the Exhibition, is in Sydney at present, and is devoting attention to the organising of a series of excursions to New Zealand by special steamers during the period of the Exhibition, and hopes, if possible, to arrange for the inclusion of a party of Navy League Sea Cadets together with parties of kindred associations.

The Exhibition being of international character will house exhibits from almost every country in the world, and many of the finest exhibits from Wembley will be forwarded in their entirety—including that of the Imperial Government. The huge stadium will be the scene of great sporting events, as all the championships have been arranged to be held during the duration of the

Exhibition. All who visit Dunedin will be assured of a hearty welcome. There will be much to see, and every facility given to the visitor to make for a really enjoyable holiday.

Executive Committee Meeting.

The usual monthly meeting of the Executive Committee took place at the Royal Naval House on Monday afternoon, November 10th.

Present—His Honor Judge Backhouse (in the chair), Commodore Wardle, Capt. Crawford, Commander Quick, Messrs. H. H. Massie, J. F. Newlands, J. J. Eyre, J. Payne, F. W. Hixson, Kelso King, A. G. Milson, Harry Shelley, Commander Nelson Clover, Capt. Danby, Keith Jefferies, Secretary, Navy League.

Apologies were received from Sir Alfred Meeks and Capt. A. Pearce.

A matter of general interest to members took place, when it was decided that any adult member of a sub-branch should be allowed the privileges of the Navy League—and, in addition, shall be entitled to a Navy League badge.

The NAVY LEAGUE JOURNAL has pleasure in acknowledging a subscription of £25 from Mr. A. B. Triggs, covering membership fee as a Life Vice-President of the League.

SMALL TALK AT ACTION STATIONS.



R.A.N. NIGHTSKITTER: "SAY DING, WHAT'S THE NAME OF THE NEW OFFICER?"
R.N. GUNLAYER: "OH, HE'S ONE OF THE DEWAR-DEWARIES."
NIGHTSKITTER: "WHAT ALL ONE WORD?"
GUNLAYER: "NO! WITH A RYTHON IN BETWEEN."



SUB-BRANCH AND COMPANY NEWS.

| | | | |
|---|-----------------------------------|---|--------------------------------------|
| BALMAIN —Officer-in-Charge Hon. Secretary | Mr. S. COOPER Mr. EDGAR FISHER | DRUMMOYNE —Officer-in-Charge Hon. Secretary | Mr. S. MCDONALD Mr. R. BARNWELL |
| NORTH SYDNEY —Officer-in-Charge | Mr. J. MCDONALD | RICHMOND —Officer-in-Charge Hon. Secretary | Mr. J. S. WARD Mr. J. S. ANTILL |
| CONCORD —Officer-in-Charge Hon. Secretary | Mr. J. COOPER Mr. F. L. ADAMS | CLOVELLY —Officer-in-Charge (Actg) Hon. Secretary | Mr. L. MCDONALD Mr. C. J. ROBERTS |
| LANE COVE —Officer-in-Charge | Mr. F. COOPER | | |

BALMAIN.

(Contributed by Mr. F. Fisher)

Mrs. Hamilton Marshall, a keen supporter of our Company, has presented us with a number of lawn chairs, books, magazines, etc., all of which will be very useful at our depot.

Cadet Overall has joined the Mercantile Marine.

Drummoyne Company combined with us in marching in the Balmain and District Hospital procession on November 8th. On each occasion these Companies have competed in similar processions—honors (blue ribbons) for marching have been awarded to both.

An interesting ceremony was performed at the Drill Hall on 16th October, when Mr. F. Gurre, officer-in-charge, resigned to take over the Lane Cove Company; Mr. S. Cooper was elected in his stead. Both gentlemen were applauded to the echo.

The Rev. G. F. B. Manning, hon. chaplain of the Company, after the usual prayers, dedicated three new flags, two of which were presented to the Company by our Godmother, and the other by the Navy League. The latter is to be flown on the signal mast in our depot.

Mr. G. B. Smith, scout master, had an interesting talk to the boys recently; Mr. Smith's visit to the drill-hall is always much appreciated.

We have taken delivery of our whales, which, unfortunately, is without rudder, sails, flooring boards, or oars. A set of six oars would be most acceptable. Any member of the League care to come to our rescue in this regard?

Will other Companies kindly note that the Balmain Anniversary Regatta Committee has included in its programme a Navy League cutter race to be rowed under Navy League rules, over the Balmain course (probably from Iron Cove bridge to the flagship moored off Whitehorse Point) on New Year's Day, for which a suitable trophy will be donated by a member of the League.

Prior to his departure for England, Captain W. W. Beale requested the hon. sec. to convey to the officers and cadets of all Companies his great appreciation of the handsome travelling case with which he was presented on Nelson Day.

Mr. J. Booth, an energetic vice president of our Company, writing from London, says:—"On Saturday, September 13th, I attended a regatta of the Navy League Sea Cadets on the Thames; the flagship was the training ship 'Stork.' I had a long interview with Admiral Fremantle. (The port of Fremantle was called after this distinguished man.—ED.)

He was very interesting; is possessed of a wonderful memory, and related some of his experiences around New Zealand and Australia.



THE CLEVER CLEANER

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 metal and woodwork, washboards, floors, windows for all things—and for cleaning barrels there's nothing just as good.

CLEVER MARY

Mr. Booth also sent a copy of the programme, in which it is noticed that races over three-quarters of a mile were held for cadets under 18, 16, and 14 years respectively. Surely we might reasonably follow the homeland league in this regard. (This matter is being considered by headquarters.—ED.)

This Company's Stocking Tops have been altered from maroon to light and dark blue (banded).

PLEASE ASK A FRIEND TO JOIN
THE NAVY LEAGUE.

FOR NAVY LEAGUE — RING B 7806 | FOR NAVY LEAGUE — RING B 7806

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.

APPLY TO

CANADIAN NATIONAL RAILWAYS

309 GEORGE ST., SYDNEY

FOR FULL INFORMATION AND ILLUSTRATED
PAMPHLETS ON

*The Great Scenic Route
Across Canada.*

NORTH SYDNEY.

The boys of the North Sydney Sub-Branch are naturally elated at again winning the first cutter race of the season and in addition, the tug-of-war competition.

It is pleasing to report that Mr. MacDonald (Officer-in-Charge) is now progressing satisfactorily after his operation and has resumed activities with the Company.

CONCORD.

(Contributed by F. L. Adams)

The Concord Sub-Branch held a highly successful and enjoyable Social and Dance on board the "Lindstol" on Saturday, October 25th.

Refreshments were provided by the Ladies' Committee.

As a result the funds of the Sub-Branch will now be swelled considerably.

Great credit is due to Mr. Docking and the members of the Company for the excellent condition of the deck, which was almost perfect for dancing—also to all the members of the Committee for their great efforts to make the function a success.

The members of the Company wish to thank the following ladies for their assistance and help on October 25th, Mesdames Daley, Budgen, Jeffery, King, Sawyer, Dormer and Frost.

Mr. Dormer, the father of one of the boys, has presented us with two splendid glow lamps, which give a very fine light on board the "Lindstol."

I am pleased to say that we are receiving splendid support from the local residents, which is a great help to the Committee.

The boys are improving wonderfully under the instruction of Mr. Johns.

Amongst the guests at our dance was Signaller A. Cludas, who was one of our members. He has recently returned from Flinders Naval Base, where he did well, having passed 1st in his examinations.

New Entries—P. McDonald, L. Elsley, L. Adams, S. Jones.

Promotions—P.O.H. Dormer to C.P.O., L.S.C. Harrison to P.O., S.C. Hambly to L.S.C., S.C. Smith to L.S.C.

DRUMMOYNE

(Contributed by M. Cardwell)

Drummoyne Sub-Branch has introduced a new method for instructional purposes—and a very effective one.

The boys have been grouped under two watches and then sub-divided into five classes, comprised of three seaman classes, one signal class and one first-aid class.

Sails have been returned from North Sydney, and consequently the boys are now looking forward to many pleasant week-ends on the water.

Messrs. Kirkaldie and Hooper are doing excellent work in organising the various classes—under the new system.

Mr. L. Hinchcliffe has resigned, and is now acting Officer-in-Charge of Clovelly Sub-Branch.

During his recent visit to England Sir Thomas Henley visited the London Office of the Navy League on behalf of the Drummoyne Company and obtained two very fine photographs of H.M.S. "Hood" on her steam trials. These photos, which Sir Thomas has donated to this Company, are greatly appreciated and will be hung in our Depot.

Owing to the resignation of Mr. A. Wood, Officer-in-Charge, the Committee have appointed Mr. G. Kirkaldie to that position.

Mr. Kirkaldie, who is well-known as a member of the Naval Comrades, is a "true blue" sailor, and has already gained the respect of the cadets.

Mr. W. Hooper, our Second Officer, is giving Mr. Kirkaldie valuable assistance.

At the Balmain Carnival on 8th November this Company won the Special Prize for marching. Our cadets have made good progress in seamanship, and the following have received well earned promotion: A. Parton, C.P.O.; A. Ricketts, C.P.O.; Horshaw, P.O.; R. Swain, A. Merriment, G. Lucas, D. Nelson and J. Broughton—Leading Seamen.

LANE COVE.

(Contributed by F. Gierke)

The recently formed Sub-Branch at Lane Cove is already firmly established.

On the 25th October we had a visit from Mr. Buckland, the popular Chief Officer from Balmain, who refereed a Tug-of-War—Port v. Starboard. Port watch won the contest.

Last drill night an examination on the compass took place, and E. Camish, A. Thomson and G. Miles were successful in annexing prizes—(Jack Knives).

On the 1st inst. Sea-Cadet Gurre was promoted Leading Seaman. The Company took the opportunity of presenting him with a handsome Stamp Album to commemorate his eleventh birthday.

The Sub-Branch has a very good friend in Mr. H. Cochrane, who has donated two 60ft. coils of rope.

As our Sub-Branch has only recently been established we are, of course, rather short of equipment. A banner, bugles and a drum would be most acceptable.

New boys to join are F. Pritchard, C. Hedges, A. Godden, C. McIntosh, G. Miller, J. Thompson and J. Grindrod.

CLOVELLY.

(Contributed by L. Hinchcliffe)

Clovelly Sub-Branch, although only in its infancy, can now boast of thirty enthusiastic boys. Great credit is due to L. Hinchcliffe (Officer-in-Charge) and F. Hopkins (Chief Petty Officer) for their practical enthusiasm in this respect.

The Company is urgently in need of a dozen rowlocks for the cutter. It is expected that the Sub-Branch will be able to boast of a Depot in the very near future.

New Boys—F. McGarry, M. Gleeson, G. Bastick, F. Ashton, A. Ashton, F. Lynch

Enthusiastic Support.

Mr. C. J. Hopkins is rendering sterling support to the Sub-Branch. He has forwarded the following particulars of a general meeting held recently.

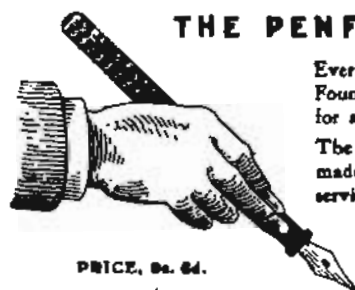
At a very enthusiastic meeting held at the Clovelly Surf Sheds on Thursday night, November

6th, letters were received from H. Goldstein, M.L.A., H. V. Jaques, M.L.A., and Hon. C. Oakes, M.L.A.

The above gentlemen are heartily in accord with the Sea Cadet Movement, and think it is a splendid thing for the boys. They congratulated the residents on the move they had taken in forming the first Pacific base at Clovelly Bay, and placed their services at the disposal of the Branch.

Letters were also received from the Mayor of Randwick (Ald. Tressider), Alds. Barton, Boyd, Moverley and Baker regretting their inability to attend owing to Municipal activities, assuring us of their hearty co-operation and best wishes for the success of the Sea Cadet Movement—the first of its kind in the Eastern Suburbs.

Although the Branch has just been formed and time has not permitted of propaganda or publicity work, the response has been most gratifying and exceeded all anticipations. We expect to add considerably to our list of donors, who at present comprise: Mr. H. V. Jaques, M.L.A., Mr. H. Goldstein, M.L.A., Hon. C. Oakes, M.L.A. (Minister for Public Health), Alds. Tressider (Mayor of



THE PENFOLD FOUNTAIN PEN

Every navy lad should have his own Self-filling Fountain Pen. Like the Navy, it is always ready for action.

The PENFOLD is very low-priced, but is strongly made to give many years reliable and efficient service.

Fills with patent lever action.
14-ct. iridium pointed gold nib.

PRICE, 6s. 6d.

We stock all the higher-priced makes, including the Woodstock, Waterman, Swan, Onoto, and THE BRITANNIC.

W. C. Penfold & Co., Ltd.

Stationers, Printers and Systematists

88 Pitt Street, Sydney

Estd. 94 years
(1834-1924)

'Phone, B 8464
Four Lines

Randwick), Boyd, Moverley, Baker and Barden, Messrs. R. White, R. Lacock (President of Clovelly Surf Club), G. A. Jack, C. Hogan, E. Kelly and C. Isles.

Our object is to draw boys from all quarters of the Eastern Suburbs, and thus make this Branch a worthy adjunct of the Navy League Sea Cadet Movement.

The splendid initiative and enthusiasm shown by some of the boys, who received their training by travelling to and from the Drummoyne Branch in all kinds of weather after their day's work, giving up their week-ends and holidays, no small sacrifice to the normal boy—has met with the success which their efforts merited, and it was their splendid example that actuated the forward movement of "The Old Brigade," who will have to step lively to keep up with them.

Miss L. Johnson has kindly consented to act as assistant Hon. Secretary.

The President of the Surf Club (Mr. R. Lacock) and Committee have kindly consented to allow the use of the Club House to the Sea Cadets for training purposes, until such time as they have one of their own.

Weather permitting Mr. Harry Shelley has generously promised to tow the cutter allotted by the Navy League around to Clovelly Bay on Saturday, November 15th.

RICHMOND.

(CONTINUED BY J. C. ANTON)

At our annual meeting, which was held on the night of August 19th, the following officers were elected:—Ald. J. H. Taylor (President), Messrs. W. O. Day, W. R. Goodman, A. P. Biddle, W. S. Ritchie, and B. E. Sullivan (Vice-President), Mr. T. H. Stead (Hon. Treasurer), Mr. J. C. Anton (Hon. Secretary), Messrs. W. O. Day and W. R. Goodman (Auditors).

Mr. Lee Wilson was also present, and presented the Lee Wilson Silver Cup to C.P.O. H. Stead, which he had won for efficiency, good attendance, etc.

Mr. B. E. Sullivan presented to Signaller S. Locke the Piling Gold Medal, which he had won in the 100 yards handicap held at the recent sports on Prince of Wales' Birthday.

Mr. Sullivan presented the Fairfax Banner to Cadet Collins, and placed it into his safe keeping as Standard Bearer of the Company.

The Ladies' Welfare Committee held a Gift Evening on the night of September 2nd, and benefited to the extent of 5 dozen cups and saucers, 5 plates, 16 teaspoons, 2 tea towels, 16 tea spoons, and a table spoons, also, 8s. collected at the door, and 17s. 6d. from sale of cakes.

An Ambulance Class has been started for the benefit of the boys, and they are taking great interest in it.

A football match was played on Richmond oval on Saturday, September 10th, between the Navy League boys and the South Sydney Junior Technical College. A very good game was played on both sides, but the Navy boys were one too many for the Juniors in the second half, and won by 21 points to 6.

On the 2nd and November Mr. Lee Wilson, who is a member of our Company, presented the Lee Wilson Gold Medal to C.P.O. H. Stead.

