

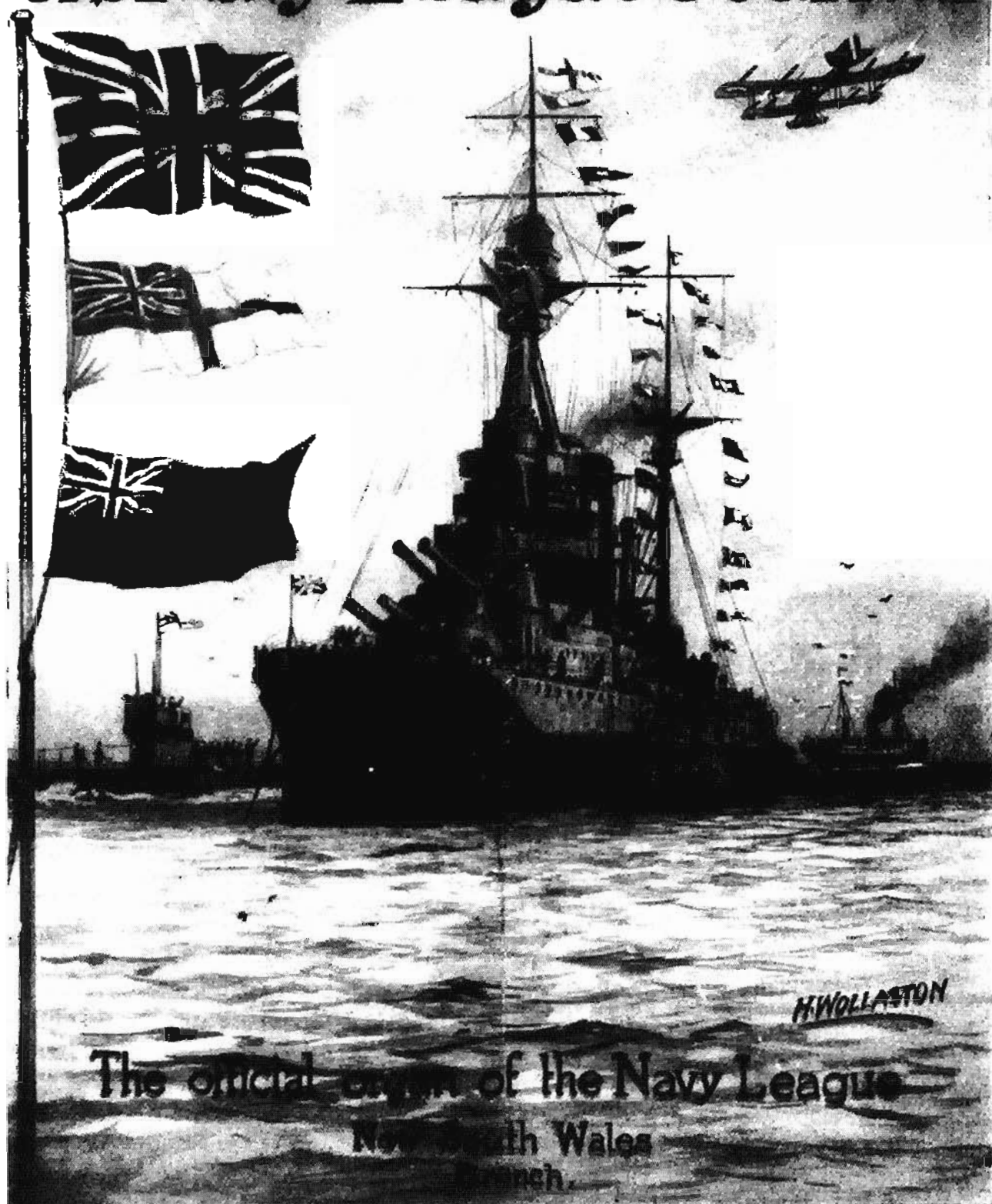
VOL. 6. No. 3.

JULY, 1925

TELEPHONE. B 7808.

The Navy League Journal

MITCHELL LIBRARY
6 JUL 1925
Sydney



The official organ of the Navy League
New South Wales
Sydney

The Richest Man in the World.

The *average* Australian, either on the basis of private wealth, or as a national unit, is the richest man in the World.

As an individual Australian, you have cause for much satisfaction in that statement (which can easily be substantiated) but what is your *individual* contribution to that average?

Is your entry a credit of money saved, or a charge of opportunity lost.

Your opportunity to acquire personal and national wealth is given by the widespread and highly efficient service of Australia's, and your, own Bank, the

Commonwealth Bank of Australia.

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 Company's service is the deferment of Corpus Commission charges until the estate becomes distributable.

EXPLANATORY BOOKLET POST FREE.

R. V. T. WHITTLE
ASSISTANT MANAGER

J. W. BARNES
MANAGER

25 O'CONNELL STREET, SYDNEY.

J. M. DEMPSTER LTD.
DIAMONDS & JEWELLERS

Appropriate Wedding Presents



Silver-plated Entree Dish, 40s.

Various Other Shapes and Designs in Stock.

95 -
FOR
50 -

AFTER
SALE
SPECIAL



Sheffield Silver-plated Cake Basket, 95
Reduced to 50 -



Silver-plated Sandwich Tray or Cold Dish, 50s.
Others at 40s., 45s.

J. M. DEMPSTER LTD.

JEWELLERS

Ayrshire House,

SILVERSMITHS

315 GEORGE ST. SYDNEY

(NEARLY OPPOSITE HUNTER STREET)

Cablegrams
Post Office

J. M. Dempster
Managing Director

THE "RED, WHITE and BLUE" WHISKY



The Navy League Journal

Vol. VI. No. 3.

SYDNEY, JULY, 1925.

PRICE 3d

Support the Navy League.

"The Sea is our life,
"By the use of it the Empire was formed.
"By holding it the Empire was preserved.
"If we fail to appreciate its value, the Empire will perish."

THUS spoke Admiral Viscount Jellicoe, when Governor-General of New Zealand. Lord Jellicoe is not only one of the greatest seamen the Empire has produced, in a marked degree he is a man of wide vision, a man who above everything, considers consequences. "If," said this wise man, "we fail to appreciate the value of the sea, the Empire will perish." Australia as a nation does fail to appreciate its value: Australia is apathetic except when the magic word "SPORT" is mentioned. To a swimmer, a tennis player, Australia gives homage, civic receptions, full pages of press laudation. To its Navy, it gives grudgingly or not at all. But in that hour when the enemy hatters Australia's door, Australians will give belated thought to their struggling and long neglected first line of defence. It will be then of no avail. All that makes for an efficient Navy cannot be created in a day, nor in a thousand days.

The Navy League recognises the paramount importance of the sea and of the air to Australia and

the Empire, and it regards an adequate Navy and a reliable Air Force as the best guarantee against the violation of our coasts.

The League clearly perceives that an Australia cut off by the sea from the Empire, is an Australia lost to Australians forever. Our trade routes are our arteries of life and if we are not in a position to safeguard them we must perish.

The Great War, tragic though it was, has not convinced nations that it ended war. On the contrary, minor wars have been raging constantly since November, 1918, and the League of Nations was born to usher in the golden dawn of Peace!

The Navy League believes that its motto "Keep Watch" is more necessary in the observance to-day than ever before and therefore it earnestly appeals to the people of Australia to support its aims and objects.

The Navy League is non-sectarian and non-political. It interferes with none. It is steadfast for Australia and the Empire—for Australia in all the clean glory of her young vigorous beauty, a beauty that must never be marred nor sullied by the crushing heel of a martial and resolute foe.

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

A. K. JACOBS, CHAIRMAN
D. G. GALE
THOS. J. MARKS
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
DUMBOOLA
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	- 9520
A. U. S. N. Co.	- 7 Bridge Street, Sydney	- 10688
Australian Steamship Ltd.	- 380 George Street, Sydney	- 6231
McAlister, McEachern Line	- 61 Pitt Street, Sydney	- 7666
Huddart, Parker, Ltd.	- 10 Bridge Street, Sydney	- 9888
Melbourne Steamship Co. Ltd.	- Cr. Clarence and Barrack Streets	- 8213

TELEPHONE

JAPAN STRIDES ON.

Outwits, Outpaces Washington Conference Signatories.

Auxiliary War Craft—Light Cruisers, Submarines, Giant Air-Carriers.

Why this Perfidious Haste? Not for Peace.

Pan-Pacific Conference—Must be Representative.