The medal was to have been presented with the Lee Wilson Cup.

Mr. Lee Wilson has also donated two more gold medals for boys aged 14 years and under, for Semaphore signalling and knotting and splicing.

PROMOTIONS.—Signaller J. Horan has been promoted to leading signaller.

Some of the boys under the command of Captain R. H. Wade are training in the cutter on the river every Saturday, to develop into form for the big cutter race to be rowed at a later date.

YOU OUGHT' TO SEE THE OTHER CHAP!

A celebrated English pugilist, now a hale and hearty veteran, made a promise to his father that he would telegraph home the result of every fight in which he was engaged.

One night, when still a novice, he took on a young blacksmith of outstanding fistic talent.

The fight commenced at 6 p.m., and a few minutes after midnight the father received the expected telegram.

WON EASILY—SEVENTY ROUNDS.

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

| | |
|-----------------|-----------------|
| CAPITAL PAID-UP | £3,476,287 10 0 |
| RESERVE FUND | £2,700,000 0 0 |
| RESERVE CAPITAL | £3,500,000 0 0 |
| | £9,676,287 10 0 |

DIRECTORS:

GEORGE J. COHEN, CHAIRMAN; HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN;
O. E. FRIEND; HON. JAMES ASHTON, M.L.C.; SIR WILLIAM VICARS, C.B.E.
GENERAL MANAGER: H. H. MASSIE.

ASSISTANT GENERAL MANAGER AND CHIEF INSPECTOR: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICE: 18 BIRCHIN LANE, E.C.3. LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK LIMITED; BARCLAYS BANK LIMITED.

BRANCHES THROUGHOUT NEW SOUTH WALES AND QUEENSLAND.

AGENCIES THROUGHOUT AUSTRALIA, TASHMANIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD.

TOTAL ASSETS, June 30th, 1924 - £41,888,434.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

| | | | | | | | |
|------|------------|------|------------|------|-------------|------|-------------|
| 1854 | £1,488,811 | 1874 | £4,244,231 | 1894 | £12,808,509 | 1914 | £27,301,979 |
| 1864 | £1,847,132 | 1884 | £8,986,412 | 1904 | £14,351,722 | 1924 | £41,888,434 |

NAVY LEAGUE RULES GOVERNING ALL CUTTER RACES.

DISTANCE.—Races shall be over a distance of half a mile in a direct line.

STARTING.—METHOD OF.—The start shall be by Pistol shot.

BANKING.—All boats to be double banked. Rows (only) to be single banked, and no extra crews to be carried.

AGE.—No member of the Crew (with the exception of the Coxswain) shall be more than 16½ years of age on the day of the race. Competitors failing to comply with this condition will be disqualified.

HANDICAPS.—Cutters: In all races where different length cutters pull together there will be handicap as follows:—

(a.) 25 ft. and 30 ft. 12-oared boats will pull together without handicap.

(b.) 26 ft. and 28 ft. 10-oared boats will be allowed three seconds start per half mile from cutters pulling 12-oars. (See (a.) above).

COXSWAIN.—The Officer-in-Charge of Companies shall have power to take charge as Coxswain or may nominate any bona fide Officer of his Company to act in that capacity.

BALLOT FOR POSITIONS.—The positions to be balloted for. The draw to take place in the presence of three members of the Navy League Committee, and the Officer-in-Charge of Units to be notified one day prior to the race.

PERMANENT FITTINGS IN BOATS.—No permanent fittings shall be moved or interfered with. Any breach of this rule will be met by disqualification.

DISTINGUISHING PENNANTS.—Each boat to carry in the bow a triangular pennant of the color of the particular Company.

UNIFORMITY.—Crews of each boat to be uniformly dressed.

PROTESTS.—Protests must be lodged in writing with the Judge within one hour after the event.

PROTEST COMMITTEE, JUDGE AND STARTER.—Two members of the Executive Committee of the Navy League to appoint Judge and Starter; the two members to also act as a Committee for the consideration of protests.

DISQUALIFICATION.—(a.) Coxswains of boats are especially warned that any neglect to obey immediately the orders of the starter will render their boats liable to instant disqualification.

(b.) Any boat wilfully, or from neglect, fouling another boat.

(c.) Any boat altering her course in order to prevent an overtaking boat from passing her does so at her own risk, and will be disqualified if fouled.

BLACKLEADING, GREASING, ETC.—The bottoms of boats shall not be covered with shellac, blacklead, or any other foreign substance; nor shall be altered in any way, or any other than the regulation stretchers be used.

The Honorary Secretary of each Company shall forward to the Hon. Sec. of each other Company a list of the names and ages (in years and months) of the personnel of his Company's crew one week prior to the date arranged for a race, such lists to be verified and signed by the Officer-in-Charge.

(Reprinted for guidance of officers.)

READY-TO-ERECT WEATHERBOARD COTTAGES

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

"SIMPLEX" PORTABLE BUILDINGS

The "SIMPLEX" house solves the building problem where skilled labour is difficult to obtain or expensive. The "SIMPLEX" is absolutely portable. The materials are forwarded in panels, together with illustrated working and key plan, so that anyone can put them together. No nailing required. The Houses are as readily dismantled without damage. The "SIMPLEX" is the ideal seaside or week end home. For isolated settlers there is nothing to compare with it. It can be shipped or railed to any place in a comparatively small compass, and its erection is a matter of hours only. "SIMPLEX" Catalogue and Price List on application.

Obtainable only from

A. C. SAXTON & SONS, Ltd. PYRMONT, SYDNEY
TIMBER AND JOINERY MERCHANTS

Telephone Nos. 1 NW 2515 (3 Lines); NW 1782, NW 1881 (Joinery Department).
City 9164 and City 9165.

WHAT OUR ADVERTISERS ARE DOING.

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:—

Aberdeen Line of Steamships, Dalgety & Co., Ltd., Agents, Sydney.
Adelaide Steamship Co., Ltd., 22 Bridge St., Sydney.

Anthony Hordern & Sons, Ltd., Sydney.
A.U.S.N. Co., Ltd., 7 Bridge St., Sydney.
Australian Steamships, Ltd., 350 George St., Sydney.

Aunt Mary's Baking Powder, Ltd. All grocers.
Art Metal Ceilings (Wunderlich, Ltd., Baptist St., Redfern).

Broken Hill Proprietary Co., Ltd., Collins St., Melbourne.

Brunton's Flour.
Burner's Jelly Crystals Ltd. All grocers.
Burns, Philp & Co., Ltd., Bridge St., Sydney.
Champion and Victory Tobacco. All tobacco-nists.

Clever Mary Cleaner. All grocers.
Commonwealth Bank, Sydney.
Dempster, Ltd., J. M., "Ayrshire" House, 311, George St., Sydney.

Elliott's Fruit Saline. All chemists and stores
Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St., Sydney.

"Fibrolite," James Hardie & Co., Ltd., corner York and Barrack Sts., Sydney.
Fountain, S. R. Flour. All grocers.
Globe Meat Products (James Barnes, Ltd.), Redfern, Sydney.

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

You will be helping the Navy League.

Government Savings Bank of New South Wales, Sydney.

Grace Bros., Ltd., Broadway, Sydney.

Hardy Bros., Ltd., Jewellers, 13 Hunter St., Sydney.

Huddart, Parker, Ltd., 10 Bridge St., Sydney.

Joyce Biscuits, Ltd., Camperdown, Sydney.

John Bull Self Raising Flour.

Kiwi Boot Polish. All boot stores.

Mangrovia Belting.

Mary Gold Essences. All grocers.

Melbourne Steamship Co., Ltd., corner Clarence and Harrack Sts., Sydney.

Mercantile Mutual Insurance Co., Ltd., 16 Martin Place, Sydney.

McIllwraith, McEachern Line of Steamers, 61 Pitt Street, Sydney.

Murdoch's Ltd., Park St., Sydney.

Newland's Bros., Bedstead Manufacturers, Sydney.

Orient Line of Steamers, Spring St., Sydney.

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

Perdriau Rubler Co., Ltd., George St., Sydney.

Perpetual Trustee Co., Ltd., Hunter St., Sydney.

P. & O. Steamship Co., Ltd., Union House, Sydney.

Pearson's Sand Soap. All grocers.

Penfold, W. C. & Co., Ltd., 88 Pitt St., Sydney.

Permanent Trustee Co. of N.S.W., Ltd., 25 O'Connell St., Sydney.

Saxton & Sons, Ltd., A. C. Timber Merchants Sydney.

The Australian Bank of Commerce, Ltd., Sydney.

The Bellambi Coal Co., Ltd., 16 Spring St., Sydney.

The Commercial Banking Company of Sydney, Ltd.

Theatres—J. C. Williamson, Ltd., Sydney.

Upton & Co., Ltd., Soap Manufacturers Alexandria.

White Star Line of Steamers. Dalgety & Co. Ltd., Sydney.

Whisky—Red, White and Blue. All hotels and clubs.

Woods' Great Peppermint Cure.

Zam-Buk. All Chemists.

PLEASE ASK A FRIEND TO HELP THE NAVY LEAGUE.



AUNT MARY'S BAKING POWDER

This pure product of the grape is appreciated by thrifty housewives. It makes delicious scones, cakes, pastries, etc., filled with appetizing flavour and wholesome nourishment. Be sure you ask for Aunt Mary's Baking Powder.

£250 IN CASH PRIZES.

Full particulars of interesting Competition inside every tin.

SAVE THE LIDS.

U A C

Upton's Ammonia Cleaner

Better than Soap for Laundry Work. Save Coupons and Obtain Prizes. Write to Us For Particulars.

UPTON & CO. LTD.

Soap and Candle Works

ALEXANDRIA

Tel. Mascot 255

Our First Governor.

Captain Phillip was nearly a Farmer.

In ensuring prosperity, and hastening the march of progress in New South Wales, men of the Navy have more than played their part.

Down through our short Time, from that great day in the history of our country, when gallant Cook planted the flag, and gained Australia for the Empire, sons of the sea stand, not only as able sailors, but as great colonisers as well.

When the full story of Australia is told, they will stand out examples of what the Navy has given to posterity.

IT has often been said that if the memory of a man can survive the tumult and the rush of a century, his name will become immortal.

It is now a little over 136 years since Arthur Phillip, captain of the "Sirius," and first Governor of New South Wales, landed in Port Jackson with the nucleus of the first settlement that one day was to be found the great city of Sydney.

To day the name of Phillip is still fresh; he has lived through the century—he has become immortal. And who will say that he does not deserve it, for to Phillip remained the spoiling of the building of the new colony.

Remember the task he had, think of the people with whom he had to deal—all law-breakers exiled from their native land—and you will see what great barriers he had to surmount.

Any other man might have failed. Phillip did not, and after five years of wise government, in which he brought out the best that was in the people under him, left for England, leaving behind the foundation of a nation—a foundation that has proved its own strength under the ravages of Time.

Strange to say, although from his youth, Phillip earned his living as a sailor of the King, by a strange twist of fortune he almost became a farmer in the New Forest.

If the land had claimed him for its own, what would have been the history of Australia to-day? No one can tell.

However, his was the spirit that sent Drake out on to the Spanish Main, and helped Drake whip the Dutchman off the sea. He tired of the farm, and went off to fight for Portugal against the Spaniards.

Phillip's father—Jacob Phillip—was born in Frankfurt (Germany), but settled in England. The son was born in London in 1738, and was educated for the sea at a Greenwich school.

They were the days! Any youth of 1924 would give anything to have lived in the days when Phillip turned seventeen, and went to sea in the Navy to fight his country's enemies in the Seven Years' War.

There was no long range fighting then, no torpedoes—white sails and muzzle loaders, grappling irons and cutlasses, red shirts and wigs.

Science has ruined the romance of war, and there will be no more days like the days of Phillip.

At twenty-three we find him lieutenant of the "Stirling Castle" (1761), under Sir George Pococke.

First Vice-Regal Wedding.

However, when the piping times of peace came, and the ships of war found harbours from the ocean's surge, Phillip married, and settled down to what he thought might be a life of peace as a "land-lubber" at a plough.

But down in little Portugal he heard the rumours of war. Spain had attacked her little neighbour.

"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

and the would-be farmer threw down the scythe for the sword, and went out to fight the Dons.

And he served his new friends as ably as he had his King—so well, indeed, that when he left for home, he went with the regret of the Portuguese Court.

Yet, Phillip was not tired of war—adventure was in his blood, and he retired from Portugal because his own country was at war with France.

He returned in 1779, and was made master and commander of the fire-ship "Basilisk," to rise two years later to post-captain of the frigate "Ariadne." Further work for England followed, and then came that momentous day, October 25, 1786, when he left for the new land—the first of New South Wales' line of Sailor Governors.

Phillip, with his 1,030 settlers, in command of the First Fleet in the "Sirius," knew not to what sort of country he was going, or what the future held for him. All he knew was that he had to form a settlement at a spot named Botany Bay, so named by Captain Cook because of the flowers that covered its shores.

But Phillip was not content to remain there without seeking better places, and eight days later he founded the colony on Port Jackson, and shifted the Botany Bay settlement to Sydney.

Go back 138 years, and imagine what it was like when Phillip landed and erected the first tent, not far from the spot where to-day dwells his sailor successor, Sir Dudley de Chair.

The five years that followed meant much for the future prosperity of New South Wales, and only Phillip could have started the infant colony in the way it was.

"With a man of sail-reliance," wrote Samuel Bennett, in *Austral-Discovery and Colonization*, "less decision of character, or less humanity, the shores of Sydney Cove would probably have witnessed in the first year of the existence of the colony more terrible scenes of vice and crime than any which history has recorded."

Obviously, he was the man for the work; and while he was a strict disciplinarian, carrying out the discipline of the Navy, he was kind and con-

PERPETUAL TRUSTEE CO. (Limited)

ACTS AS:

Trustee under Wills, Executor,
Administrator,
Attorney under Power, Agent,
Etc., Etc.

IT CLAIMS:

That it can Manage Trust Estates more
Economically than the Private
"Amateur" Trustee.

That it has Better Facilities for Invest-
ment.

That the Trust Funds are More Carefully
Safeguarded by it.

That Trust Business Receives More
Enlightened and Continuous At-
tention at its hands.

That it is always available to its Clients.

That it is a Specialist in the Management
of Trust and Agency Business.

WRITE FOR EXPLANATORY BOOKLET

33-35 HUNTER STREET, SYDNEY

MANAGER, R. COPLAND LETHBRIDGE.

With the Australian Navy in the Pacific.

HOW A NATIVE VILLAGE WAS
PAINTED RED.

BY GERALD A. RIEL.

NEW Guinea is a land of strange people with strange customs. The traveller there gets accustomed to surprises, and if he is ethnologically inclined he will have ample material to work upon.

During the combined naval and military expedition, when the Commonwealth forces captured the German portion of this island, many incidents of an unofficial nature took place.

Perhaps the reader may be inclined to remark that "so unofficial were these happenings, that some of the officials responsible for their unofficialness are officials no longer." But my remarks do not refer to that species of incident, which is better forgotten, but to those unrecorded happenings which occurred to those whose duty took them to remote parts of the island where human life flourishes in its most primitive and cannibalistic form.

At one time it was thought by the authorities that the upper reaches of the Sepike River, more commonly known on the charts as the Kaiserine Augusta, held possibilities of strong German defence, and a considerable naval and military force was gathered together in Madang. That the whole affair proved a mere hoax is more or less well known now, as after some of our warships had penetrated some six hundred miles of the river

Continued from page 27.
teous, always with a friendly word for the man or woman who needed advice.

Thus was he able to bring out the best that was in his subjects, but nevertheless, he was firm where firmness was needed—and detested deceit more than anything else.

Without a doubt, he was one of the most remarkable men of his time, and he can be regarded—among governors—as one of the finest in character and ability.

He left England in 1792, and ended a life of service to the State at Bath in 1814.

(Don't mouth me with and with Captain Hunter. R.N., Second Naval Governor of N.S.W.)

they returned to report that nothing more formidable than a German police officer, a magistrate, and a few priests were to be found. The former were made prisoners, the latter left undisturbed.

Information, however, was obtained that a German scientific expedition was exploring the higher reaches of the river, and, as it was undesirable to leave anything to chance, a small party of native police boys, under the charge of a military officer, was left some 600 miles up the river to search for this expedition. In support of this party, and to bring it back when its mission was accomplished, the "Siar," a merchant ship, captured in the neighbouring waters and employed as a transport and supply ship, was sent to make a big village about 200 miles below the spot at which the party was operating, there to await their return—or, if necessary, to push on and search for them.

The "Siar" was under the command of a naval officer, who was assisted by petty officers from the Naval Brigade, and manned by a crew of Buka boys (Solomon Islanders) and Chinamen. The rest of the story I take from the diary of one of the officers of that ship.

LIFE AT MALU.

The morning after our arrival at Malu we were greeted by early morning callers, in the shape of some six or eight canoe loads of natives, every one of them naked, if one excepts a feather in the hair, a daub of red paint on nose or forehead, and garters made of plaited grass. Some of them wore a necklace or arm-bands of shells, but beyond these trifles they went naked and unashamed. Up here the natives are cannibals to a man, and given the opportunity would knock you on the head and pop you into the oven, and then gourmandise over you with the greatest gusto. As we apparently appeared far too tough for this latter proposition, they turned their attention to bartering, and to assist in this had brought up loads of yam, taro, bananas, feathers, and small dogs. The natives consider a "helping" of dog a delicacy, and next to "long pig" (the vernacular for the roast of the genus homo), is the chief item on its feast.

A good many things were exchanged to our mutual advantage. Their requests were centred in axe heads, fish-hooks, and red face-powder. The



Is the Original Branded Bottle.
MARY GOLD ESSENCES
known all over the Commonwealth
for their Sterling Value.

Patsy Buttermilk Biscuits

You will find them just as nice as their name, then 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 shopkeeper cannot supply you, please write Joyce Biscuits, Ltd., Camperdown, Sydney, and we will see that you get them.



**Globe Brand
Meat Products**
QUALITY GUARANTEED
ASK FOR

**Globe Sheep Tongue
Globe Ox Tongue
Globe Meat Extract**

JAMES BARNES LIMITED
MANUFACTURERS
REDFERN, NEW SOUTH WALES
ESTABLISHED 1881

WUNDERLICH
ART METAL CEILINGS
are artistic, discolored, fire-retarding, white
and proof and easily erected—yet available
at surprisingly moderate prices.

DURABESTOS
ASBESTOS CEMENT
BUILDING SHEETS
are strong, weather-proof and everlasting.
They are made in many sizes, for External
and Internal Walls and plate Ceilings.

DURABESTOS SLATES
make an ideal roofing, which protects and
beautifies the home for all time.

WUNDERLICH
ROOFING TILES
combine unmatched beauty with extreme
durability, and afford everlasting protection
to the structure they embellish. They are
available in shades of red and chocolate.

WUNDERLICH LIMITED
THE QUEENSLAND AND NEW ZEALAND
CORP. 41 CROWN & CLEVELAND STS., REDFERN
and 51 HUNTER STREET, NEWCASTLE
Box 471 G.P.O., SYDNEY. Phone Redfern 138.

natives are, as one would hardly suppose, very keen bargainers, and will only offer you one yam, a few bananas, or other items in very small quantities, no matter what inducement is held out. However, when they see you ignore their offerings, they increase the size or quantity until for an acrehead they will give you two large bunches of bananas, or perhaps 30lb. weight of yams.

"This day we were painting ship, and one of our callers, after a few moments of hard thought, had an inspiration. Beckoning to one of the native crew who was busy painting, he requested him to give his own sable countenance a few daubs. He pushed his face forward for the operation to commence. The "boy," nothing loth, and imagining, I suppose, that he could exert his artistic talents to far greater advantages on the human face rather than the metal of a dull inanimate ship, started forthwith to decorate our friend to the best of his crude ability. This was the signal for a riot, for no sooner had his companions noticed the striking effect of his bedaubed visage and chest, than they set up a wild clamor to be treated similarly. Seeing the humor of the situation, I sent three more "boys" over the side with pots and brushes, and very soon we had the entire mob covered in a most amazing molley of red and white bars, circles, and triangles, etc., until they looked like walking propositions of Euclid. Then we handed out a few trade mirrors, and the result was most convincing, for they could hardly tear their eyes away from the glorified reflections they saw within. With a howl of delight they started back for their village some two miles away.

A FLEET OF CANOES.

The effect there must have been paralyzing, for in less than half-an-hour from the departure of the first batch, we noticed a whole fleet of canoes paddling up stream for dear life towards us. Suspecting that some mischief was on foot, we got all the arms ready. But they were quite innocent of any intention of procuring our unworthy bodies for their cook pots. All they wanted was to be placed on a level with their paint besmeared comrades, towards whom they seemed to be filled with an all-consuming envy and jealousy. As none of the latter had returned with the others, I took it that they were having the time of their

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital . . . £1,000,000
Capital Paid-up and Reserves . . . £1,115,118
Aggregate Assets at 30th Decr. 1935 . . . £14,000,075

Directors: SIR MARK SHIELDON, K.B.E., Chairman;
FRANK N. YARWOOD, F.C.P.A.; THOMAS CARSON;
H. K. LYAGHT, D.B.E.; GEORGE J. BAY, L.D.S.;
LESLIE COLE, T. L. P. RUTLEDGE, M.L.A.

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

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 150
PLACES IN NEW SOUTH WALES.

BRISBANE:—24 Queen St. Chief Inspector for
Queensland—J. N. H. HAWES. Manager—G. H. HOWES.

BRANCHES AND RECEIVING OFFICES AT 97
PLACES IN QUEENSLAND.

MELBOURNE:—25 Collins St. Manager—M. H. FINNEY.
ADELPHI:—35 Rundle St. Manager—H. T. MOORE.

LONDON:—37 Threadneedle St. K.C. 2
Manager—A. F. JENKINS.

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

EXCHANGE DISCOUNTING OF BANKING
BUSINESS TRANSACTED.



FIBROLITE
GEOGRAPHICAL TILES

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

Write for Free Catalogue.

James Hardie & Coy. Ltd.

"Asbestos House"

York and Wynyard Streets, Sydney.

lives with the belles of the village, and our present guests knowing this, were naturally put out. We waded in, and very soon had treated close on a hundred savages in the same artistic manner—only this time we varied the designs somewhat.

On one manly bosom we painted Winston Churchill, on another appeared a caricature of the Kaiser with drooping moustache. A cheerful-looking cannibal swelled with pride as "Votes for Women" was splashed across his chest from shoulder to thigh. Others, again, rejoiced in titles such as "Viscount Cannibaltown," "Lord Cook-em alive o," while the crowning piece of humor came when some one painted in neat characters on the chest and abdomen of a truly magnificent savage, the legend: "Anthony Hordern's for the best brands of preserved missionary"! On the completion of the job they sped back to their homes a crowd of hilariously happy cannibals. And that's how we painted the village of Malu red—or rather, red and white.

NATIVE TREACHERY.

Shooting here is made difficult and unpleasant by the treacherous nature of the natives, which makes it necessary to go into the bush in comparatively large and armed parties; and secondly, the thickness of the bush itself, and the absence of decent tracks. Add to this the clouds of mosquitos which greet one the moment one enters the bush, and it will be seen why shooting or other landing expeditions were not popular. Our native crew fortunately did not find any hardship in these conditions, and so we managed to keep our larder supplied with fat pigeons almost daily.

All day long canoes passed up and down the river, frequently as many as ten to fifteen being in sight at once. The occupants were mostly bent on tending their nets and fish baskets, with which all the villages are liberally endowed—fish being very plentiful. It is, however, mostly of such a repulsive appearance that only the native boys and the Chinamen on board indulge in it.

Just before sunset on the eighth day after our arrival at Malu, I heard a loud cheer. Coming round the bend above us I saw the long-expected expedition, consisting of two motor launches and a large boat. They made fast alongside, and the officer-in-charge—very tired and dirty—stepped on board. Steam had been raised in anticipation of their arrival on that or the next day, and so no time was lost in heaving up anchor and leaving that pestilential mosquito-infested place astern.

*No libel intended.

ANTHONY HORDERNS' FOR EVERYTHING

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

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

ANTHONY HORDERN & SONS, LIMITED
BRICKFIELD HILL, SYDNEY.

"PACIFIC" COAL

Is splendid Household and
STEAM COAL

**BRIGHT BURNING and
GREAT HEATING
POWER.**

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



THE NAVY LEAGUE.

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

H. E. THE STATE GOVERNOR—
ADMIRAL SIR DUDLEY DE CHAIR, K.C.B.

PRESIDENT—
THE HON. SIR W. P. CULLEN, K.C.M.G., M.A., LL.D.
Lieutenant Governor and Chief Justice
of New South Wales

EXECUTIVE COMMITTEE—
EDWARD W. MEYER
RUSSELL KING
SIR SAMUEL HORDERN, K.B.
F. W. HILKIN, O.B.E.
ALFRED G. MILNER
O. E. FAIRFAX, B.A., LL.D.
OSCAR LINES
M. H. MARSH
E. P. SIMPSON
A. CORREY STEPHEN
J. J. WATSON
CAPT. A. W. PEARCE, F.R.S.
CAPTAIN B. O. GIBSON, F.R.S.
J. J. EVANS
SIR F. G. WALKER, M.B.E.
SIR A. MACCORMICK, M.D.
A. GORDON WOODS
JUDITH A. P. BUCHANAN, M.A.
J. FAYNE
SIR A. W. MEYER, M.B.E., M.L.C.
C. M. C. SHANNON
HARRY SHILLIV
WALTER M. MARKE, M.P.
S. FOSTER-KILGARD
SIR THOMAS HUGHES, M.L.C.
HON. J. LANE MULLINE, M.A., M.L.C.
T. H. BICK

HON. MEMBERS—
MAJOR GENERAL BRAND, C.B., C.M.G., D.S.O.
CAPTAIN A. O. CAMPBELL, R.N.
COMMANDER H. L. QUINN, R.A.N.

HON. TREASURER—
RUSSELL KING
C. M. C. SHANNON
HARRY SHILLIV
HON. SECRETARIES—
F. W. HILKIN, O.B.E.
ALFRED G. MILNER

EDITOR OF JOURNAL—
MURTH JEFFERIES.

PLEASE NOTE.

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.

PHONE: B 7808.

A beautifully designed Brooch in pure Platinum and finest quality Diamonds

Distinctive Jewellery

DELICACY of work in the pure Platinum Mountings, and unsurpassed quality in the fine Diamonds, combine in making the Company's Jewellery an undoubtedly the finest value obtainable in Australia.

Selections sent on approval. Five per cent Discount for cash. An attractive Catalogue sent free, anywhere.

HARDY BROS LTD

13 HUNTER STREET, SYDNEY

BRISBANE MELBOURNE

Orient Line

AUSTRALIA - ENGLAND (London)

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

FLEET.

| | TONS |
|----------------------|--------|
| "ORAMA" | 20,500 |
| "ORONSAY" | 20,500 |
| "OTRANTO" (Building) | 20,500 |
| "ORMONDE" | 14,853 |
| "ORMUZ" | 14,588 |
| "ORVIETO" | 12,153 |
| "OSTERLEY" | 12,129 |
| "ORSOVA" | 12,056 |
| "ORCADES" | 10,000 |

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

REDUCED FARES ALL CLASSES.

Orient S. N. Co. Ltd.

2-4-6 SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED
Managing Directors: C. TALLE, R. J. TALL, and FRANK TALL.

CRITERION THEATRE.

**MURIEL STARR and
FRANK HARVEY**

"East of Suez."

HER MAJESTY'S.

**J. C. Williamson's
New Musical Comedy Co.**

"Whirled Into Happiness."

THEATRE ROYAL.

**CLAUDE FLEMMING and
MARIE BURKE**

"The Cousin from Nowhere."

The Bellambi Coal Company Limited

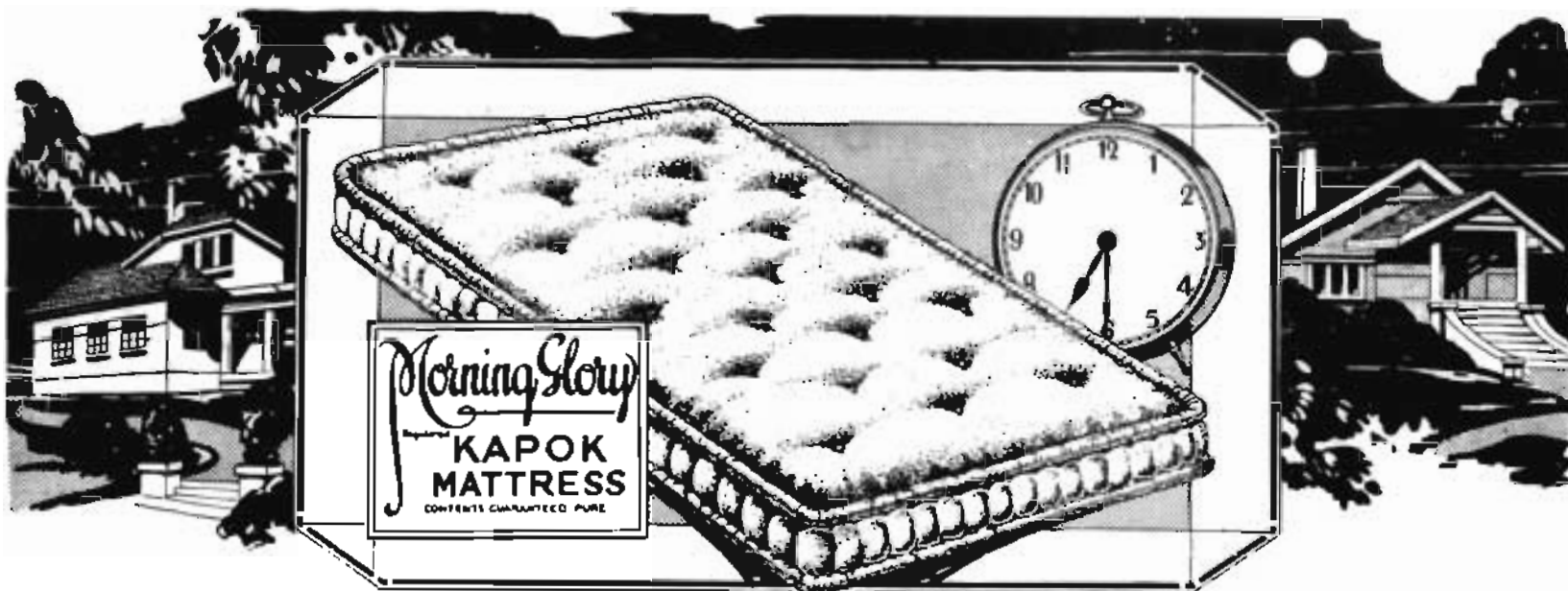
COLLIERY and STEAMSHIP OWNERS

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

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

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

OFFICES—16 SPRING ST., SYDNEY



“Sleep that Rests”—Do you get it?