Australian No-Defence Advocates—Fatuous Shibboleths.

Stern Awakening Must Bring Repentance.

Pacific Situation Grows More Ominous.

Value of Sea Communications.

Japan Across Australia's Trade Routes.

Anglo-American Defensive Alliance for the Pacific.

By E. GEORGE MARKS

(Author of "Watch the Pacific," "How Fast Makes War," "Napoleon and the War," (Two Vols.), "Merit and Democracy," &c., &c. Specially written for "The Navy League Journal.")

WHAT does the inordinate naval activity of Japan since the Washington Conference portend?

February 6, 1922, is a significant date—The Five-Powers Treaty, restricting naval armaments, was signed at Washington. Great Britain, America, France, Italy and Japan were the signatories.

Japan's naval activity warrants an examination of the Washington Agreement.

What are its main essentials; its unequivocal provisions?

Definite tonnage of capital ships—battleships and battle cruisers—was fixed.

Here is the tonnage fixed for capital ships:—

Great Britain: 525,000 tons.

United States: 525,000 tons.

Japan: 315,000 tons.

France: 175,000 tons.

Italy: 175,000 tons.

These figures were reached by scrapping superfluous ships.

Restrictions were imposed on the size and armament of capital ships.

No capital ship may exceed 35,000 tons—6,300 tons less than the Hood; no ship exceeding 35,000 tons may be constructed within the jurisdiction of the Five Powers.

No gun with a calibre in excess of 16-inch may be used. The Hood's guns are 15-inch; several Japanese capital ships mount 16-inch guns.

Japan has sensed the growing importance of aircraft carriers; since the Washington Conference the great Asiatic Power has set the lead in this special war craft.

Under the Washington Agreement Japan is allowed 81,000 tonnage for aircraft carriers; Great Britain was apportioned 135,000 tons; likewise the U.S.A.; France and Italy was each assigned 60,000 tons.

Restrictions were imposed on the size of aircraft carriers; no aircraft carrier exceeding 27,000 tons may be built by any of the signatories to the Washington Agreement, with this exception—the

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 "

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

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

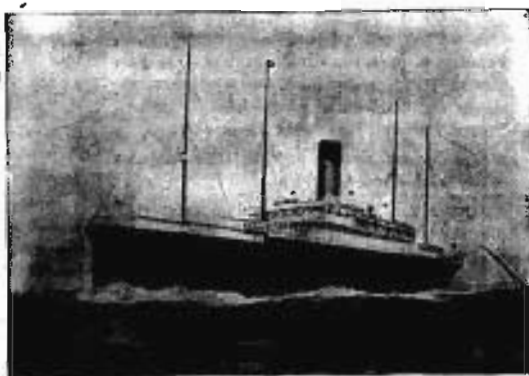
"CERAMIC"	18,500 Tons
"MEDIC"	12,000 "
"PERSIC"	12,000 "
"RUNIC"	12,500 "
"SUEVIC"	12,500 "

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

any of the signatories, provided its total tonnage allowance is not exceeded, may build not more than two aircraft carriers, each of not more than 33,000 tons, or may use for this purpose capital ships which would otherwise have to be scrapped.

There is this definite provision—no aircraft carrier may carry a gun in excess of 8-inch calibre, and the total number of guns exceeding 6-inch that may be carried was fixed by the Agreement at 10, or at eight in the case of 33,000 ton vessels.

Another important provision of the Agreement is that dealing with the construction of light cruisers.

No war vessel exceeding 10,000 tons may be laid down, other than a capital ship or aircraft carrier, nor may any ship outside the class of capital ships carry a gun of larger calibre than 8-inch.

Fortifications and Bases.

Pacific peoples are vitally interested in the creation of fortifications and bases in the great ocean.

Upon Great Britain, the United States and Japan the Washington Agreement imposes the maintenance of the *status quo*.

The British Empire agreed to maintain the *status quo* in Hong Kong and Pacific Islands, other than those adjacent to the coasts of Canada, Australia, and New Zealand; the United States agreed to the *status quo* in Pacific Islands, except those adjacent to the coasts of the United States, Alaska, the Panama Canal Zone, the Hawaiian Islands; Japan agreed to the *status quo* in the Kurile, Bonin, Amami, Oshima, Loochoo, Formosa and Pescadores groups.

No new fortifications or naval bases shall be established in any of these islands or territories where the *status quo* is to be maintained; no increase in the coast defences; no steps shall be taken to increase the existing naval facilities for the repair and maintenance of naval forces.

War or Peace?

The Washington Agreement is to remain in force to December 31, 1936!!!

Is there any likelihood of its subsisting till then? Observe the attitude of its Pacific signatories—Great Britain, the U.S.A. and Japan.

Is it indicative of peace or war?

Great Britain is fearful of Japan's Pacific ambitions; to impede her bid for the hegemony of the Pacific she decides to construct a great base at Singapore—the cost will be £11,000,000.

How does Japan view this move of her former naval ally?

She regards it with the greatest suspicion, the greatest nervousness; her reply is tangible—light cruisers, submarines, torpedo craft, aircraft, every form of naval auxiliary permitted under the Washington Agreement.

Japan is suspicious of the Singapore base; has a premonition that Great Britain will ally herself with the U.S.A.—to guard the Pacific from Asiatic designs.

Hence she conveniently forgets the peaceful pretensions of the Washington Agreement; finds national solace in building batches of auxiliary cruisers!

Gesture of the U.S.A. since the Washington Agreement—peaceful or warlike?

Judge for yourselves—the greatest, the most formidable naval armada that has ever ploughed the waters of the Pacific is manœuvring in battle array; testing strategic positions.

Is such a demonstration in consonance with the peaceful armament-reducing atmosphere of the Washington Conference of 1922?

Does not the naval activity of all the Pacific Powers reduce the underlying principle of the Washington Conference to a nullity?

Capital ships many of them obsolete—have been scrapped under the Agreement; the race of armaments still proceeds; the cry is now: "light cruisers, more light cruisers, submarines, torpedo craft, aircraft!"

Japan leads the way.

Australia scrapped the battle-cruiser Australia—two light cruisers will take her place!

No more has the Washington Conference brought peace to the Pacific than has the Treaty of Versailles brought peace to the world.

War instinct in man, on land, on sea, is ineradicable—cannot be subdued.

When the proposal was made, on behalf of the U.S.A., at the Washington Conference, that there be limitation placed upon the building of light cruisers, flotilla leaders, destroyers, submarine tonnage, Japan wouldn't agree; didn't mind scrapping

PASSENGER

FREIGHT

P. & O.

ROYAL MAIL STEAMERS.

REGULAR
PORT-
NIGHTLY
SAILINGS



FIRST AND
SECOND
SALOON
ONLY

LUXURIOUS 21,000 TON STEAMERS

TO

Ceylon, Egypt, Mediterranean Ports and
ENGLAND

Special Return Tickets between Australia and Ceylon (Colombo) may be obtained
at the following Reduced Rates:

FROM		FIRST SALOON	SECOND SALOON
	(available for 100 days)	£ s. d.	£ s. d.
BRISBANE 100 ..	67 0 0	44 0 0
SYDNEY 90 ..	65 0 0	42 0 0
MELBOURNE 80 ..	63 0 0	40 0 0
ADELPHI 70 ..	61 0 0	38 0 0
FREMANTLE 78 ..	59 0 0	36 0 0

FOR FURTHER PARTICULARS AND DESCRIPTIVE LITERATURE
APPLY

MACDONALD, HAMILTON & CO.
UNION HOUSE
247 GEORGE STREET
SYDNEY

certain of her capital ships; she wouldn't agree to the suggested limitation on auxiliary craft.

She now, in auxiliary craft, leads the world—a serious, a momentous problem for the world to solve.

Call to Pacific Whites.

See how the pulse of the U.S.A. beats.

Thus Congressman F. A. Britten, of Illinois, imported the American House of Representatives: A conference of the white races of the Pacific should be called. Japan's open preparation for war is a reason why the people surrounding the Pacific should have a definite mutual policy for their protection. The quicker this is done the better. It is imperative there should be a conference of the white peoples of the Pacific. Australia has already indicated her desire to participate in any defensive movement that may be organised for the protection of the white peoples of the Pacific. I am of the opinion that such a conference should be held in Australia or Canada or Honolulu.

Congressman Britten is an authority on Pacific problems—a prominent member of the House of Representatives Naval Affairs Committee. His speech was made a few months ago.