TO be careless about the selection of your bedding is endangering the health of every member of your family. Saturated and insanitary mattresses have proved to be the source of numerous of the commoner forms of infectious and skin diseases. Every “MORNING GLORY” KAPOK MATTRESS is made of only PURE, CLEAN, NEW MATERIALS which, together with its scientific construction, make that all-to-be-desired result—SOUND, HEALTHY SLEEP

—a certainty. Spare a few minutes to-day to go to your House Furnishers and compare what you are sleeping on with this new billowy and buoyant bedding that is the purest bedding it is possible to make. REMEMBER THIS: Be sure you see the BLUE AND GOLD LABEL that we attach to every “MORNING GLORY” MATTRESS for your own protection. OBTAINABLE AT ALL THE LEADING FURNITURE HOUSES. Write for copies of our free booklets.

NEWLANDS BROS., LTD., Riley St., Sydney.

Wholesale only.

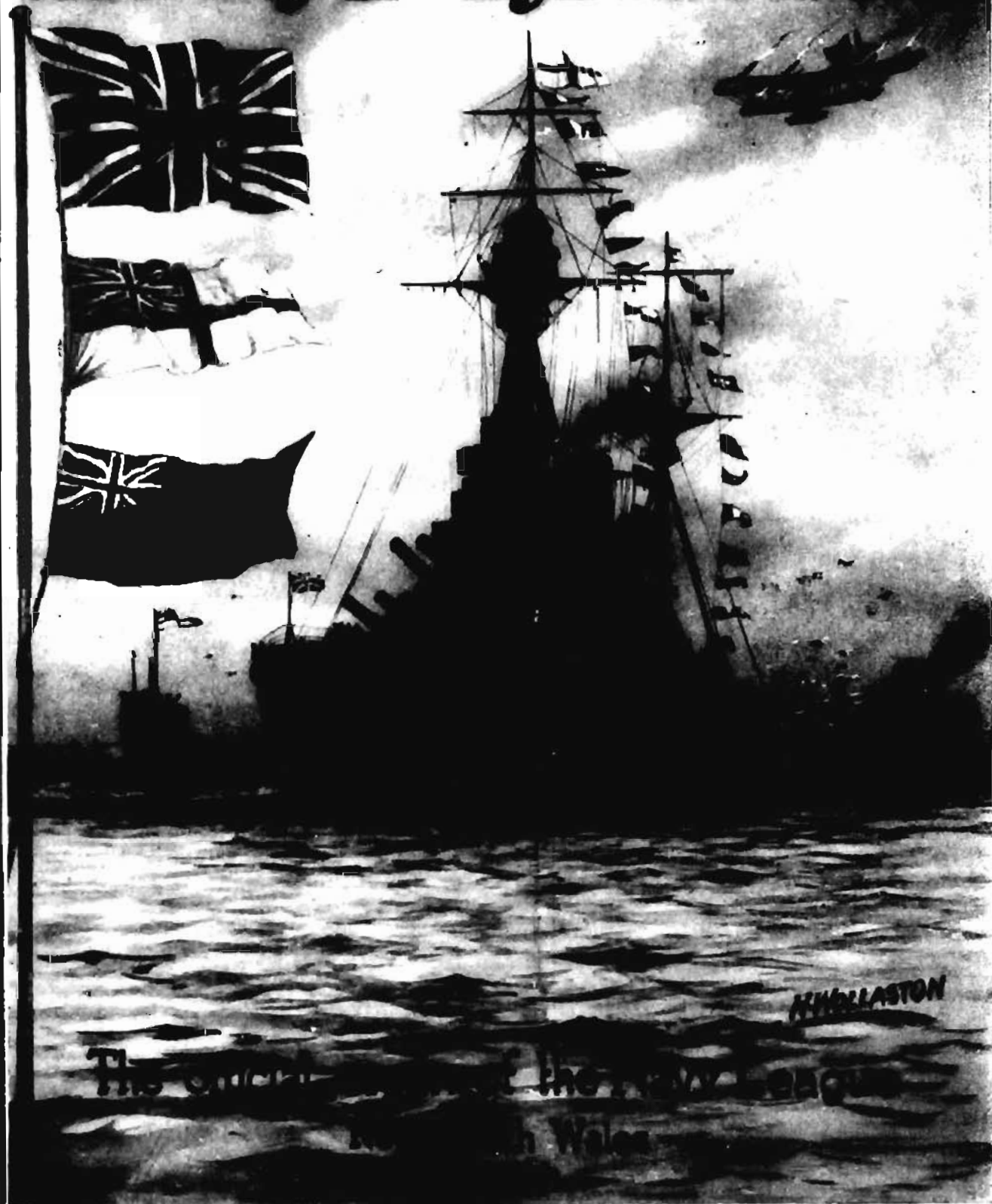
VOL. 5, No. 8.

MITCHELL LIBRARY,
DECEMBER, 1924.

TELEPHONE, B 7808.

SYDNEY.

The Navy League Journal





Commonwealth Bank of Australia

ESTABLISHED 1912.

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

SAVINGS BANK INTEREST

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

SAVINGS BANK AGENCIES ARE ALSO
ESTABLISHED AT THE FOLLOWING:

| | |
|-------------------------------------|-------------------|
| GARDEN ISLAND (SYDNEY) | |
| NAVAL DEPOT, WILLEMSTOWN (VICTORIA) | |
| H.M.S. TUDOR | H.M.A.S. HIDEAWAY |
| SYDNEY | PLATYPS |
| MELBOURNE | GERANICA |
| TORRENSIDE AGENCY | |

Acting Governor
JAMES KELL.

PERMANENT

TRUSTEE COMPANY OF N.S.W. LTD.

Trustees — Executors — Attorneys — Agents

**Estates Under Control Exceed
£2,000,000.**

This Company's advantages are unique.
Its Special Act of Parliament stipulates
that the whole Capital and Assets
over one million pounds shall be liable
for the protection of clients' interests.
Further a special feature of the Com-
pany's service is the deferment of Corpus
Commission charges until the estate
becomes distributable.

EXPLANATORY BOOKLET POST FREE.

E. V. T. WHITTLE **J. W. BARNES**
ASSISTANT MANAGER MANAGER

25 O'CONNELL STREET, SYDNEY.



SPECIAL DECEMBER CASH BONUS

2/- DISCOUNT
EVERY £1 CASH

**CASH
10%
BONUS**

2/- DISCOUNT
OFF
EVERY £1 CASH

DECEMBER 18th TO 24th.

APPROPRIATE CHRISTMAS PRESENTS.



Case containing Solid Silver-plated Hair Brush, Mirror,
Comb and Clothes Brush £10 10/- Separate pieces supplied.

WIDE ASSORTED STOCKS TO SELECT FROM.

J. M. DEMPSTER LTD.

JEWELLERS

SILVERSMITHS

Ayrshire House,

311 GEORGE ST. SYDNEY

(TRADE OPPOSITE HURST STREET)

J. M. Dempster,
Managing Director

New Catalogue
Post Free.

THE "RED, WHITE and BLUE" WHISKY



The Navy League Journal

Vol. V. No. 8.

SYDNEY, DECEMBER, 1924.

PRICE 3D

FORGING AHEAD.

Navy League's Remarkable Progress.

Our 1925 Resolution.

BEFORE the next issue of the JOURNAL
appears the Christmas season of 1924 will
have passed.

The advent of Christmas brings to a close the
fifth year of the Magazine's existence. During
that period it has gradually grown to its present
comfortable proportion, and to-day is regarded not
only as a link between the scattered units of the
Navy League Sea Cadets throughout the metro-
politan area, but also as a valuable publicity and
advertising medium.

Therefore the occasion seems favourable for
briefly reviewing the progress of the Cadet move-
ment.

Starting away back in 1919, under humble
circumstances, the League to-day has grown static
wide in public interest—has its own JOURNAL,

seven flourishing sub-branches, and a powerful
representative executive consisting of the foremost
citizens of Sydney. This executive is a bulwark
and tower of strength to the movement.

Behind the Executive is an active, energetic
body of sympathisers who keep alive interest in
the sub-branches by practical effort. The good
work of these men and women cannot be too
highly commended. Utter sincerity and unselfish-
ness are the key notes of their administration, and
the boys have benefited enormously by their
patriotic labours.

Good-and-all as has been our progress in the
past as a result of this line spirit of helpfulness
and camaraderie, we intend to make it still
greater in the coming year of 1925.

The natural development of the Sea Cadet

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

A. K. JAQUES, CHAIRMAN. J. M. ATKINSON.
C. C. GALE. L. J. DAVIES.
THKO. J. MARKE.

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

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

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY.
KELSO KING, MANAGER.

Interstate Steamship Sailings

Modern Passenger
Steamers:

KATOOMBA
CANBERRA
LEVUKA
ZEALANDIA
KARoola
WYREMA
BOMBALA
DIMBOOLA
COOMA

Regular Passenger and Freight Services
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

| | | | |
|------------------------------|------------------------------------|-----------|-------|
| Adelaide Steamship Co. Ltd. | - 22 Bridge Street, Sydney | TELEPHONE | 8870 |
| A. U. S. N. Co. | - 7 Bridge Street, Sydney | | 10888 |
| Australian Steamship Ltd. | - 880 George Street, Sydney | | 6221 |
| McBarneth, McEachern & Co. | - 61 Pitt Street, Sydney | | 7888 |
| Huddart, Parker, Ltd. | - 10 Bridge Street, Sydney | | 8888 |
| Melbourne Steamship Co. Ltd. | - Cr. Clarence and Barrack Streets | | 8213 |

movement has been most fertile. Local conditions have favoured it, and the increased attention being paid to the possibilities of Australia as a new power in the Pacific will give it a vigorous impetus.

In addition to being a healthy, manly form of physical recreation the movement is of vital importance inasmuch as it is developing another valued Empire asset. It promises to bring to the service of our Empire the latent power in Australian boyhood. It carefully nurtures this reservoir of naval strength, and plans to place it at the service of the great sailors of the Navy who carry our meteor flag into all the ports of the Seven Seas.

That mission is a sacred one, both as an Empire duty and because of the great good it does in cultivating patriotism amongst our Australian youth.

In this spirit then we invoke the continued interest and support of all good citizens, of whom we hope to see many hundreds become members of the organisation in the New Year. In this connection we would counsel members to pledge themselves to bring in at least two new members each in 1925.

We feel proud of the work already accomplished under somewhat difficult circumstances, and hope that the spirit which enabled us to surmount them will continue strong and fit to brave the obstacles that may confront us in 1925.

This being the last issue for 1924, we desire to extend to all Cadets, members, readers, and advertisers our heartiest wishes for a MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR.

THANKS!

The Navy League Journal extends its sincere thanks to its generous advertising patrons for their practical support during the past year, which we are glad to say was a most successful one. We intend offering even wider publicity for 1925.

SERVICE - SECURITY

LET US HELP YOU ATTAIN FINANCIAL INDEPENDENCE. A SMALL SUM BANKED IN THE GOVERNMENT SAVINGS BANK REGULARLY, WILL SOON MOUNT UP, AS ALL THE TIME YOUR MONEY IS EARNING 4 PER CENT. INTEREST ON EVERY £ UP TO £500 AND 3½ PER CENT. ON EXCESS TO £1,000. OPEN THAT ACCOUNT NOW.

Government Savings Bank

OF N.S.W.

Head Office: 19-23 MARTIN PLACE, SYDNEY.

163 BRANCHES & OVER 500 AGENCIES

"Costs a little more
Worth a lot more."

Aunt Mary's Baking Powder

Made from the finest Cream of Tartar—free from all adulterants. Makes delicious crispy scones, dainty cakes and pastries. Always insist on Aunt Mary's Baking Powder.



The Aberdeen Line

Regular Service between Australia and
Southampton, Hull, and London via
South Africa. Finest Steamers
on the Route.

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

* New Steamers

Unsurpassed Accommodation for
First and Third Class Passengers.

Inclusive Tours to South Africa at reduced rates.

NEW ABERDEEN LINER "DIOGENES," 12,500 TONS.

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

DALGETY & COMPANY, LIMITED

THROUGHOUT
AUSTRALIA AND
NEW ZEALAND.

White Star Line

CABIN Passengers Only.

Australia to Southampton, London
and Liverpool via South Africa.

Regular Sailings of the Fine and
Popular Steamers

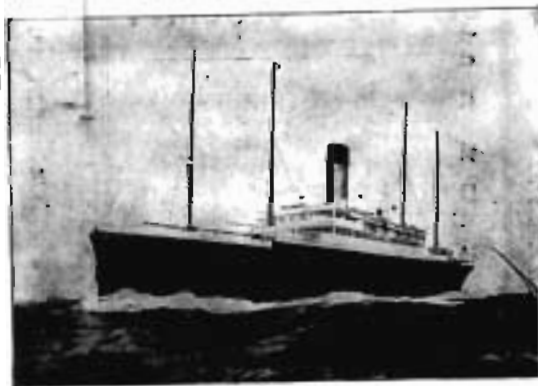
| | |
|-----------|-------------|
| "CERAMIC" | 18,500 Tons |
| "MEDIC" | 12,000 " |
| "PERSIC" | 12,000 " |
| "RUNIC" | 12,500 " |
| "SUEVIC" | 12,500 " |

Also Cargo Steamers at
Frequent Intervals.

For Full particulars as to Freight
and Passage Money apply to

DALGETY & COMPANY, LIMITED

THROUGHOUT
AUSTRALIA AND
NEW ZEALAND.



WHITE STAR LINER "CERAMIC," 18,500 TONS.

*"The Spirit of Our Forefathers is the Spirit
of the Navy League."*

ADMIRAL JELlicoe's MESSAGE TO THE PEOPLE OF AUSTRALIA.

*It is with both pride and pleasure that the Navy League Journal publishes a congratulatory
message from Admiral Viscount Jellicoe extolling the broadening influence
and the fertile growth of the Navy League.*



*I take this opportunity of thanking you for sending me copies of the Navy League
Journal of New South Wales during my residence in New Zealand.*

*The Journal has interested me greatly, as its pages indicate the success of the Navy
League movement in New South Wales.*

*Particularly have I noted the advance made in the Sea Cadet organisation. This
movement must appeal strongly to everyone who realises the absolute dependence of the Empire
upon its sea communications.*

*These communications cannot be maintained or protected unless the youth of the
Empire possess the Sea Spirit, for it is that sea spirit on the part of our forefathers which
made the Empire, and gave it its greatness.*

My best wishes will ever be with you in your work. May it flourish and prosper.

4/12/24.

JELlicoe.

P. & O.

ROYAL MAIL STEAMERS

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



First and Second Saloon Only.

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

For Fares and all further particulars apply to

MACDONALD, HAMILTON & CO.

AGENTS

Tel. City 6321.

Union House, 247 George Street, Sydney.

A HUMANE MAN.

The Colony's Second Governor.

Whether it was sheer luck, or pure deliberation that helped the powers that were in England at the beginning of the last century in making the selection of the men who were to control the new colony is hard to say.

No doubt New South Wales at that time was looked upon more as a penal settlement than a new land or a new nation by the Government of Britain at the time.

Yet, with, save perhaps, the single and striking exception of Bligh, they did not despatch the wrong men as administrators. It may have been luck, or deliberation, as we said before, but a foundation was laid by sailors of the Navy, and it was only a matter of time for the Colony to prosper within itself.

The second Governor, Captain Hunter, R.N., earned his experience with Governor Phillip, with whom he came out in the First Fleet.

AS long as Australia is Australia, while the white man of British stock holds its shores against the invader, whether peaceful or otherwise, Hunter's name will always be handed down to posterity, if only for the reason that one of Australia's most important rivers is called after him.

But it is not for that alone that Hunter's name takes one of the proud places in our history books, but it certainly seems fitting that the river on which is built Newcastle, the second city of New South Wales, and which flows through some of the richest lands in the State, should bear his name.

When you stand on any point that overlooks the harbour, or when you unreef your sails to the breeze, do you ever pause and think that about 135 years ago the first white man to point the nose of his boat into every corner, and to take soundings of the shoals and deeps was Captain Hunter.

Surveyed the Harbour.

Almost the first task in which he was engaged was that of carrying out a survey of what was destined to be one of the world's greatest harbours, and certainly its most beautiful.

Only the imagination can show us what Hunter saw, and perhaps it was one of the most pleasant jobs that ever he carried out. Man had not yet begun to mar its foreshores with unsightly buildings, nor had he for many years afterwards.

But, all the same, the coloniser (Captain Phillip) had his eye to business when he sent his subordinate Hunter out on voyages of exploration. And Hunter, no doubt, entered into the task with enthusiasm. Possibly, he foresaw what the result of his work would be, and in building, he builded well.

Comes to the South.

He certainly made it easier for those who later came along with ships loaded with merchandise for the settlers, and facilitated the work of building a city along the shores.

Hunter's first and only occupation was that of sailor. Born in Scotland, he entered the service of the King as a midshipman in the navy, and with that branch of the defensive service went through all the vicissitudes that marked the movements of the Navy in those eventful times.

Like the rest of sailor men, he was skilled in the arts of war as well as peace, more so in the former than in the latter, and he took part in all the moves and counter moves that were made against England's enemies towards the end of the eighteenth century.

Then destiny threw him in the direction of the Southern Seas. The first fleet was being equipped to take the first convicts to Botany Bay under Captain Phillip, and in 1787 Hunter was appointed to the *Sirius* as second captain with post rank.

Our Greatest Sea Story.

Conrad's "The Nigger of the Narcissus."

Wonderful Triumph of a Pole.

Poetry of the Storm.

For almost every man and boy the sea has a fascination. It is an adventure—an adventure that has appealed so greatly to Britishers that it can be said, without fear of contradiction, that the history of the growth of our Empire is the story of the exploits of our sailors.

*"And the beauty and mystery of the ships,
And the magic of the sea."*

IN a literature as rich as ours, it should not be difficult, one would imagine, to call to mind books that fitly commemorate the deeds of our sailors whose "high courage and singular activity" have made our Empire, what it is to-day.

And, yet, careful consideration of the great books in our language forces us to the conclusion that those dealing with the deeds of our heroes "whose high hearts and manly resolution tried the fortune of the sea" can be counted almost on the fingers of one hand.

Polish Penman.

Strangest thing of all is it to consider that it was left to a Pole, who until he was twenty-one years of age, was ignorant of our language, to write the greatest sea story we have. Fiction, if you like, but it is the fiction that is greater than truth; and "The Nigger of the Narcissus" remains the greatest gallery of portraits of men of the sea that we possess.

Theodor Josef Konrad Karzeniowski, whose death was reported a few weeks ago, and who was better known to readers of English fiction as Joseph Conrad, was born in the South of Poland in December, 1857.

When he was five years old his father was banished to Vologda where Conrad lived till his mother died.

Then he was sent back to the Ukraine. When he was thirteen his father died. The future writer of "The Nigger of the Narcissus" remained at school till he was seventeen. Then he received some training on French ships, but not till he was twenty-one did he achieve the first of his ambitions and become a sailor on an English ship. That year he joined the *Duke of Sutherland*. Of her he wrote reminiscences many years later ("she's dead, poor thing! a violent death on the coast of New Zealand.") On her he served as an ordinary seaman.

Six years later, the young man who could speak only a few words of English when he joined the *Duke of Sutherland*, became a master in the English Merchant Service and also achieved his second, and greatest ambition. He became a naturalised Englishman. Ten years later he left the sea.

A Memory of Neptune.

For several years, during spare hours on many voyages, Conrad amused himself by writing a novel, a tale of the Malay Archipelago. It was not



For Comfort
and
Economy

Mangrovite Leather Soles

are unexcelled. Manufactured from the higher quality leather they undeniably give longer and more satisfactory wear.

Mangrovite and "Milestone" Waterproof Half Soles:—Men's 2/-, postage 8d. Women's and Youths' 1/-, postage 4d. in New South Wales.

Mangrovite Ordinary Half Soles:—Men's size 1/5, postage 8d. Women and Youths' 1/4, postage 8d. Children's 6d, postage 8d. in New South Wales.

Mangrovite Belting Ltd.

Charles Lubliner, Managing Director.

49 YORK ST. (Wynyard Square) SYDNEY.

"The first drink of the day."

ELLIOTT'S FRUIT SALINE

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

It is effervescent and pleasant
to take.

All Chemists and
Storekeepers sell

ELLIOTT'S FRUIT SALINE

AT

2s. 6d. per bottle.

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 part 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 SWIFTER 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.

till he had left the sea that he gave the English-speaking world "The Nigger of the Narcissus," a story entirely of the sea, describing the voyage of the ship "Narcissus" from Bombay to London, "a record of lovingly cherished memories."

"The Nigger of the Narcissus" is the epic of the Sailing Ship, the last word that can be written on the subject, for Conrad has gone and so have the ships. Modern liners had no charm for Conrad. Sailing Ships and small tramp steamers, these he loved.

"The modern steamship," he wrote in one of his books, "advances upon a still and overshadowed sea with a pulsating tremor of her frame, an occasional clang in her depths, as if she had an iron heart in her iron body, with a shudding rhythm in her progress and the regular beat of her propeller, heard afar in the night with an august and plodding sound as of the march of an inevitable future."

But in a gale, the silent machinery of a sailing ship would catch not only the power, but the wild and exulting voice of the world's soul.

Whether she ran with her tall spars swinging, or breastst it with her tall spars lying ever, there was always that wild song, deep like a chant, for a bass to the shrill pipe of the wind played on the sea-tops, with a punctuating crash, now and then, of a breaking wave. At times the weird effects of this invisible orchestra would get upon a man's nerves till he wished himself deaf."

Storm in a Sailing Ship.

And a storm at sea in a Sailing Ship! This is how he describes it in "The Nigger of the Narcissus."

"Just at sunset there was a rush to shorten sail before the menace of a sombre hail cloud. The hard gust of wind came brutal like the blow of a fist. The ship relieved of her canvas in time received it pluckily: She yielded reluctantly to the violent onset; then, coming up with a stately and irresistible motion, brought her spars to windward in the teeth of the screeching squall."

Out of the abysmal darkness of the black cloud overhead white hail streamed on her, rattled

Burns, Philp & Co. Ltd.

Consult our Tourist Department for Passages to—

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

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

For itineraries and Pamphlets write or call our

Tourist Department
11 BRIDGE STREET, SYDNEY.

on the rigging, leaped in handfuls off the yards, rebounded on the deck—round and gleaming in the murky turmoil like a shower of pearls.

It passed away. For a moment a livid sun shot horizontally the last rays of sinister light between the hills of steep, rolling waves. Then a wild night rushed in—stamped out in a great howl that dismal remnant of a stormy day.

"There was no sleep on board that night. Most seamen remember in their life one or two such nights of a culminating gale. Nothing seems left of the whole universe but darkness, clamour, fury—and the ship. And like the last vestige of a shattered creation she drifts, bearing an anguished remnant of singular mankind, through the distress, tumult and pain of an avenging terror. . . . Outside night moaned and sobbed to the accompaniment of a continuous loud tremor as of innumerable drums beating far off."

"Shrieks passed through the air. Tremendous dull blows made the ship tremble while she rolled under the weight of the seas toppling on her deck."

At times she soared up swiftly as if to leave this earth for ever, then during interminable moments fell through a void with all the hearts on board of her standing still, till a frightful shock, expected and sudden, started them off again with a big thump.

The Midnight Orders.

"At midnight, orders were given to furl the fore and mizzen topsails. With immense efforts men crawled aloft through a merciless buffeting, saved the canvas and crawled down almost exhausted, to bear in panting silence the cruel battering of the seas."

"Perhaps for the first time in the history of the merchant service the watch, told to go below, did not leave the deck, as if compelled to remain there by the fascination of a venomous violence."

"At every heavy gust men, huddled together, whispered to one another:—"It can blow no harder"—and presently the gale would give them the lie with a piercing shriek, and drive their breath back into their throats."

"A fierce squall seemed to burst asunder the thick mass of sooty vapours; and above the wrack of torn clouds glimpses of the high moon rushing backwards with frightful speed over the sky, right in the wind's eye."

"Many hung their heads muttering that it 'turned their inwards out' to look at it. Soon the clouds closed up and the world again became a raging, blind darkness that howled at flinging at the lonely ship salt sprays and sleet."

Morning, but no sunshine.

And then day came. At any moment the masts were likely to be jumped out or blown overboard. The storm continued with unabated fury till it seemed that the ship would turn over altogether. Only a miracle prevented men from being washed overboard. "In all that crowd of cold and hungry men, waiting wearily for a violent death, not a voice was heard; they were mute, and in sombre thoughtfulness listened to the horrible imprecations of the gale."

VICTORY

SPECIAL
PACKETS
OR
AIR-TIGHT
TINS.



FLAKE CUT
PACKETS
OR
HINGE-LID
TINS.

TOBACCO
Always Fresh

A terrific storm when read in its entirety—a wonderful voyage of storm and stress, of joy and beauty. "The Nigger of the Narcissus" is a "gallery of remarkably distinct and authentic portraits, the atmosphere is held in perfect restraint and the overhanging theme is never for an instant abandoned," says Mr. Hugh Walpole of this book.

Ships and the men in them.

The Nigger, the chap that was "nothing but trouble," Donkin "who never did a decent day's work in his life" and who was always discoursing with filthy eloquence on "right of labor to live"; the silent Singleton, "the last of a great race whose work ended with clippers," and who, when asked what kind of a ship was the Narcissus replied with unmoved face:—"Ship!—ships are all right. It's the men in them!" Captain Allistoun, Mr. Baker, young Creighton, Charley—a wonderful gallery.

"Good-bye, brothers! you were a good crowd. As good a crowd as ever fated with wild cries the beating canvas of a heavy foresail; or tossing aloft, invisible in the night, gave back yell for yell to the westerly gale."



**Very Economical
The Shine Lasts**

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital . . . £2,000,000
Capital Paid-up and Reserve . . . £1,019,112
Aggregate Assets at 30th June, 1924 . . . £14,499,431

Directors: Sir MARK SHELTON, K.C.K. Chairman;
FRED N. YARWOOD, F.R.P.A.; DONALD CAMERON;
H. R. LYNCH, O.M.B.; GEORGE J. M.C. L.L.D.;
LIEUT. COL. T. L. F. RUTLAND, M.L.A.
General Manager: C. M. G. SWANSON.
Chief Inspector for New South Wales: W. G. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 180
PLACES IN NEW SOUTH WALES.

BRISBANE:—251 Queen-st. Chief Inspector for
Queensland—J. N. H. HOWES. Manager—O. R. HOWELL.
BRANCHES AND RECEIVING OFFICES AT 27
PLACES IN QUEENSLAND.

MELBOURNE:—251 Colford-st. Manager—M. R. FINNEY.
ADELPHI:—38 Rundle-st. Manager—R. T. MOODIE.
LONDON:—37 Threadneedle-st. M.C. &
Manager—A. F. JENNINGS.

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

EVERY DESCRIPTION OF BANKING
BUSINESS TRANSACTIONS.

A 1925 RESOLUTION.

SUPPORT THE NAVY LEAGUE.

HOW IT CAN BE DONE

MEMBERSHIP SCALE:

| | |
|---|---------|
| VICE-PRESIDENTS | £5 0 0 |
| ANNUALLY. | |
| VICE-PRESIDENTS for life | 25 0 0 |
| FELLOWS (Ladies and Gentlemen) | 1 1 0 |
| ANNUALLY. | |
| FELLOWS (Ladies and Gentlemen) for life | 10 10 0 |
| MEMBERS | 0 5 0 |
| ANNUALLY. | |
| JUVENILE MEMBERS | 0 1 0 |
| ANNUALLY, AND FORWARD. | |

MEMBERS RECEIVE A NAVY LEAGUE BAKINX
AND A COPY OF THE MONTHLY INDEX
OF THE JOURNAL.

COMMUNICATE WITH THE NAVY LEAGUE, 30
QUEENVINE ST., FOR FURTHER PARTICULARS.

Successful "Book Evening."

North Sydney's Proud Example.

North Sydney is fortunate in numbering amongst its members so active and enthusiastic a well-wisher as Miss Frances Glasson whose latest exploit, on behalf of the Sub-Branch, took the form of a highly successful "Book Evening."

THE function took place at the Royal Naval House on Wednesday night, November 26. Mrs. M. P. Glasson was the hostess of the evening, and welcomed a large number of guests.

Supper was provided, and an enjoyable musical programme was contributed by Miss Leila Hammond, Miss Alice Braund, and Miss Kathleen Ashton.

During the evening Mr. H. Morris (an active enthusiast of the Navy League) was introduced to the gathering by the Secretary, Mr. Keith Jefferies. Mr. Morris, who is a clever recounter, delivered an appropriate address.

Signalling Science.

A spic and span party of cadets in charge of Mr. McDonald (officer-in-charge North Sydney) were in attendance, and the following gave a meritorious display of signalling—Morse and Semaphore:—C.P.O. Hamilton, P.O's. McGarry and Butcher, leading Sea Cadets McLelland and Haynes, and Cadets Goulding, Dines, Egan and Clayton.

Bright, bronzed and brawny the boys were indeed a worthy representation of the Navy League accomplishments.

As a result of the function North Sydney will now be able to boast of a magnificent array of books by prominent authors. It is to be hoped that North Sydney's good example will be followed by other sub-branches. A library of good, wholesome books is an educational necessity.

Donors of Books.

The following were the donors:—Mrs. and Miss Willis (2 books), Mr. Bartholomew, Mrs. Reynolds, the Misses Hammonds (3), Miss Ada Black (2), Miss Francis Smith (1), Mrs. Hudson (1), Miss Watson (1), Mr. McDonald (1), North Sydney Cadets (12), Mrs. Bogue-Luffman (3), Capt. and Mrs. Wilkinson (3), Miss E. Gardiner (2), Mr. Beck (2), Miss Dunster (1), Mr. and Mrs. Denchar (1), Mrs. Frazer (1), Miss Bolchine (1), Mrs. Glasson (1), Miss Frances Glasson (1), Miss Bet Glasson (1), Mrs. and Miss Amos (2), the Misses Roseby (2), Mrs. Chapman (1), Mr. and Mrs. McDonald (2), Mr. and Mrs. Hylliar (2), Miss Hansford (1), Miss King (1), Mrs. W. Hudson (4).

Mrs. Kelso King donated £2 2s. and Mr. A. Milson, £2.

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

For Our Journal

Voluntary contributions are always acceptable particularly if

"Bright and breezy, free and easy,
With the tang of the salt sea spray."

and still more acceptable, suitable
Photos, pictorial matter, for
publication.

PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER

PERDRIAU
"WATERSHED"
GARDEN HOSE
Guaranteed 3 Years
SOLD BY ALL STORES
PERDRIAU RUBBER CO. Ltd.
270 George St. Sydney, and in all States

Brunton's
FLOUR
ESTABLISHED 1886

THE BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

MANUFACTURERS OF:

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



STACKING RAILS BY ELECTRIC CRAN

WORKS:

IRON & STEEL WORKS:
NEWCASTLE, N.S.W.

IRONSTONE QUARRIES:
IRON KNOS, N.S.W.