Like many other U.S.A. naval authorities Congressman Britten is convinced that the Washington Naval Conference has been a failure for the white peoples of the world—that it has given Japan a chance of outstripping all the other Pacific Powers in the construction of a formidable auxiliary fleet—a menace to Australia, a menace to New Zealand; a menace to the white peoples of the Pacific.

Definite political understanding amongst the white people of the Pacific is imperative in view of Japan's colossal strides in the vast ocean; in view of the seething millions of the East who await but the definite call of Japan to overrun the fertile domains of the white man in the Pacific.

Treaty of Versailles, Washington Conference, League of Nations, will have no deterrent effect when Japan, heading the legions of the East, is ready to throw down the gauntlet—she threw it

down to the Czar of All the Russias in 1904; vanquished the Colossus on land; on sea.

Triple Failure.

Vital, imperative, immediate is the defence of the Pacific—the Washington Conference has failed; the League of Nations has failed; the Treaty of Versailles has failed!

Every encouragement should be given by the Commonwealth Government to bring about a great, a representative, conference of the white peoples of the Pacific—white peoples bordering on the Pacific.

Australia, New Zealand, too, are vitally concerned.

Such a conference—embracing all political beliefs—should be held in Australia; then all phases of the defence of the Pacific could be discussed; including the Singapore base; Japan's great auxiliary fleet.

Bona-fide Labour could not hold aloof from such a momentous conference. It is becoming more and more apprehensive of the situation in the Pacific.

Here is an indication:—

Realising the Pacific to be the future cockpit of the world this Conference recommends that arrangements be made to hold a Pan-Pacific Conference in Australia of all industrial and political bodies bordering on the Pacific.

This recommendation was discussed, assented to, at the inter-State Conference of delegates from the various Trades and Labor Councils held at Adelaide, South Australia, in mid-June, 1925.

Before the end of June Labor decided to issue invitations for the holding of a Pan-Pacific Conference to be held in Sydney in January, 1926.

Amongst the workers' organisations invited to attend the Conference are: the U.S.A., Canada, Japan, China, Java, Hawaiian Islands, India, South Africa, Korea.

Delegates from these countries will discuss the attitude of the workers of the Pacific in the event of a conflict in the Pacific.

Australia must be defended against Asiatics—

designing, resourceful, courageous—whether Mr. Bruce is directing the destinies of this island-continent or Mr. Charlton.

Neither Nationalists nor Labour can depend upon the Washington Agreement nor the League of Nations to repel the invader.

When a doctor tends the wounded man on the field of battle he asks not his politics; tries to save him without delay.

Ask not His Politics.

When the country is in danger—when it is menaced by foreign foes—the head of the nation should ask not a soldier's politics—should ask not if he likes or dislikes war—should weld all sections of this young, this virile democracy into a solid phalanx—proceed to save the country with the same alacrity that the doctor proceeds to save the soldier, wounded, weak—whose politics he knows not, cares not—on the dread field of battle.

Since the Washington Conference in 1922 Japan has laid down 17 light cruisers!!

Since the Washington Conference Japan has laid down the latest designs in submarines; some with a cruising radius of 16,000 miles!!

Since the Washington Conference Japan has laid down the latest aircraft carrier—the Akagi is 28,900 tons displacement; has a speed of 28 knots—accommodates 50 aeroplanes!!

Akagi is armed with 10 8-inch guns; 16 4.7-inch quick-firing guns!!

Let the lethargic awake, ponder upon this inordinate naval activity of Japan; realise that Japan's monster air-carrier is nearly 5,000 tons larger than the Eagle—the biggest air-carrier of the British Navy; realise, too, that the Eagle is much slower than the Akagi; besides, the Eagle would be outgunned—9 6-inch guns; 6 4-inch guns—against the Akagi's 10 8-inch guns; 16 4.7-inch guns most improved quick-firers.

Serious matter this; cannot be lightly regarded. What does Japan mean?

Is she going to outbuild all the other Pacific Powers, then seek to avenge the Exclusion Act affront to her nationals by the U.S.A.?

Unquestionably the British Navy will be in line with the U.S.A. squadrons shortly after the Pacific is aflame with the shells of the white man of the Pacific and the Asiatic.

Australia is then, *ipso facto*, in the struggle for life and death; New Zealand, too—all the white peoples of the Pacific.

Before the gong for the coming combat sounds let the white peoples of the Pacific confer; let them co-ordinate a policy of definite defence against Asia's legions; against Japan's bid for supremacy of the Pacific.

Continued on page 10

The Supreme Test of Quality

THE JUDGE'S DECISION

Caldwell's Wines

AWARDED

322 Champion Gold Medals—First and Other Prizes 10 Years.

HUMOURS OF THE R.A.N.



VERY BAD EYESIGHT

SURGEON (Holding up threepenny piece after conducting eyesight test): "AND WHAT AM I HOLDING UP NOW?" OLD STAGER (Trying to get invalidated out): "THE LID OF A BOTTAIN, SIR!"

Defenceless Australasia—Invitation to Asiatics.

Amongst Labor's ideals is a minimum wage—the banishment of cheap labor.

Does it not occur to the Labor idealist who imagines that he can banish war by not shouldering a rifle that the consequent conquest of the country with such a policy inevitably means the perpetual overthrow of all Labor ideals—substitution of cheap Asiatic labor—enslavement of all sections of the community by Asiatic hordes.

Before Labor idealists—Labor extremists—oppose an Australian Navy; before they oppose adequate defence for this island continent, with its vulnerable coasts; they should seriously ponder what Asiatic conquest would mean.

Defenceless Australia is a definite invitation to Asiatics to come here and take possession of it.

Do Labor idealists—Labor extremists—oppose to Australian defence anticipate a special capitulation clause rendering them immune from the depredations, the exactions, of invaders—because of their famous advocacy of a no-defence policy?

Asiatics are not enamoured of Australians—whether they advocate a defence policy or not—owing to the Commonwealth Alien Restriction Acts placed on the Statute Book primarily at the instance of Labor advocates to safeguard Australian labor conditions.

Peculiar anomaly Labor idealists have created—opposed as they are to Asiatics coming into the Commonwealth to undercut labor conditions—a formidable political barrier is erected against them.

When Asiatics threaten to invade the country, to occupy it, to hold it, the barriers are taken down!

These Labor idealists—no-defence advocates—do not represent the *bona fide* Australian workman; he detests thoughts of this great island-continent being given over to Asiatics.

Every sane, every reasonable, Australian workman is in favor of an Australian Navy; in favor of adequate defence by land; by sea.

Selling His Birthright.

The Government which neglects to provide a reasonable measure of defence is no friend of the working man—it is selling his birthright to freedom, to independence.

Without adequate defence Australia, in the future, cannot continue free, independent—to work out her destiny.

Labor idealists who imagine that the war drum beats no longer, that the flag of peace is furled, because of the League of Nations, the Washington Agreement, the Treaty of Versailles, are laboring under a prodigious delusion—the Pacific Ocean at the present time is pregnant with the germs of a stupendous conflict between the white peoples of the vast ocean, the hordes of Asia, under the subtle, the skilful, the resourceful, the intensely disciplined leadership of Japan.

Like the charger, the coming battle is being sniffed from afar—there is a momentous upheaval in China, the U.S.A. fleet is participating in serious, far reaching manoeuvres in the Pacific—resented by Japan—Japan continues to launch light cruisers, flotilla leaders, submarines, giant aircraft carriers; Great Britain is uneasy at the inordinate naval activity of her former ally in the East; the Moscow Reds are insidiously permeating Asiatics against the idea of aggression of Europeans; counselling their expulsion; counselling self-determination; self-government for all peoples—white or colored.

Coming Clash.

No power has the League of Nations to prevent the coming clash in the Pacific; its effective machinery is clogged by clumsy, ill-digested, ill-considered mandates which practically hand over the Pacific to Asiatics!

Under the mandate of the League of Nations Japan holds the Marshalls, the Carolines, the Ladrões, the Pelew Islands—a positive, an undeniable menace to the security of the Commonwealth of Australia; to the security of New Zealand.

Notwithstanding the menace at Australasia's back door there are fatuous people who are against the maintenance of an Australian navy; against the maintenance of adequate defence by land; by sea; opposed to the construction of the Singapore base; against every conceivable scheme that makes for the protection of the interests of the Southern Seas.

These Anti-Australians had better seriously reflect before it is too late.



As the Navy is
to England so is
"B.P." to the Home!

Bill Bruhn

FOR BERGER'S.