SILVER-LEAD MINES:
BROKEN HILL, N.S.W.

BRANCH OFFICES:

SYDNEY:
25 O'CONNELL ST.

ADELAIDE:
11 FRANKLIN ST.

LONDON:
2 ST. WINCHESTER ST.

HEAD OFFICE: **EQUITABLE BUILDING** MELBOURNE

NAVY LEAGUE



SEA CADETS

OFFICIALLY RECOGNISED BY THE AUSTRALIAN NAVY BOARD

The Navy League is Non-Sectarian.

The Navy League is Non-Political.

With a view of infusing interest in the projected social activities of the North Sydney Sub-Branch a special meeting of all persons directly interested took place at the High Street Depot on Tuesday night (December 9th).

Mr. A. G. Milson presided over the following attendants—Mrs. Amos, Miss Frances Glasson, Mrs. Holland, Mr. Mrs. and Miss Morris, Mr. Hopkins (Clovelly), Mr. Macdonald (O.I.C., North Sydney), and Mr. Keith Jefferies (Secretary Navy League).

Apologies were received from Mrs. Emily Bennett, Messrs. Shillington and Bartholomew (Hon. Treasurer, North Sydney).

After lengthy discussion it was found desirable to reorganise the Committee, and therefore the following office-bearers were elected:—President, Mrs. Amos; Vice-Presidents, Mrs. Holland, Miss Glasson and Mr. A. G. Milson; Hon. Treasurer, Mr. C. P. Bartholomew; and Hon. Secretary, Mr. H. Morris.

During the evening the meeting tendered congratulatory thanks to Mrs. Amos for donating a centre board for North Sydney cutter, and to Miss Glasson for her successful "Book Evening" function.

EXECUTIVE COMMITTEE MEETING.

The usual monthly meeting of the Executive Committee took place at the Royal Naval House on Monday afternoon, December 8th.

Present: His Honor Judge Backhouse (in the chair), Sir Frederick Waley, Sir Alfred Menks, Captain Crauford, Commander Quick, Messrs. Harry Shelley, Kelso King, J. Payne, J. J. Eyre, F. W. Hixson, T. Fox, A. G. Milson, and Keith Jefferies (Organising Secretary).

Apologies were received from Captain A. W. Pearse and Mr. C. M. C. Shannon.

It was decided that the following distributions be made to the Sub-Branches:—Concord £50, North Sydney £25, Balmain £50, Richmond £35, Clovelly £20, Lane Cove £20, a total amount of £200.

Mr. F. Currie was appointed Officer-in-Charge of the Lane Cove Sub-Branch.

A request for a grant of £30 from the Drum-moyne Sub Branch was discussed at length. Finally, it was decided that £10 be given providing that the Sub-Branch can, by local efforts, raise the outstanding amount—£20.

The Committee, in discussing the request, was emphatically of the opinion that a Sub-Branch should, after receiving the foundation support from headquarters, be self-supporting.



SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. E. ROOPER
Hon. Secretary Mr. E. ROOPER
NORTH SYDNEY—Officer-in-Charge Mr. M. MACDONALD
Hon. Secretary Mr. J. MCLEOD
CONCORD—Officer-in-Charge Mr. J. MCLEOD
Hon. Secretary Mr. J. L. ROOPER
LANE COVE—Officer-in-Charge Mr. F. GORDON

DRUMMOYNE—Officer-in-Charge Mr. E. ROOPER
Hon. Secretary Mr. E. ROOPER
RICHMOND—Officer-in-Charge Mr. E. ROOPER
Hon. Secretary Mr. E. ROOPER
GLOVELLY—Officer-in-Charge (Outg.) Mr. E. ROOPER
Hon. Secretary Mr. E. ROOPER

BALMAIN.

(Contributed by Mr. E. Fiddes).

About 40 of our cadets, under Mr. Cooper, Officer-in-Charge, recently visited the Lane Cove Company, and were hospitably entertained by Mr. Gurre and the cadets of his Company.

Balmain and Drummoynes Companies were each presented with a Special Ribbon on the occasion of the recent Balmain and District Hospital Procession; this makes the fourth ribbon the Balmain Company has won locally.

On the 18th November a procession was held in connection with the Balmain and Rozelle Shopping Week Carnival; a handsome Gold Medal for the best Naval Squad was won by Balmain. The Officer-in-Charge attended the National Theatre on the 2nd inst., and was presented with the medal; he was applauded to the echo.

The Hon. Sec. will be glad if the Companies who have not already sent along their cheques for the W. W. Beale Testimonial will do so at their earliest convenience.

Improvements at the Base are well in hand. When completed we will have a splendid swimming bath about 50 feet long. The Sydney Collieries have handed over a deck house which, when repaired, will make a valuable addition to the boat

shed. Messrs. R. L. Scrutton & Co. have donated four lengths of galvanised pipe, and Lysaghts Ltd. 10 sheets of galvanised iron.

Officers-in-Charge of other Companies are reminded that the Cutter Race takes place opposite our base on Anniversary Day at 3 p.m.

On Wednesday, 3rd December, Mr. Cooper placed his Ballroom at our disposal for the purpose of holding a Juvenile Plain and Fancy Dress Ball, the proceeds from which are to go towards the installation of electric light at the Base. Miss Stone kindly supplied the Orchestral music free, and the Ball was voted one of the most successful held locally. Many beautiful prizes were presented for costumes. It is expected about £10 will be realised. Our thanks are due to Mrs. Cooper for her splendid organization.

At the Drill Hall on 4th December Prizes were presented to—Signaller H. Watt, 1st Prize for Signalling (Telescope), Signaller G. Bellini, and prize for Signalling (Book), Leading Seaman J. Cooper, 1st prize for Knots and Splices (Telescope), Cadet K. Harvie, and prize for Knots and Splices (Book), Cadet B. Fox, 1st prize for Compass (Knife), Cadet N. Allen, and prize for Compass (Knife), Cadet R. Stapleton, 1st prize in Junior Section for Compass (Ball), and Cadet J. Court and prize for Junior Section for Compass.



THE CLEVER CLEANER

Wherever dirt and grease collect, "CLEVER MARY" will be found the quickest way of banishing them. Just rub on "CLEVER MARY" and the grease rubs off at once. Stoves, ranges, things of metal and aluminium, woodwork, floors, windows—for all these—and for cleaning hands—there's nothing just as good.

CLEVER MARY

These splendid prizes were donated by Mr. S. Lea Wilson, Vice-President J. J. Booth and Mrs. M. Mayne.

The opportunity was also taken to present the Company's Godmother, Mrs. M. Mayne, with the Gold Medal recently won for marching.

PLEASE ASK A FRIEND TO JOIN
THE NAVY LEAGUE.

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.

APPLY TO

CANADIAN NATIONAL RAILWAYS

309 GEORGE ST., SYDNEY

FOR FULL INFORMATION AND ILLUSTRATED
PAMPHLET ON

*The Great Scenic Route
Across Canada.*

NORTH SYDNEY.

(Contributed by Mr. MacDonald)

As a result of the "Book Evening" we now have a splendid collection of books for the Boys' Library at the Depot. We hope the boys will avail themselves of every opportunity to read and keep them in good order.

Our Whaler has been fitted with a centre board. We have to thank Mr. Denby for supplying same. We will now be enabled to enjoy many a good sail at week-ends. A donation of white paint would be most acceptable.

CONCORD.

(Contributed by F. L. Adams)

Our lads are going into camp at Cronulla from December 10th to January 3rd, and will be joined by members from Drummoyne and Clovelly Companies. Members of other companies are also invited to attend.

We have obtained a new depot in Caharita, which is very convenient, with shed, slip, and a wharf. The rent is only £1 per week.

New Entries—H. King, E. Sparrowhawk.

Discharges—E. Swann (first officer) at own request.

DRUMMOYNE.

(Contributed by N. Centwell)

At the annual meeting of the Sub-Branch Messrs. J. J. Byrne and H. A. Cardwell were re-elected Chairman and Secretary respectively. Mr. H. W. Brown was elected Treasurer.

(The report, which is a comprehensive one, submitted by Mr. Cardwell, embraces the following remarks).—Ed.

During the year the Company has taken part in many local affairs, including—Drummoyne Fire Brigade Procession in February, Balmain Carnival in March, Anzac Day Celebrations at Gladsville, Empire Day Celebrations at Drummoyne School, Red Cross Procession in August, and Balmain Hospital Procession in November. On two occasions the Company has won ribbons for marching and once a special prize.

Through the generosity of Mr. J. Payne a large number of cadets were present at the launching of S.S. "Ferndale," while in May last the Company provided a Guard of Honour for His Excellency the State Governor at a function at St. Thomas' Church, Rozelle.

In regard to Cutter Races the Company's efforts have not been very successful, and this year the "Oswald McMaster Cup" was lost to North Sydney.

The Bugle Band has shown great development, and for this the Committee tenders its thanks to Mr. MacDonald, who very kindly instructed and practised our buglers and drummers.

It is reported that good progress has been made in signalling, and that the instruction classes in knotting and compass work have been very well attended.

Some good work has been done with the Cutter, but one boat for 100 boys is felt to be a big handicap, and it is hoped that another boat will be procured in the near future.

Following on the resignation of Mr. Wood in October last Mr. C. Kirkcaldie was appointed in his stead, with Mr. W. Hooper as an able assistant. Mr. Kirkcaldie, who was previously acting as instructor, is a naval man of long experience, and this corps should make rapid progress under his guidance.

The Committee is indebted to many kind people who have given tangible assistance during the year, particularly Mr. J. Payne, Miss Sherring and her Girl Guides, Mr. Mrs. and Miss Copland, Messrs. Wallis, Hooper, Sen., Russell, Harley, Capt. O. Smith, Mesdames Brown, Buchanan, Smith, Roberts and Wood, and Murdoch's Ltd. Special mention must also be made of the excellent services of our Chairman, who founded the Sports Fund, and has at all times placed himself at the disposal of the Committee.

MONTHLY NOTES.

At the official opening of the Avenue Baths last month a special race was held for Navy League Sea Cadets. The first prize, a gold medal, was won by R. Swain, and the second prize, a silver medal, by L. Hegarty.

Although the Cutter Race at the Abbotsford Regatta was declared off the Drummoyne crew raced the Concord boat over the course and won by several lengths.

A large number of our cadets are going to camp at Bradley's Head for three days during the Christmas holidays. They will be under the charge of Mr. W. Hooper.

This Company is in need of a small boat about dinghy size. We will be very glad to receive either a boat or donations for the purpose of buying one.

LANE COVE.

(Contributed by F. Carter)

At the beginning of the month a Full Company attended Church Parade, and created quite an impression on the congregation. On November 15th Balmain Company very kindly came to Lane Cove to help our Company on the occasion of the opening of the All Nations' Fair by Sapper Heally. After the Company's Mascot presented a bouquet to Mrs. Heally the Cadets were regaled with ice cream and refreshments by the Mayor, Mr. Howell and his Committee. Again on the 15th the boys took part in the local procession.

During the month the Lane Cove Company were the guests of the Balmain Company. The boys had a glorious time, and all say that Balmain

Company is O.K. During the evening Balmain Company presented the O.C. of Lane Cove with a photograph of himself and some of the Balmain Company.

Mr. MacDonald, of the North Sydney Company, very kindly sailed our gig round to Woodford Bay just recently, so the Company will now be able to have some boating. On Thursday a meeting was held in the School of Arts, Lane Cove, when a local Committee was formed. Mr. Harold Cochran, who is a Vice-President of the Navy League, became President, Mr. Berman was appointed Hon. Sec., Mr. McIntosh Treas., and Mr. Mott, Mr. Godden, Mr. Grindrod were appointed members of the Committee. Our President has already shown that he has our cause at heart, by presenting us with a side drum complete, also 40 ft. of mooring chain for our gig. The boys recently made a collection amongst themselves and purchased a bugle, so now we are beginning to be heard as well as seen in Lane Cove. We are still in need of a banner, also another bugle. Will somebody help Lane Cove in this matter? Our Company goes into camp at Kurnell from December 16th to January 3rd, and we hope to have an enjoyable time.

New boys to join this month are—A. Mott, J. Huntington, D. Huntington, J. Standish, W. Gooch, J. Gooch, F. Thomas. Promotions—W. Miles, good conduct stripe.

WATCH US GROW.

Lane Cove sends the Compliments of the Season to all Companies.

CLOVELLY.

(Contributed by Mr. L. Hochstetler)

New Entries—L. Small, E. Powell, R. Johnson, R. Dalgleish, G. Boston, V. Boston, A. Luth, G. Luth, C. Philipps, B. Philipps, E. Moran, N. Palmer, R. Laycock, J. Hay, D. Marsh, D. Dennis, A. Roberts.

Discharges—Gleeson (own request). Promotion—Cadets E. Sudlow and R. Johnson to signallers.

A party of cadets recently enjoyed a fine trip in Mr. Shelley's yacht from Neutral Bay to Clovelly, and proved to be sons of the sea by refusing to be the slightest bit seasick.

Classes are now established and the cadets,

Murdoch's Famous "Armourite" Boots Give double life

"ARMOURITE" Soles are not simply surface-treated. A secret process carried out in the tanning provides wonderful wear-resisting properties to every inch of the leather—through and through! Yet the cost is no greater than ordinary Boots!

Men's Black (or Glace Wallaby Boots, Fashionable Balmain) shape for Derby, as illustrated. Genuine "Armourite" Soles. Smart and Dressed with good medium wide Round Toe shape. Excellent wearers.

POSTAGE PAID TO YOUR DOOR.

28/6



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

When writing kindly mention the "Navy League" and be sure and state size.



having the use of the surf club hall, are progressing wonderfully well, and hope to put up a fine showing in the competition for the Fairfax Banner.

On the 30th November a party visited Coogee in the cutter, and spent an enjoyable afternoon surfing and fishing.

It is hoped to arrange for an examination for those cadets desirous of qualifying as leading sea cadets at the Christmas camp.

Miss E. Jeffries, an enthusiastic Navy League worker, has kindly taken up the position of Secretary to the Officer-in-Charge.

An instructional board of knots and splices, which will be of great help to the boys in learning knots, has been completed by the Officer-in-Charge.

(From the Secretary, Mr. C. J. Hopkins.)

Our Naval Cutter has been installed at the base and the boys have made the most of their opportunities in trying out her sea-going qualities, which came up to expectations and the high record she held in The Fleet. We extend our thanks to Mr. Harry Shelley for his kindness in towing the cutter from North Sydney to Clovelly in his yacht "The Sea Gull." The landing was smartly effected, and the cutter was immediately surrounded by hundreds of children, who all wanted to join the Navy League Sea Cadets, but as we do not possess a fleet of cutters could not get busy enrolling them.

A very enthusiastic Social Committee is being formed, and we hope to keep them busy, once started.

Messrs. Langdon & Langdon have generously donated a quantity of timber for the cutter, which will be very useful and is greatly appreciated.

Other donations received from Messrs R. Lacock £5, C. Hogan £2 2s., C. Isles £1, E. Plummer £2 2s., T. Donavan (Edgecliff) £2 2s., Mrs. Welsh £1 1s., to whom we extend our thanks.

We are indebted to Mr. H. V. Jacques, M.L.A., for enrolling Mr. T. Donavan among our donors. Mr. Jacques, when forwarding the cheque, stated that he mentioned to Mr. Donavan that a Branch had been formed at Clovelly, and Mr. Donavan wrote out his cheque at once and handed it over to our popular Member: may he continue the good work and create the opportunity for others to do likewise.

We have had the use of the Surf Club Hall for training purposes the last two Monday nights, and arrangements have been made to continue on these nights. This gives the boys greater facilities for practice in the various subjects, and we hope shortly, aided by additional instructors, to show a decided improvement.

Several new recruits have joined up, and others have expressed their intention of doing so at an early date.

We are badly in need of a coil of Rope, Anchor, Bugler, Drum and a Banner, and insert this in the hope that it may catch the eye of some potential patron who is uncertain as to how he may help the movement along, and only needs the way pointed out to make his decision take concrete form.

Mr. Kelso King has kindly consented to become a Patron of this Branch.

RICHMOND.

(Contributed by Mr. J. C. Ansell.)

Captain R. H. Wade, O.C., received from Mr. S. J. Lea Wilson a very nice Trophy for the Cutter Crew. The Trophy is a Royal Blue Pennant, with the word Richmond done in gold lettering. On the night of the 20th ultimo the Pennant was, on behalf of Mr. S. J. Lea Wilson, presented to the Cutter Crew by Richmond Company's Mascot (Miss Jean Wade) who, on behalf of Mr. S. J. Lea Wilson, wished them every success for their coming race.

On Saturday, December the 6th, at the Aerial Derby, held at the Richmond Aerodrome, the Richmond Navy League Sea Cadets, under the command of Capt. R. H. Wade, O.C., formed a Guard of Honour for the arrival of the Governor, Admiral Sir Dudley De Chair, but on account of the bad weather the Governor did not arrive, much to everyone's regret.

Drill is held every Thursday night, and a large attendance of boys are always on parade.

The Company is divided into three classes:—(1) Semaphore Signalling, (2) Knotting and Splicing (3) First Aid. The boys in these three classes are making great headway.

New Entries: G. Cook, H. Cahill, E. Rowsell, A. Rowsell.

"CHRISTMAS BOX" PROBLEM.

Visitors to the Show Rooms of J. M. Dempster Ltd., Jewellers, 311 George Street, Sydney, will have no difficulty in solving the "Christmas Box" problem, whether it be for gifts to Ladies or Gentlemen, old or young. Dainty and exclusive designs in Diamond Jewellery and Watches are temptingly displayed, while the assortment of novel and natty articles for the Boudoir or Sitting Room in both Solid Silver or Silverplate and which are gathered from the leading British and Continental Manufacturers, offers unlimited choice. For those desiring Dining Table appointments will be found a wide range of high-grade Sheffield Silverplate and Cutlery while the stocks also include assortments of reliable clocks ranging from the new miniature 8-Day Boudoirs to the stately Grandfather Chimes.

This firm in addition offers through our advertising columns, a special Bonus of 10 per cent. for Cash from December 15th to 25th.

HUMOURS OF THE R.A.N.



OVERHEARD AT MAN-O'-WAR STEPS.

LEADING SEAMAN (on leave) "WHERE YOU GOING MATE?"

2ND CLASS STOKER (who having no money has carried all his worldly possessions from Central Station) "AT THE RIPPY KERRY."

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

| | |
|-----------------|------------------------|
| CAPITAL PAID-UP | £3,476,287 10 0 |
| RESERVE FUND | £2,700,000 0 0 |
| RESERVE CAPITAL | £3,500,000 0 0 |
| | <u>£9,676,287 10 0</u> |

DIRECTORS:

GEORGE J. COHEN, CHAIRMAN: HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN;
O. E. FRIEND: HON. JAMES ASHTON, M.L.C.; SIR WILLIAM VICARS, C.B.E.

GENERAL MANAGER: H. H. MASSIE.

ASSISTANT GENERAL MANAGER AND CHIEF INSPECTOR: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICE: 18 BIRCHIN LANE, E.C.3. LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK LIMITED; BARCLAYS BANK LIMITED.

BRANCHES THROUGHOUT NEW SOUTH WALES and QUEENSLAND.

AGENCIES THROUGHOUT AUSTRALIA, TASMANIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD.

TOTAL ASSETS, June 30th, 1924 £41,588,454.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

| | | | | | | | |
|------|------------|------|------------|------|-------------|------|-------------|
| 1904 | £1,498,811 | 1914 | £4,244,231 | 1924 | £12,895,589 | 1914 | £27,301,279 |
| 1904 | £1,847,132 | 1904 | £8,988,412 | 1904 | £14,851,722 | 1924 | £41,588,454 |

How to Form a Company.

Obtain the use of a hall. This can generally be done free of charge in the neighbourhood, in connection with one of the parishes or schools.

Call a preliminary meeting and invite all boys in the neighbourhood over the age of 13 to attend. Do not ask the very young boys to this meeting. If possible, obtain the services and help of a neighbouring Company of the Navy League Naval Units in uniform.

Explain at this meeting the object of the organization, and appoint a day on which boys may attend to enroll themselves as recruits. The age of enrolment is between 12 and 17, but Commanding Officers, at their discretion, may accept boys younger than 12 as recruits, and enroll them on the strength when qualified.

The available time for instruction in Seamanship, Drill, Signalling, etc., should be carefully apportioned, and no instruction should last too long, as it wears the boys. Several classes may be going on at the same time according to the number of instructors available.

The books which should be kept are: an Enrolment Register showing ages of boys and date of joining, an Attendance Register, and an Account Book.

The Navy League will be prepared to give any advice to those desirous of forming a Naval Unit, and to arrange for a qualified officer to attend to give a Lantern Lecture to boys desirous of joining the Unit.

No attempt should be made to put the boys into uniforms, nor should any material expense be incurred, until the Com-

pany is formed. The reason for this caution is that many of the boys join only for the honour of wearing the uniform, which, therefore, should not be obtained for them until keenness and continuous interest has been assured and they have signed the form of enrolment.

When the Unit is formed an application for affiliation should be made to the Navy League on a form provided for this purpose, and an inspection by the Navy League Captain-Superintendent will be arranged. After the Unit has been affiliated it can then, in consultation with the Commanding Officer, be decided when the recommendation for recognition under the Sea Cadet Corps Regulations should be forwarded. Under these regulations a Unit recommended for recognition must have a minimum strength of thirty boys between the ages of 12 and 18.

Copies of the Sea Cadet Corps Regulations and any further details may be obtained by personal application, or by letter to

THE SECRETARY OF THE NAVY LEAGUE,
GROSVENOR HOUSE,
GROSVENOR STREET,
SYDNEY.

Every member of the Navy League should pledge himself to secure two or more new members during the year.

READY-TO-ERECT WEATHERBOARD COTTAGES

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

"SIMPLEX" PORTABLE BUILDINGS

The "SIMPLEX" house solves the building problem where skilled labour is difficult to obtain or expensive. The "SIMPLEX" is absolutely portable. The materials are forwarded in panels, together with illustrated working and key plan, so that anyone can put them together. No nailing required. The Houses are as readily dismantled without damage. The "SIMPLEX" is the ideal seaside or week end home. For isolated settlers there is nothing to compare with it. It can be shipped or railed to any place in a comparatively small compass, and its erection is a matter of hours only. "SIMPLEX" Catalogue and Price List on application.

Obtainable only from

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

TIMBER AND JOINERY MERCHANTS

Telephone Nos.: NW 2616 (8 Lines); NW 1732, NW 1601 (Joinery Department).
City 9104 and City 9105.

WHAT OUR ADVERTISERS ARE DOING.

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:—

Aberdeen Line of Steamships, Dalgety & Co., Ltd., Agents, Sydney.
Adelaide Steamship Co., Ltd., 22 Bridge St., Sydney.
Anthony Hordern & Sons, Ltd., Sydney.
A.U.S.N. Co., Ltd., 7 Bridge St., Sydney.
Australian Steamships, Ltd., 350 George St., Sydney.

Aunt Mary's Baking Powder, Ltd. All grocers.
Art Metal Ceilings (Wunderlich, Ltd., Baptist St., Redfern).
Broken Hill Proprietary Co., Ltd., Collins St., Melbourne.

Brunton's Flour.
Burnet's Jelly Crystals Ltd. All grocers.
Burns, Philp & Co., Ltd., Bridge St., Sydney.
Champion and Victory Tobacco. All tobacco-nists.
Clever Mary Cleaner. All grocers.
Commonwealth Bank, Sydney.
Dempster, Ltd., J. M., "Ayrshire" House, 311, George St., Sydney.
Elliott's Fruit Saline. All chemists and stores.
Ellerman Bucknall Steamship Co., Ltd., 22 Bridge St., Sydney.
"Fibro-lite," James Hardie & Co., Ltd., corner York and Barrack Sts., Sydney.
Fountain, S. R. Flour. All grocers.
Globe Meat Products (James Barnes, Ltd.), Redfern, Sydney.

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

You will be helping the Navy League.

Government Savings Bank of New South Wales, Sydney.

Hardy Bros., Ltd., Jewellers, 13 Hunter St., Sydney.

Huddart, Parker, Ltd., 10 Bridge St., Sydney.

Joyce Biscuits, Ltd., Camperdown, Sydney.

John Bull Self Raising Flour.

Kiwi Boot Polish. All boot stores.

Mangrove Belting.

Mary Gold Essences. All grocers.

Melbourne Steamship Co., Ltd., corner Clarence and Barrack Sts., Sydney.

Mercantile Mutual Insurance Co., Ltd., 16 Martin Place, Sydney.

McIllwraith, McEachern Line of Steamers, 61 Pitt Street, Sydney.

Murdoch's Ltd., Park St., Sydney.

Newland's Bros., Bedstead Manufacturers, Sydney.

Orient Line of Steamers, Spring St., Sydney.

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

Perdriau Rubber Co., Ltd., George St., Sydney.

Perpetual Trustee Co., Ltd., Hunter St., Sydney.

P. & O. Steamship Co., Ltd., Union House, Sydney.

Pearson's Sand Soap. All grocers.

Penfold, W. C. & Co., Ltd., 88 Pitt St., Sydney.

Permanent Trustee Co. of N.S.W., Ltd., 25 O'Connell St., Sydney.

Saxton & Sons, Ltd., A. C. Timber Merchants, Sydney.

The Australian Bank of Commerce, Ltd., Sydney.

The Bellambi Coal Co., Ltd., 16 Spring St., Sydney.

The Commercial Banking Company of Sydney, Ltd.

Theatres—J. C. Williamson, Ltd., Sydney.

Upton & Co., Ltd., Soap Manufacturers Alexandria.

White Star Line of Steamers. Dalgety & Co. Ltd., Sydney.

Whisky—Red, White and Blue. All hotels and clubs.

Woods' Great Peppermint Cure.

Zam-Buk. All Chemists.

**PLEASE ASK A FRIEND TO HELP
THE NAVY LEAGUE.**



FIBROLITE

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

Write for Free Catalogue.

James Hardie & Coy. Ltd.

"Asbestos House"

York and Wynyard Streets, Sydney.

U A C

Upton's Ammonia Cleaner

Better than Soap for Laundry Work. Save Coupons and Obtain Prizes. Write to Us For Particulars.

UPTON & CO. LTD.

Soap and Cardie Works

ALEXANDRIA

Tel. Mascot 255

Three Years Aft the Foremast.

True Story of Adventure.

Told in Plain, Unvarnished Style.

(BY A FARMER'S BOY)

The love of adventure, the love of travel, and the love of the old Ocean, the mother of the first life on the globe, is in our blood lying dormant maybe in many, but ready to be fired by plain, unvarnished tales of recent times. For thousands of years our ancestors have resided in ocean-girt Britain or near by on the Continent, and the breeding of scores of generations cannot be bred out in one or two generations, though one might live far beyond the smell of the saltwater.

ON no other supposition could I account for the craving to bang salt water which beset me in my early years. Reports of horribly hard tack, gruff skippers, tyrannical mates, and very poor pay could not allay the aching desire to see more of the world than my father's pumpkin patch and lucerne paddock at Lochinvar, in the Maitland district.

So, having turned eighteen, and weary of the dull, monotonous grind of farm life, I went down to Newcastle ostensibly to seek a billet in town, but really to induce, if I could, a skipper to give me a berth on his vessel for foreign parts. A youth of 18 can pull and haul as well as the best of 'em, and I imagined that with very little breaking in and learning the ropes, I would be an able seaman.

This was just where my cocksureness and conceit led me astray. I went aboard several vessels taking in coal cargoes at the Carrington Dyke, and interviewed the captains in turn, but none of them seemed to want a youth fresh from the farm, without knowing something about him, or seeing his parents or guardians.

A Rude Awakening.

In despair, I boarded a steam collier loading coal for Port Pirie, and was offered a stoke-hole job by one of the engineers. A trip down the iron

ladder of the hot, smelly stoke-hole, however, convinced me that I wasn't cut out for a cleaner or coal passer, and from that moment steamboats were out of the question—so far as my ambition was concerned.

My pocket was almost depleted when a big three-masted ship arrived in charge of a tug from Melbourne; and, common sense telling me that she would need a crew before putting to sea, I went aboard as soon as she made fast under a crane, and spoke to the chief mate.

Wanderlust.

The newspapers a day or two before that informed readers that the Mona's Isle was en route to load coal for San Francisco—and to America I was determined to go. The mate was a Yank, and possibly he admired my choice, as he agreed to ship me with the awful rank of ordinary seaman, and bade me get my duds aboard as he wanted somebody to stand by the vessel whilst she was in port.

The Mona's Isle was an American wooden ship of nearly 2,000 tons register, and carried three skysail-yards. I think Portland Maine was her port of registry. Besides the first and second mates, and the steward, who happened to be a brother-in-law of the skipper, there was nobody else aboard, the practice being to ship a crew just on the point of sailing.

"LORD NELSON"

AND THE OLD

"VICTORY"

MADE HISTORY FOR

BRITAIN

BURNET'S JELLIES

HAVE MADE FAME FOR
AUSTRALIAAND 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

I told the mate I had been to sea a little, but omitted to enlighten him regarding the extent of the voyages, which were chiefly to Sydney and return by one of the Hunter River passenger boats. What I did tell him, however, was that I couldn't steer, and had been more used to steamboats, where the steering was done by the quarter-masters.

Ready and Willing.

"Steambo. I men are of no use whatever on this ship," said the ginger-headed chief mate. "but, if you're willing, we'll soon break you in. But mind, there's work to be done on this ship, and there must be no shirking."

The long and short of it was, I was appointed general scrouabout and scrubber-out in the day-time, and given a spell of watching the gangway and mooring-lines at night-time. There were two berths in the winch-room, and I took possession of the topmost.

I swapped my portmanteau for a sea-chest with a johnny-all-sorts in Hunter-street, but had no money to buy indiarubber sea-boots or oil-skins until I received an advance of pay.

The mate, rather a fierce-looking auburn-haired fellow of the lanky and wiry kind, seemed all right, notwithstanding sundry hints given me by the crane hands, who reckoned the cut of his jib was enough to condemn him.

During the night watch—to get my legs in a bit—I made a practice of shining up the shrouds, and after one or two passes through the lubber's hole I imagined I had become a full-blown sailor when I could reach the main-top over the tuittock rigging. Crawling aloft I found was much easier than retracing my steps to the deck, and all the harder because there was nobody moving who could shout me advice. The mate was usually ashore until past midnight, and the steward—consequent upon his relationship to the captain—was too superior a person to deign to pay any attention to a mere ordinary seaman.

However, in a fortnight 3,300 tons of coal were trimmed below hatches, the ship was hauled out to a buoy in the stream, a dozen seamen were brought off in a tug and placed in possession of the port and starboard forecandle, and at once

commenced to get the sails out of the lazarette, and bend them to the yards and stays. Luckily, perhaps for me, I was out of all this, having been appointed winch-driver under the supervision of the second mate, and engaged for the best part of two days in pulling the sails aloft.