To get best results, Cooks
MUST USE

JOHN BULL

SELF RAISING FLOUR
or BAKING POWDER.

SAVE THE COUPONS

Importance of Communications.

Admiral Mark Kerr has just issued a warning to the Admiralty in England which has an especial applicability to the Commonwealth; to New Zealand, too.

After taking the Admiralty to task for neglecting aerial science he stresses the immense importance of keeping communications open in time of naval stress; fortifies himself with the great Napoleon's dictum: "War is an affair of communications!" Then comments: "If England does not look more closely to her air and sea communications she will awake too late—to find a foreign flag floating over her citadels of liberty!"

Here is the applicability of the Admiral's comment to Australasia—Japan holds the Marshalls, the Carolines, the Ladrões, and the Pelew Islands athwart our trade routes, thus impeding our sea communications.

No blunder, ancient or modern, is comparable to that which permitted Japan to possess this group of incalculably important strategic islands.

It has forever imperilled Australasia's communications.

In the event of a war in the Pacific Japan will convert these islands into veritable nests of submarines; they will relentlessly harass commerce in the mid Pacific; paralyse Australasia's communications.

Admiral Kerr may have thus further commented: "If Australasia does not look more closely to her air and sea communications she will awake too late—to find a foreign flag floating over her citadels of liberty!"

Labor idealists—no-defence advocates—should seriously, assiduously study the impregnability of Japan in the Western Pacific; see how she has profited by the Washington Agreement, by the League of Nations, by the Treaty of Versailles; see how she holds the communications of the mid-Pacific as in a vice.

Those who preach no Australian navy, no adequate defence for the Commonwealth, without having studied Japan's impregnability in the Western Pacific must be branded as charlatans—enemies of the country.

Philippines and Hawaii.

Vital indeed are secure naval communications for the U.S.A. in the Pacific.



THE CLEVER CLEANER

Whichever 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. Glassware, things of nickel and aluminium, woodwork, floors, windows - for all these - and for cleaning hands - there's nothing just so good.

CLEVER MARY

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.

Floyd Gibbons is a well-known American journalist, has studied the problem of the Pacific; studied the Japanese—their designs on Hawaii, their designs on the Philippines. He hasn't any doubt that a clash in the Pacific is coming.

"I am certain," he says, in a recent issue of the *Chicago Tribune*, "that there can be no war in the Pacific without America being right in it. Japan wants the Philippines; wants Hawaii, too. Japan feels that the continued possession of the Philippines and Hawaii is nothing short of an act of aggression against her."

Serious comment this, Floyd Gibbons is no novice, doesn't make rash statements; knows that a clash between Japan and the U.S.A. is inevitable.

Anglo-American Defensive Alliance.

Like many other writers on the problem of the Pacific he is of the opinion that America must conclude a naval defensive alliance with Great Britain for the defence of the Pacific—that alliance would have a greater deterrent effect upon the Pacific ambitions of Japan than disarmament treaties; than covenants of League of Nations.

The fear is that Japan may create a *catus belli* with America before an Anglo-American Defensive Alliance for the protection of the white peoples of the Pacific is brought to fruition; this is not improbable in view of her rapid naval construction since the Washington Agreement.

Australia's leading public men, the leading public men of New Zealand, too, will have a splendid opportunity of giving their views on an Anglo-American defensive alliance for the protection of the Pacific during the visit to Australasia of the American fleet.

Such an alliance would spell security for Dominions in the Southern Seas; could not be construed by reasonable Americans as any violation of the Monroe Doctrine.

Surely there is more real affinity between two great white peoples—Great Britain and the U.S.A.—than there was between Great Britain and Japan.

Was not the Anglo-Japanese pact a defensive naval alliance for the protection of their interests in the Far East?

Britain's statesmen concurred in that alliance;



*This Strong
Nickel
OPEN FACED
LEVER
Watch
ONLY
9/6*

*Kept in repair
for 12 months.*

WILL STAND HARD, KNOCK ABOUT WEAR
WE STAND BEHIND EVERY SALE

ANGUS & COOTE Ltd.

"SYDNEY'S LEADING JEWELLERS"
"ON THE WHITE WAY TO GOK"
496-502 GEORGE STREET, SYDNEY



**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.

CHAMPION



HIGHEST GRADE CUT & PLUG

TOBACCO

AROMATIC | DARK
NATURAL FLAVOUR | FULL FLAVOUR

TINS OR PACKETS

Champion De Luxe Mixture
PACKETS OR AIR-TIGHT TINS

much persuasion would not be required to induce them to concur in a naval defensive alliance for the Pacific between Great Britain and the U.S.A.

Such a defensive alliance, in addition to the Singapore base, and a reasonably formidable Australian Navy, would make Japan seriously reflect before she precipitated a conflict in the Pacific.

In the absence of an Anglo-American defensive alliance for the Pacific Japan will become more and more formidable, until she will defy the white peoples of the Pacific—that is what she is now aiming at—the Washington Agreement has materially assisted her covert ambition to be the mistress of the great ocean, already she is mistress of Micronesia.

Isn't she impregnable in the Western Pacific.

Hasn't she outwitted all the other signatories to the Washington Agreement?

Hasn't her ambition sown the seeds of a gigantic struggle in the Pacific?

Let the tribunal of public opinion give its verdict—What is Japan, with undue haste, building a formidable auxiliary fleet for?

Art of Conquering!

Japanese soldiers despise death fanatical in their bravery—the campaign against Russia proved this.

This intense martial fanaticism has evolved modern Japan in a little over 60 years, from a nation of obscurity of semi-barbarism to that of a great disciplined ambitious nation—the arbiter of the Pacific!

Australians must heed not the fatuous shibboleths of no-defence extremists; must bestir themselves; manifest an intelligent interest in the defence of this great island continent.

Sleep not too soundly—Australia is in danger—there is an Asiatic volcano in the Pacific; any day, any night it may belch forth the lava of its vengeance upon the white man of the Pacific.

When that dread eruption takes place Australian no-defence advocates will feel the fury of the storm; will repent their puerile shibboleths—admit they have brought disaster to their country.

Grave Warning from Naval Expert.

Sir Herbert Russell is a well known English war correspondent and naval editor.

Here are his views of Japan's naval activity in the Pacific, published in the London press in mid-April last:—

Examine Japan's naval programme for the current year. It sanctions the construction of eight first-class and three second-class cruisers—all of 36 knots; 10 powerful sea-keeping destroyers, and an air-craft carrier.

This comment is then made by Sir Herbert Russell:—

Since the Washington Conference Japan has shown extraordinary activity in the construction of all classes of war-craft outside the ridiculous y limited prohibition. . . . Since the passing of the Anglo-Japanese Alliance there has been a perceptible cooling off in Japanese sentiment for Britain.

After reflection, Sir Herbert Russell sees a reason for Japan's naval activity since the Washington Conference.

Here it is:—

Japan is rapidly building war-craft because she realises that she must have an outlet for her growing population. . . . If there is need for a war in the Pacific, Japan will not shrink it!

Having examined the limits of diplomacy, Sir Herbert Russell adds:—

If Japan secures the necessary outlet diplomatically all will be well, but her present naval policy does not suggest an unqualified faith in diplomacy. It is an unostentatious preparation for a war in the Pacific!

How that war will be waged Sir Herbert Russell expresses himself:—

War by Japan with one or more combatants could not be a battleship

NAVY LEAGUE BALL

AT PALAIS ROYAL

AMERICAN FLEET WEEK.

Under the Presidency of Mrs. Philip Street, two meetings of the Ball Committee have taken place at the Hotel Australia. At the last meeting it was decided to invite the Admirals and Senior Officers of the American Fleet which will be at Sydney on the 4th August, the date of the Ball. Prizes for lucky balloons have been offered by Mrs. Lascombe Newman, Mrs. Higgins, Messrs. J. C. Williamson, Ltd., Messrs. W. D. & H. O. Wills (Australia) Ltd., and Messrs. Sir Ben and John Peller's and Hugh Ward's Theatres. Mr. Stewart donated a Dinner for four at the Ambassador for the seller of the most tickets, and Miss Frances Glascock generously contributed a three-guinea prize for the Fox Trot Competition. Donations towards the expenses of the Ball were received from Mrs. Kelso King, £5 5s, Mr. Kelso King, £5 5s, Mrs. George Bennett, £5, Mrs. P. A. Robett, £2 2s, and Miss Frances Glascock, £2.

The undermentioned ladies are assisting to make the Ball a success: Mrs. Philip Street, Mrs. Kelso King, Miss Kelso King, Miss L. Ray, Mrs. Lascombe Newman, Mrs. Robert Layton, Mrs. George Bennett, Miss Edna Bennett, Mrs. Higgins, Miss Higgins, Mrs. Leslie Walford, Miss Foll, Mrs. M. Mayne, Mrs. Robina, Mrs. L. Quick, Mrs. A. M. Norton, Miss Houston, Miss F. Glascock, Mrs. E. Bennett, Miss Shirley Havin, Miss Macrae, Mrs. T. H. Nix, Miss Rita Fox, Miss D. G. Williams, Mrs. Denney and Miss G. Hanford.

war—it would be a cruiser war. Hence, the Washington Agreement does not affect Japan's strategic advantages.

Sir Herbert Russell has no doubt that Japan is building light cruisers to attack trade routes. He is explicit:—

Japan is rapidly building light cruisers to mop up the trade of the Pacific in the event of a struggle for supremacy.

While Japan is careering along with its construction of her auxiliary craft, Great Britain is merely looking on—asking whether we should build any more ships at all!

The warning of this well-known naval authority must be seriously considered by all Australians concerned with the vast problem of the Pacific; with the safety of Australasia.

Miss Wardle, daughter of Commodore Wardle, D.S.O., R.N., Commanding H.M. Australian Navy and Mrs. Hayes, wife of the Flag-Captain of H.M. A.S. Sydney, are the Honorary Secretaries. Tickets may be obtained from any of the above-named ladies, also from the Hotel Australia, Messrs. Albert & Sons' Music Store, Messrs. Angell and Robertson, and the Navy League Office at 30 Grosvenor Street, Sydney; Phone 1770K. It is fervently hoped that every adult member of the Navy League will purchase a ticket, and so help to make the function a success.

THE BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

MANUFACTURERS OF:

TEE RAILS, BRIDGE RAILS,
BEAMS, CHANNELS,
ANGLES, TEES, ROUNDS,
SQUARES, PLATS,
OCTAGONS, FIG-IRON,
INCOITS, 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, S.A.
SILVER-LEAD MINE,
BROKEN HILL, N.S.W.
BRANCH OFFICES:
SYDNEY: 25 O'CONNELL ST.
ADELAIDE: 25 FRANKLIN ST.
LONDON: 3 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.

The McMaster Cup.

SEA CADETS' GIG RACE.

The Annual race for the McMaster Cup was held on the Parramatta River on June 12, under the auspices of the Navy League. Ideal conditions favored the racing—perfectly calm water, an almost imperceptible tide, and a cool atmosphere.

North Sydney Cadets, the holders of the Cup, showed excellent combination, and after a magnificent struggle with Drummoyne's representatives, won their heat. In the final Richmond met North Sydney, and after a gruelling race, in which Richmond crew broke an oar, North Sydney won by a length and a quarter, and retained the Cup.

All the races were keenly contested, by the various crews, who were made up of cadets under 16½ years of age and under. Units from Balmain, Richmond, Clovelly, Drummoyne, Lane Cove and North Sydney competed.

Among the spectators were Commodore Wardle, D.S.O., R.N., Miss Wardle, Commander and Mrs. Quick, Mr. and Mrs. F. Albert, Mr. T. Fox, Mr. Harold Cochrane, Mrs. Oswald McMaster (donor of the Cup) and party, Mrs. and Miss Glasston, Captain O. Smith, Mrs. R. H. Wade, Captain Beale (Organising Secretary of the League), and the Officer-in-charge and honorary secretaries of the different companies.

Results:—

1ST HEAT—Richmond 1, Balmain 2. Won by half a length.

2ND HEAT—North Sydney 1, Drummoyne 2. Won by half a length. The best race of the day.

3RD HEAT—Clovelly 1, Lane Cove 2. Won easily.

FINAL—North Sydney 1, Richmond 2.

Mr. M. MacDonald and Mr. R. H. Wade were the coxswains respectively of the winners and the runners-up.

TO THE AMERICAN FLEET WELCOME!

The cruiser Sydney, (flying the flag of Commodore Wardle, D.S.O., R.N., commanding the Australian Navy), accompanied by H.M.A.S. Adelaide, Anzac, Stalwart and Tasmania reached port on July 9. The ships have been engaged in gunnery practice off the Queensland coast.

H.M.S. Concord, which left Sydney at the same time as the Australian vessels, did not return. It is understood she was ordered to join the ships of the British China Squadron.

The repair ship Platypus reached Sydney two days in advance of the cruisers and destroyers.



SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. B. COOPER Hon. Secretary Mr. A. G. FIDDEN DRUMMOYNE—Officer-in-Charge Mr. G. MICALLEDO Hon. Secretary Mr. A. WALKER

NORTH SYDNEY—Officer-in-Charge Mr. M. MACDONALD Hon. Secretary Mr. R. H. WADE RICHMOND—Officer-in-Charge Mr. R. H. WADE Hon. Secretary Mr. A. G. ANTILL

LANE COVE—Officer-in-Charge Mr. F. COOPER Hon. Secretary Mr. F. L. REEDS

EASTERN SUBURBS DISTRICT—Headquarters: CLOVELLY.

CLOVELLY—Officer-in-Charge Mr. R. J. REPPERS Hon. Secretary Mr. R. J. REPPERS ROSE BAY—Officer-in-Charge Mr. R. W. WRAY

THANKS to the keenness of Mr. Cooper, officer-in-charge, Balmain Cadets are kept well to the fore. The company is improving every month, both as regards efficiency and numbers. With the monthly meeting of parents and cadets at the home of the officer-in-charge, and the expected regular attendance of cadets at the Depot, Gow Street, the improvement should continue. Now that electric light has been installed at the depot, and a large number of necessary improvements effected by Messrs Fiddens, Wood and Watt, the comfort of the cadets will be greatly enhanced.

This company, the first in Australia is well placed for expansion. Like all the other companies its future is largely in the hands of its officers, whose loyal co-operation and co-ordination of effort will alone ensure a full measure of success. At Balmain, as at Drummoyne and Lane Cove, the Ladies' Welfare Committee has begun to do good work, and it is hoped that it will not slacken in its efforts on behalf of the cadets.

Mr. Hooper, of Drummoyne Company, deserves special mention for his excellent work in connection with the raising and cleaning of the Concord cutter. It was a big job, well and ably done. Mr. Hooper, and those assisting him, deserve the Navy League's warmest thanks.

Mrs. Garre, wife of the Officer-in-charge of Lane

Cove Company, has cause to feel pleased with the efforts of the Ladies' Committee there. Since the end of February their splendid efforts have been productive of a sum of £49 9s. 3d. towards the welfare of the local cadets. Can any other Ladies' Committee show such a record?

The President of the Lane Cove Sub-branch is Mr. Harold Cochrane. Mr. Cochrane is anxious to obtain a suitable site for the building of a depot on the waterfront or with that object in view, he, together with the Hon. Secretary, Mr. L. F. Hedges, made application to the Lands Department.

NORTH SYDNEY.

(Contributed by Mr. Macdonald.)

This Company greatly regrets losing the services of Mr. B. Roberts, who has served since its formation. Mr. Roberts was formerly a cadet, and by sheer merit passed through the various stages of promotion to 1st Officer. He was recently the recipient of a handsome shaving set, the gift of the Company. Mr. Roberts was compelled to relinquish his honorary post owing to the exigencies of business. We wish him well in all things.

The cadets are naturally elated with their McMaster Cup success, and are proud to hold it for the next twelve months.

Drummoyne was very hopeful of wresting it from us on that eventful day on the Parramatta

River. They put up a magnificent struggle in their gig, but were not quite good enough. Never mind, Drummoynes, better luck next time.

This Company's very best thanks to Mr. and Mrs. H. Austin for their generosity in allowing their fine yacht "Lotus" to be used for towing Navy League cutters and gigs on various occasions. Their kindness has saved the N.S. Company much expense and is greatly appreciated.

RICHMOND.

(Continued by Mr. J. C. Austin.)

On the 4th July, North Sydney's football team visited Richmond, and after a keenly contested game defeated our local boys by 2 points. In the evening the Ladies' Welfare Committee entertained the teams to tea, after which the North Sydney's representatives entertained for home.

Under the command of Mr. R. H. Wade about 50 of the Richmond cadets, and 40 from Balmain under Mr. S. Cooper, attended Windsor Church on Sunday morning, 5th of July. The combined units made an excellent showing, and after church much favourable comment was heard from many of the congregation.