All taut, the decks swapped down the coal-dust washed out the scuppers, the crew—which now included a carpenter—were lined up for inspection, and the ship cleared by the Custom's officer. On Saturday morning, the 19th February, 1915, the stately Mona's Isle with her yards all squared, moved slowly outward passed Nobby's-in tow of a tug.

"Spring to It."

We had barely cleared the breakwater when the old man's shouts from the poop wakened everybody from lethargy: "Lay aloft and loose the foretopsails and topgallant-sails and the royal. Haul away at the halliards. Look lively there—and get the snatch blocks."

I forgot to mention that a second ordinary seaman was shipped, and he shared the winch-room bunks with me. Paterson was his name, and he had made one voyage previously—from Dundee to Sydney—as an apprentice. But of him more anon.

The task of loosening the sails was deputed to Paterson and I, each taking a yard in turn. The dozen sailors on deck, encouraged by the yells of the mates, man-hauled the yards up inch by inch. The steam winch might have hoisted them in a quarter of the time, but steam is produced by water, and the fresh water aboard was too precious to be wasted in mere labor saving.

The Mona's Isle carried a big spread of cotton canvas—some twenty-five sails altogether, and the bigger the sail the stronger and heavier the material was. A strong westerly was blowing off shore, and as soon as the topsails were drawing, the tug's hawser was let go, farewell waves of the hand were given, and the tug turned back for the shore.

Who is the Executor of Your Will?

If you have appointed a friend, have you considered that he may die *man after you*, and your Estate may pass into the control of someone whom you would never have trusted? That he may misadminister the Funds? Or that your Estate may suffer losses through his neglect or inexperience?

THESE RISKS CAN BE GUARDED AGAINST BY APPOINTING
AS YOUR EXECUTOR:

PERPETUAL TRUSTEE COMPANY (LIMITED)

OF 33-39, HUNTER ST. SYDNEY

WHICH OFFERS UNDOUBTED SECURITY, COMBINED WITH EXPERT ADMINISTRATION.

DIRECTORS:

Hon. R. J. BLACK, M.L.C. (Chairman)
T. H. KELLY
DR. R. L. FAIRFALL

SIR SAMUEL HORDERN
HERBERT K. LYNAGHT
WALTER T. BRUNTON

CAPITAL AND RESERVES:

SUBSCRIBED CAPITAL : £1,000,000
UNCALLED CAPITAL : £875,000
PERPETUAL DEPOSIT WITH GOVERNMENT : £20,000

RESERVE FUND, £100,000.

TRUST AND AGENCY FUNDS NOW UNDER THE COMPANY'S CONTROL EXCEED

£22,000,000.

WRITE OR CALL FOR BOOKLET.

MANAGER: R. COPLAND LETHBRIDGE

The old-time sailor, little and stumpy as he generally was, could bend and haul to perfection, even though his time ashore had been spent in bibulous relaxation. Anyhow, our dozen could, and one sail after another being spread and sheeted home, the speed of the Mona's Isle increased faster and faster until by noon only a dim outline of the fading shores could be seen.

When another eight bells came—4 p.m.—the crew were called aft, and addressed by the skipper. "There must be no skulking or malingering in this ship," he said; "and I expect every man to take his trick at the wheel all through when his turn comes. If there is a following sea, or the wheel gets too hard for one hand, the ordinary seaman of the watch will take the lee wheel."

"I'll take you," went on the skipper, a bluenose named Leonard, indicating an athletic but holly-looking seaman. "And I'll take you," called the chief mate, indicating his physically best choice. Then it was the skipper's turn again, and so on until the crew were divided into two watches. The old man must have fancied me, as he said: "Here, you'll do; the mate can take the other boy."

The crew being divided into two watches, whilst one lot shifted altogether into the starboard side of the fore-castle deck-house, the port watch were relegated to the other side. The carpenter, like the captain, took no watch. At four bells (6 p.m.) the skipper's watch, which was nominally under the control of the second mate, a down-easter named Curtis, remained on deck, whilst the mate's watch went off until 8 o'clock.

As night fell the breeze increased, and the know-alls among the watch on deck predicted that the vessel would be in the vicinity of Lord Howe Island on Sunday night. One had sailed in her before, though not under the same captain, and swore that with the wind on the quarter she could run at sixteen knots without shipping even a spray.

Disquieting Discovery.

Just then Chips, who had been sounding the bell, reported that the ship was making water. Apparently her topsides had been so long above water that the timbers had shrunk, and required



Patsy Buttermilk Biscuits

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 you have any enquiries, please write to Joyce Biscuits, Ltd., 1, Langford Road, Sydney, and we will see that you get them.



Globe Brand Meat Products

QUALITY GUARANTEED

ASK FOR

Globe Sheep Tongue Globe Ox Tongue Globe Meat Extract

JAMES BARNES LIMITED

MANUFACTURERS

REDFERN, NEW SOUTH WALES

ESTABLISHED 1881.

re-caulking. A wooden ship always seems to require fresh caulking after her seams have been out of water a month or two.

But the sailors couldn't look at it in that light, and the fore-castle lawyer gave it as his honest opinion that the Mona's Isle was nothing but an old tub, and should have been condemned for a hulk before he was born. It made no difference to his computation that the vessel was less than four years old. When she reached port—if ever she did—he declared that he would see that she was immediately condemned, even if he had to interview the authorities all on his own.

This fore-castle lawyer had probably uttered similar sentiments many times before when displeased with the way other ships had behaved, but had just as quickly forgotten all about it when the vessels arrived at their destination all right, and he was paid off. It is only then that his popularity wanes, and his fluency is heard no more until his money is spent, and he perforce has to find another ship.

The fore-castle lawyer on the Mona's Isle was a true gas-bag named Deacon, and possibly had his training been theological instead of nautical, he might have made a very good deacon. Before he had been at sea a fortnight he had induced the crew to believe that he was really responsible for almost the whole of the wise enactments authorised by the Board of Trade, including the Plimsoll mark on British ships. As in physique, he was a regular triton amongst the minnows—nobody expressed incredulity—and had he claimed to be the identical marine architect who instructed Noah how to build the Ark and arrange its interior for a floating zoo, the rest would have kow-tow'd to him more abjectly than ever.

However, the first watch pumped the bilges dry without any loud demors, or threatening to steer back to Newcastle for a fresh overhaul. We had been pulling and hauling and chanting all day, and were practically done, but our toil was only just commencing, though the leaking stopped in a few days.

The captain had a reputation, if not exactly for making fast passages, for attempting to establish new records, and the watch on deck at night seldom found time for snoozing when he was about. The watches ran four hours on and four hours off, excepting the dog-watches, from 4 to 6 and 6 to 8 p.m., which daily varied the hours, so that those who were on deck until midnight one day would be in their bunks till midnight next day.

(To be Continued in our next issue.)

WUNDERLICH

ART METAL CEILINGS are artistic, distinctive, fire-resisting, white and proof and easily erected—yet available at surprisingly moderate prices.

DURABESTOS

ASBESTOS CEMENT BUILDING SHEETS are strong, weather-proof and everlasting. They are made in many sizes, for External and Internal Walls and plain Ceilings.

DURABESTOS SLATES

make an ideal roofing, which protects and beautifies the home for all time.

WUNDERLICH

ROOFING TILES combine unmatched beauty with extreme durability, and afford everlasting protection to the structure they embellish. They are available in shades of red and chocolate.

WUNDERLICH LIMITED

THE CEILING AND ROOF PEOPLE
Car. of CROWN & CLEVELAND STS., REDFERN
and 14 26 HUNTER STREET, NEWCASTLE
Box 151 G.P.O., SYDNEY. Phone Redfern 158

ANTHONY HORDERNS' FOR EVERYTHING

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

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

ANTHONY HORDERN & SONS, LIMITED
BRICKFIELD HILL, SYDNEY.

"PACIFIC" COAL

Is splendid Household and
STEAM COAL

**BRIGHT BURNING and
GREAT HEATING
POWER.**

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



PATRONS—
H. R. THE COMMANDER GENERAL THE RT. HON. LORD FORSTER
P.O. G.C.M.G.

H. E. THE STATE GOVERNOR,
ADMIRAL SIR DUDLEY DE CHAIR, K.C.S.

PRESIDENT—
THE HON. SIR W. P. CULLEN K.C.M.G. M.A. LL.D.
Lieutenant Governor and Chief Justice
of New South Wales

EXECUTIVE COMMITTEE—
EDWARD W. MARY
KELSO KING
SIR SAMUEL HORDERN, K.B.
F. W. HIGGINS, O.B.E.
ALFRED G. MASON
G. E. FRISVOLD, B.A., LL.D.
OSCAR LIPKE
H. H. MARRIS
E. P. SIMMONS
A. CORREY STEPHEN
A. J. WENNY
CAPT. A. W. PEARCE, F.R.O.S.
CAPTAIN S. O. GARDNER, F.R.O.S.
J. J. EVANS
SIR P. G. WELBY, K.B.R.
SIR A. MACCORMICK, M.D.
A. GORDON WEAVER
JURON A. P. BEAUCHAMPEL, M.A.
J. FARRER
SIR A. W. MARRIS, K.B.E., M.L.C.
C. M. C. SHANNON
HARRY SHREVEY
WALTER M. MARRIS, M.P.
S. FOSTER HARRISON
SIR THOMAS HUGHES, M.L.C.
HON. J. L. MULLINS, M.A., M.L.C.
T. FOR
T. H. SILE

HON. MEMBERS—
MAJOR GENERAL BRADY, O.B., C.M.G., O.S.O.
CAPTAIN A. G. QUINN, R.N.
COMMANDER H. L. QUINN, R.A.N.

HON. TREASURERS—
KELSO KING
C. M. C. SHANNON
HARRY SHREVEY
HON. SECRETARIES—
F. W. HIGGINS, O.B.E.
ALFRED G. MASON

EDITOR OF JOURNAL—
KRITH JEFFERIES.

PLEASE NOTE.

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.

PHONE: B 7808.

Silver-plated Round Platter, with best quality steel
Kaiser (Silver-plated handle). Prices from 22/6.

Gifts of Silver-plate

Inexpensive Gifts in wide variety await inspection at Hardy Bros' Silver Plate Department. The present stocks are larger and at more attractive values than at any time for years past, for handsome trophies and distinctive gifts, Hardy's finest quality English Silver Plate offers unique opportunities.

Five per cent. Discount allowed for cash
Write for an attractive illustrated booklet

HARDY BROS LTD
The House of Exclusive Jewellery
13 HUNTER STREET, SYDNEY
116-118 QUEEN STREET MELBOURNE

Orient Line

AUSTRALIA - ENGLAND (London)

Regular Sailings from

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

FLEET.

| | TONS |
|----------------------|--------|
| "ORAMA" | 20,500 |
| "ORONSAY" | 20,500 |
| "OTRANTO" (Building) | 20,500 |
| "ORMONDE" | 14,855 |
| "ORMUZ" | 14,588 |
| "ORVIETO" | 12,135 |
| "OSTERLEY" | 12,129 |
| "ORSOVA" | 12,058 |
| "ORCADES" | 10,000 |

First, Second and Third Class.

* Additional Steamer Saloon and Third
Class only.

REDUCED FARES ALL CLASSES.

Orient S. N. Co. Ltd.

2-4-B SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors: G. Tallis, E. J. Tallis, and Frank Tallis.

CRITERION THEATRE.

Commencing Saturday, December 20th

GUY BATES POST

(The Dramatic Genius of to-day)

IN

"The Green Goddess."

HER MAJESTY'S.

J. C. Williamson's

New Musical Comedy Co.

IN

"BETTY."

THEATRE ROYAL.

MARIE BURKE

and all the favorites

IN

"WILDFLOWER."

The Bellambi Coal Company Limited

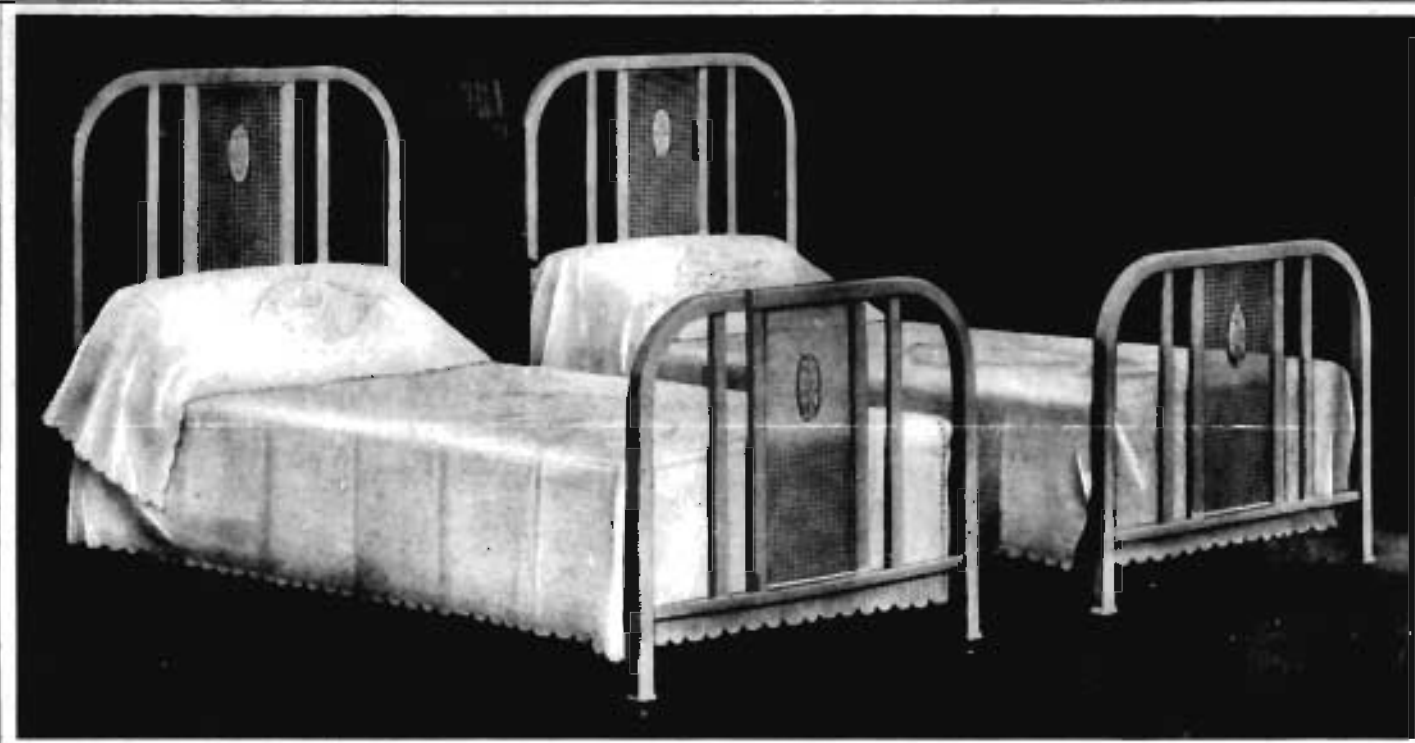
COLLIERY AND STEAMSHIP OWNERS

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

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

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

OFFICES.—16 SPRING ST., SYDNEY



YOU will see in **NEWLANDS' NEW ALL-STEEL BEDS** the harmony of restrained and simple lines, and the charm of cheerful colour. If these beds cost twice their moderate prices, they would still be cheap in view of the superiority of their sleeping

comfort, perfect cleanliness and length of life. Pictured above is the "Firth" design in Twin Style. The Leading Furniture Houses can show you or procure for you any of the eleven new All-Steel designs that we are introducing. Produced by Newlands Brothers Ltd., Sydney.