Recently Mr. Lucas, Officer-in-charge of the Richmond Air-drome, very kindly had Balmain and Richmond cadets conducted over the Drome, and arranged for two instructors to explain the construction of the planes and the working of the engines. The boys were mightily pleased with what they saw and heard, and unanimously accord a vote of thanks to Mr. Lucas for his kindness and courtesy in allowing the visit.

CLOVELLY.

Promotions—As a reward for merit the under-mentioned members have been promoted, viz:—C.P.O. F. Hopkins to Junior Officer 1st July; P.O. R. Johnson to C.P.O. 1st July; Leading Sea Cadet R. Wormalt to P.O.; Cadet Louth to Leading Sea Cadet, both from 1st July; Acting P.O. Eric Murray, of Bondi Company, to be P.O. 1st July.

A very instructive evening was spent recently, when Capt. Beale, of the N. L. Headquarters paid a visit to this Company. Capt. Beale recounted many items relating to Sea Cadet formations in England and South Africa, which proved of great interest and value to the cadets here.

Now that the Eastern Suburbs Sub-Branch has been re-organised steps will be taken to form a Social Committee, to which it is hoped that ladies residing in the locality will bring their help and influence in the interests and welfare of the Sea Cadet Movement.

Though Clovelly Company is one of the infant

The Seamen's Memorial.

Sailors of the Royal Navy, Royal Australian Navy and Mercantile Marine, who served during the war are practically unanimous as regards the form the proposed memorial ought to take. Almost to a man they vote for a properly equipped recreation ground, or an institution similar to the Royal Naval House in Grosvenor Street. The founding and endowment of such a place would be a blessing to many hundreds of Empire seamen who are frequently visiting our great port of Sydney, and who feel the lack of that homely touch which their profession denies them. This is particularly true with respect to younger members of the crew of every vessel, be she peaceful merchantman or ship of war.

A memorial of this nature would serve the double purpose of a tribute to the dead, and a joy to the living.

Not an officer or rating interviewed favoured the form of memorial suggested by the Committee—whether fashioned in stone or bronze—and it is reasonable to assume that the gallant men of the sea whose lives were forfeited to the Empire would, could they but signal their wishes across the Great Gulf, vote for a memorial that would be a real and much needed benefit to the living.

Before the memorial takes further shape, surely the feeling of our sailors should be ascertained. Nearly every man who served during the war, would register against any form of memorial wherefrom the sounds of human happiness could never arise.

units of Sea Cadets in New South Wales, it is very gratifying to report that the undermentioned cadets have answered the call of the sea:—Douglas Hopkins, s.s. Fordsdale, to England and Continent; now serving on board the coastal steamer Wyreema. Walter Gould, Commonwealth steamer Dongarra, to Great Britain. A Ashton, s.s. Suva, to the Pacific Islands. F. Ashton, s.s. Levuka, to the Pacific Islands. H. Barker, the Day liner Moreton Bay. All these boys have the old Viking strain in their blood, and love to be on the move over the oceans and lands of the earth. Yarns have lost nothing in the telling that these youthful travellers have spun to the 'stay-at-home' cadets about the wonders of Wembley and the London tubes and buses, to say nothing of the historic Tower of London, and the ancient Abbey of Westminster, where Kings for centuries past have first worn the crown of England. Then they tell of that old grey pile which crowned the face of Sir Christopher Wren, a master architect: of its wonderful tombs of renowned men; its whispering

gallery and great gilded cross. Australia House, where all is perfect peace, save for the rumble of migrants without arriving from Australia. Port Said, that ever noisome gateway through which saint and sinner pass into the floodlight of dawn or into the caverns of night. Port Said, with its polyglot crowds, and its secrets none can guess,

which attracts and repels, and in after life is no more than a kaleidoscopic dream. Then the Islands of the Blest in the embrace of the tropic blue of the vast Pacific—those fair coral isles of palms, from which the early Polynesians took boat and sailed into the sunset's heart. Who wouldn't be a Navy League Sea Cadet and see the world at his feet!

THE GOVERNOR AT RANDWICK.



ADMIRAL SIR DUDLEY DE CHAIR, K.C.B., AND OFFICERS OF THE N.L. SEA CADETS.

AT the invitation of Alderman George Baker, of Randwick, the Navy League Sea Cadets supplied a Guard of Honour on the occasion of the State Governor's recent visit to Randwick for the purpose of unveiling an Honour Roll to members of the local Rifle Club, who answered the Empire's call to duty with their lives in the World War.

His Excellency was met on arrival by the President of the Literary Institute, Alderman Baker, and by the Mayor of Randwick, Alderman Bairden. Others present included Mr. H. V. Jacques, M.L.A., Alderman Goldstein, ex-M.L.A.,

and Mr. E. R. White, of the Navy League Executive.

The Governor expressed a wish to inspect the Guard, and was conducted by Mr. C. J. Hopkins, Officer-in-charge of Clovelly Cadets. Sir Dudley shook hands with each of the Sea Cadet officers present, and warmly complimented them on the smart appearance of the boys.

Officers and cadets representing Eastern Suburbs, Drummoynes, Balmain and Lane Cove were in attendance.

The American Fleet.

Its Visit to Australia.

(BY LIEUTENANT-COMMANDER EDWARD J. FOT, U.S. NAVY, IN THE "SYDNEY MORNING HERALD.")

Reprinted by courtesy of Messrs. James Fairfax & Sons, Ltd.

The battleships to visit Sydney comprise:

California (flagship of Admiral S. S. Robison, Commander-in-Chief, United States Battle Fleet); New Mexico, Mississippi, Idaho, West Virginia, Colorado, Maryland, and Tennessee.

IN order clearly to identify those units of the sea force of the United States Navy which propose to visit Australia and New Zealand waters during the month of July and August of this year, it might be as well to outline, in a general way, our floating organisation.

Roughly speaking, the "United States Fleet" is the organisation which comprises the bulk of America's sea power. To this fleet are attached all vessels of war, exclusive of those operating in Atlantic waters, known as the "Asiatic Fleet"; the "Naval Forces Europe" representing a number of ships based in the Mediterranean; the "Special Service Squadron," a small detachment which operates in Central American waters; the "Naval Transportation Service," composed of naval transports for both personnel and cargo; and "Unassigned small vessels attached to the various naval districts into which the coast line is subdivided."

"The United States Fleet" is composed of four forces—Scouting fleet, control force, battle fleet, and fleet base force. The United States Fleet is commanded by Admiral Robert E. Coontz, who flies his flag on the U.S.A. Seattle.

The scouting fleet is that portion of the United States Fleet which normally operates along the Atlantic Coast. It is commonly known as the "Atlantic Fleet," and consists of two divisions of our oldest battleships, two light cruiser divisions, two active squadrons of destroyers, and five aircraft squadrons, including the airship Shenandoah.

The control force also operates along the Atlantic seaboard, including the Panama Canal zone, and is composed of twelve divisions of submarines, with their tenders, as well as a squadron of mine layers and mine sweepers.

The fleet base force is divided—one half in the

Atlantic and one half in the Pacific. Squadron one operates with the scouting fleet, and squadron two with the battle fleet.

The Pacific Fleet.

The Pacific Fleet is ordinarily referred to as "The Pacific Fleet." It bases on the Pacific Coast and represents the most powerful unit of the United States Fleet. It is the "backbone" of American sea-power. This force, the commander-in-chief of which is Admiral Samuel S. Robison, flying his flag on the battleship California, is made up of the battleship divisions (comprising twelve super-dreadnoughts), two active squadrons of destroyers, four squadrons of airplanes, and the six submarine divisions, some of the last-named being based in the Hawaiian Islands.

The battleship divisions are commanded by Vice-Admiral Henry A. Wiley, the second in command of the battle fleet. This officer also commands Battleship Division Five, composed of the West Virginia (flagship), Tennessee, Maryland and Colorado. Battleship Division Four, the New Mexico (flagship), Mississippi, Idaho and California (for tactical purposes) is commanded by Rear-Admiral William B. Pratt. Battleship Division Three, comprising Pennsylvania, Oklahoma, Nevada and Arizona, is commanded by Rear-Admiral Henry L. Zeigemeier.

The destroyer squadrons of the battle fleet are commanded by Rear-Admiral Frank H. Schofield, whose flag flies from the Omaha, light cruiser. Squadrons Eleven and Twelve are scheduled for the Australia-New Zealand cruise. The former is composed of the tender Melville, and destroyers (341) Decatur, (362) McDermut, (275) Sinclair, (277) Moody, (298) Percival, (299) J. F. Burns, (307) Somers, (303) Stoddert, (304) Fairbanks, (305) Thompson, (306) Kennedy, (307) Paul Hamilton. Squadron Twelve consists of the

Altair (tender) and destroyers (336) Litchfield, (314) Yarrowood, (316) Sloat, (317) Wood, (318) Shirk, (319) Kidder, (322) Mervine, (323) Chase, (324) Robert Smith, (325) Mullany, (331) MacDonough, (332) Farenholt, (333) Sumner, and (335) Melvin. It will be observed that the destroyers are both numbered and named. They are named in honour of deceased naval heroes, and are numbered for ready identification, the numbers being painted in large figures on each bow.

Mine-Layers.

Mine Division Two of the fleet base force will be represented by two fast minelayers, Ludlow and Burns, both of these vessels being converted destroyers.

Four light cruisers are to go to Melbourne. In addition to the above the following auxiliary vessels will be present:—Hospital ship Relief, repair ship Medusa, and fuel and store ships, Arctic, Bridge, Kanawha, Neches, Cuyama, Ramapo and Sapelo.

Battleship Divisions Four and Five, with the hospital ship Relief, are scheduled to visit Sydney from July 23rd to August 6th. These battleships will then visit Auckland; the Relief going to Wellington. The other vessels named will visit Melbourne during the first period, and Wellington during the second, except that the Medusa will go to Auckland. The store and fuel ships will make such schedules as will best serve the two forces.

All of these ships will have participated in the great spring manoeuvres, having as an aim a test of the defences of the Hawaiian Islands, America's western-most fortifications in the Pacific. There have been in the neighbourhood of 150 vessels engaged in this exercise, followed by a mobilisation in Hawaiian waters. Those ships fortunate enough to have been selected will sail for Australia and New Zealand on July 1, by way of American Samoa, and the others will return to their home bases. It is entirely possible, of course, that there may be minor changes in the list designated for Australian waters, but these changes should consist only in dropping out a small number of destroyers, in which event others may be designated to replace them.

The visit to Australia is the most discussed subject in the fleet. There is not a man who does not look forward to meeting his friends under the Southern Cross with the most delightful anticipation, and many are the heart-burnings of those who will be denied this pleasure.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital £1,000,000
Capital Paid-up and Reserves £1,000,000
Appropriate Assets at 30th June, 1921 £11,000,000

Directors: SIR MARK SHALDON, K.B.C., Chairman;
Vernon N. Yarrowood, F.C.P.A.; DONALD GARDNER;
H. R. LYONS, O.B.E.; GEORGE J. BLY, LL.D.;
LIEUT. COL. T. L. F. RUTLEDGE, M.L.A.

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

Head Office, Sydney (Corner George and King Streets)

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

BRISBANE:—24 Queen-st. Chief Inspector for Queensland—L. A. VYKARD. Manager—G. R. HOWELL.

BRANCHES AND RECEIVING OFFICES AT 27 PLACES IN QUEENSLAND.

MELBOURNE:—23 Collins-st. Manager—M. R. FINNEY.

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

LONDON:—21 Threadneedle-st. E.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.



Achieving Beauty and Permanence
HOMEBUILDERS everywhere are achieving permanent ceiling beauty, by installing Wunderlich Art Metal Ceilings. Reasonable prices and low cost of fixing place our ceilings within the means of even the modest Homebuilder.

Send to-day for our free Catalogue M. 1

WUNDERLICH LIMITED
Regent Street, Redfern, Sydney
WUNDERLICH
Art Metal Ceilings

How the Stars and Stripes Floated Round Early Australia.

Old-time American Voyagers in the Southern Seas.

Shipbuilders, Sandalwooders, Sealers and Traders.

BY THOMAS HUGHES, M.A.

GEORGE WASHINGTON is not usually associated with the founding of Australia. Yet it was the American Revolution which led the British Ministry of the day to send the first fleet to Australia.

The plan for colonising Australia put forward by James Maria Matra some time of New York, included the transfer to Australia of numbers of the United Empire Loyalists, who afterwards settled in Canada. That plan was never carried out; but we are told of James Reid who came to New South Wales in 1791, that he had been a planter in Virginia.

Though the first United States fleet to visit Australia came to Sydney in 1839, American trading vessels had played a great part in the foreign trade of Australia long before that—and indeed almost from the very beginning of settlement.

The visit of 1839 was paid by the four exploring vessels under Commodore Charles Wilkes. These were the Vincennes (flagship), the Peacock, Porpoise, and Flying Fish. They were sailing vessels pure and simple, and the largest was of about 500 tons.

The visitors stayed in Port Jackson from December 1 to December 26. Before leaving, Wilkes wrote to Governor Gipps as follows:—

"I must acknowledge, on the part of my officers and myself, the great kindness and attention we have received from you and the citizens of Australia during our stay here, and to assure you we shall always bear a grateful remembrance of them."

A number of the American seamen liked Australia so well that they stayed behind when the vessels sailed for the Antarctic to continue their explorations.

It is a far cry from the visit of the tiny squadron of Wilkes to the second American fleet visit in 1909, just 70 years later, and a still greater change to the huge battleships now in our waters.

Yet, nearly half-a-century before the arrival of Wilkes's United States vessels had begun to visit Sydney, it is now 133 years since the arrival of the first American trading craft. When she anchored in Neutral Bay the British settlement in Australia was but four years old. The United States themselves were only nine years of age, and over half-a-century was to pass before the United States had pushed its occupation across America to the shores of the Pacific.

The first foreign vessel to enter Sydney harbour after the foundation of the settlement was the Dutch "sloop" Waakscheide, from Batavia, which brought a cargo of food under charter in 1791. The second was the Hope of Rhode Island, which arrived in 1792 on a trading venture. In the same year came the Philadelphia, of Philadelphia, and from that time till the war of 1813-1814 broke off trading relations for a time, American vessels came to Australia in a steady stream.

Governor Macquarie gives in an official despatch a list of 41 American vessels which had sailed into the harbour of Port Jackson between 1792 and 1812. But this list is woefully incomplete: the number should be 55. Even this takes no account of one or two vessels that had called at the Derwent, and of others that had been sealing on the Australian coast without touching at Sydney.

Nantucket Whaling Captains.

Nor does this exhaust the influence of the Americans on the early sea history of Australia. Many of the British whaling vessels that visited

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

CAPITAL PAID-UP	£3,500,000 0 0
RESERVE FUND	£2,700,000 0 0
RESERVE CAPITAL	£3,500,000 0 0
	£9,700,000 0 0

DIRECTORS:

GEORGE J. COHEN, CHAIRMAN; HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN;
O. E. FRIEND, HON. JAMES ASHTON, M.L.C.; HON. J. W. MACARTHUR ONSLOW, M.L.C.
GENERAL MANAGER: 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 £41,288,454.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1854	£1,498,811	1874	£4,244,231	1894	£12,895,899	1914	£27,301,270
1854	£1,847,132	1884	£8,986,412	1904	£14,361,722	1924	£41,288,454



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

AUSTRAL-EAST INDIES LINE MANAGERS

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

PASSENGER and CARGO SERVICE

TO
JAVA and SINGAPORE

Via
MELBOURNE, ADELAIDE and FREMANTLE

Deluxe passenger only at moderate tariff
Cargo at Lowest Current Rates.

NEXT SAILINGS

Steamer	Tons	Commander	Leaves Sydney
"MALATIAN"	3,146	J. Storey	July 7, 1925
"CITY OF PALERMO"	1,899	H. Alby	August 4, 1925

The "City of Palermo" has very good accommodation for twenty cabin passengers and the "Malatian" for forty cabin passengers—all in three berth cabins.

Special attention to cuisine and the comfort of passengers
For all particulars as to fares and rates of freight
Apply to—

W. G. DEUCHAR & CO. LTD.

MANAGING AGENTS.

22 BRIDGE STREET, SYDNEY.

TEL: 8 6000, 8 6022
Cargo received at Sydney Stevedoring Company's Stores.
Wharfmaster: B.W.

Sydney, or went whaling on the Australian coast, had New Englanders on board. James Thomson notes that of nine British whalers working on the Australian coast in 1802 six were commanded by Nantucket men.

After 1813 trade with America was not resumed till 1816, when an American schooner, the *Traveller*, arrived. Much to the annoyance of Macquarie, who observes that from the time when Australia first became a British colony, "the constant custom and usage had been invariably in times of peace to admit American ships and cargoes to come to entry as if they were British," the *Traveller* was seized as a prize under the British Navigation Act by Benjamin Vale one of the assistant chaplains.

This little matter was fixed up, but there was not much revival of the American trade with Australia. With the removal of the East India Company's monopoly in 1824 British vessels were no longer at a disadvantage as compared with Americans, and the trade fell more and more into the hands of British vessels.

But about 1830 there appeared in Australasian waters the first vessels of that great fleet of American whalers, which in a few years filled every corner of the South Pacific. At the start, the Americans paid most attention to the seas round New Zealand, but by 1840 their whalers swarmed along the south and western coasts of Australia.

When Eyre made his journey along the Southern coast of Australia in 1840-41 he stated that there were 300 French and American whalers working on the south coast of Australia. Writing about the same time, Ogle says in his book on Western Australia, that for their knowledge of much of the coast of Western Australia the colonists were indebted to the American whalers.

"Annexation" of the Laccades.

Indeed, there was an uneasy feeling in official circles at the time that the United States might seek to annex a stretch of coast somewhere in the west of Australia. It is a curious fact that in 1867 an American captain did claim to have annexed to the United States the Laccade Islands, which were of some little value owing to their guano deposits. He contended as they were outside the

three-mile limit—and as there was no evidence of British occupation or annexation—he was quite at liberty to take possession of them.

The action of this enterprising Yankee was, however, disowned by the United States, and did not lead to any international incident, strained as the feeling between Great Britain and the United States was about this time as a result of the Alabama incident.

When the Irish "rebels" of 1848 were sent to Tasmania several of them were got away to the United States as a result of the activities of sympathisers there. One of these was John Mitchel, whose grandson was Mayor of New York in 1916. At least one similar incident occurred half-a-century earlier.

In 1796 the American brig *Otter*, of Boston, touched at Sydney for supplies on a voyage to the north-west coast of America, after seal-skins and furs. When she left she took away Thomas Muir, one of the "Scottish martyrs," who had been sent to Botany Bay for advocating certain political reforms.

The *Otter* was wrecked on the coast of what was afterwards British Columbia. Muir and two seamen reached the shore safely, and fell into the hands of the Red Indians of those parts. The two sailors were killed, but the savages spared Muir's life. After some time among them he set out unarmed and without equipment of any kind to walk down the coast to the Spanish settlements in California, a journey of many hundreds of miles through an unknown country inhabited by savage tribes.

Muir reached the Spanish settlements, and then went on to Mexico City, and so to Vera Cruz where he took ship to Havana. From Havana he shipped for Bordeaux in a French vessel. On the way this vessel was attacked by an English vessel, and though she escaped Muir was badly wounded in the head in the fight. From Bordeaux he went to Paris, but he died a few days after reaching that city.

Americans acted as pioneers in Australian ship-building by constructing the first sea-going vessel launched within the limits of what is now South Australia. In 1802 the 99-ton vessel *Union*,

Continued on page 25.

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 (3 Lines); NW 1732, NW 1501 (Joinery Department).
City 9104 and City 9106.

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.

Angus & Coote, 500 George Street.

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.

Brunton's flour.

Burnet's Jelly Crystals Ltd. All grocers.

Burns, Philp & Co., Ltd., Bridge St., Sydney.

Caldwell's Wines.

John Bull Self Raising Flour.

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.

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 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.

S. C. Parker, Dispensing Chemist, 21 Willoughby Road, Crow's Nest.

Saxon & 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.

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

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

Woods' Great Peppermint Cure.

J. R. B. Watt, Dispensing Chemist, 457 Miller Street, Suspension Bridge.

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

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



FIBROLITE
THE PERFECT CEMENT SHEET

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 baling 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.

"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

commanded by Isaac Pendleton, and belonging to the house of Fanning and Co., left New York for the South Seas. One of the Fannings (Edward) had visited the Pacific in 1797, and had discovered the island which still bears his name.

Pendleton touched at King George's Sound, and then spent some time at Kangaroo Island. There he collected 14,000 seal-skins, and built at American River a 40-ton schooner—the Independence—which reached Sydney in June, 1804, under the command of F. Smith.

Both the Union and the Independence came to tragic ends. Pendleton first placed a gang of eleven men to collect seal skins on the Antipodes Islands, away to the South of New Zealand, and then entered into a contract with Simeon Lord, the Sydney merchant, to bring a cargo of sandalwood from Tongatabu for the China market.

Though Pendleton did not know it, another American vessel, the Duke of Portland (Lovat Mellon, master) had been seized by the natives of Tongatabu in 1802, largely at the instigation of a Malay called Charley, who had somehow drifted to the island. The crew were massacred, but the Tongans spared the life of a white woman named Elizabeth Morey and her black woman servant who were then living with the chief's wife.

Sandalwood, Seals, and Blood.

When Pendleton, the super-cargo John Boston, whom Lord had sent from Sydney, and a boat's crew of six men went ashore to seek for sandalwood, the natives, aided and instructed by the renegade Malay, cut them off to a man. Then Charley tried to persuade the mate, Daniel Wright, to come ashore, saying that the captain had sent for him. When he failed to persuade Wright he sent for Elizabeth Morey in order to use her as a decoy.

Coached by the Malay and threatened with instant death if she failed to carry out his bidding and to try to persuade the Americans to send a boat ashore, Elizabeth Morey was brought out in a canoe. By pretending that her voice would not carry very far she induced Charley to bring the canoe close to the Union. Then she cried out to those on board that the captain and his men had been killed and that the natives were trying to trap them.

As soon as she had given the warning she threw herself into the sea and swam towards the Union. Charley and the Tongans made every effort either to seize her or spear her, but Wright and his men kept them off with musket fire, and the woman was safely taken on board the Union, then Wright stood away for Sydney.

It might have been imagined that the Union had had enough of the sandalwood trade; but Wright—now captain of the vessel—was not easily discouraged. There was a fortune in a lucky sandalwood voyage in those early days of the trade. Sandalwood worth £50 a ton in Sydney could be bought in the islands for old iron, hatchets, nails, and other odds and ends.

So Wright filled the gaps in his crew with hardy adventurers picked up in Sydney, and sailed again for the sandalwood isles. This time he decided not to risk 'onga, but to seek his cargo amongst the wild cannibals of the almost unknown Fijis. He went further to fare worse, for the Union was lost on a reef in the Fijis. With her perished Wright and his crew, of whom their employer (Fanning) says that harder and more resolute spirits never trod a vessel's deck.

The loss of the Union left the sealing gang, which Pendleton had placed on the Antipodes, 'up in the air,' marooned on a group of isles far away down in the stormy southern seas. But another American vessel came to the rescue. This was the 245 ton ship *Favourite*, of Nantucket—Jonathan Paddock, master, which came to Sydney from sealing at the Crozets.

Simeon Lord arranged for the *Favourite* to go down and pick up the sealers on the Antipodes, and with her went the *Independence*, which the Americans had built at Kangaroo Island. Paddock

found that the sealers had collected on the Antipodes 60,000 prime sea skins, worth at the price then ruling, £70,000, the richest haul ever made in the history of Australasian sealing.

The *Favourite* reached Sydney safely with the skins, but the little *Independence* went missing on the voyage down, and was never heard of again.

Another American who played his part in the early history of Australia was Amasa Delano, of Boston, who went sealing in Bass Straits in 1803-1804 with the *Pilgrim* and the *Perseverance*. It was Delano who came to the help of the colonial cutter *Integrity* when that vessel carried away her rudder near Cape Barren Island while on a voyage from Sydney to the Derwent, carrying John Bowen, Lieutenant-Governor of Van Diemen's Land.

In return for his assistance Amasa received from Bowen a bill for £400 drawn on Governor King. Delano sent his brother Samuel to Sydney to collect the money, which King paid with a very bad grace. Most of the value was taken out in wheat, sugar, and nails.

When Delano sailed from Bass Straits for the coast of Chile by way of Juan Fernandez he took with him 17 convicts, mostly members of the Sydney sealing gangs, but including one or two runaways from the *Derwent* who had reached the islands. These ungrateful scoundrels not only ran away when they reached Chile, but told the Spanish authorities that Amasa was a pirate, an imputation which he hotly resented. Yet some of his doings in Bass Straits and elsewhere seemed to lend a little color even to so monstrous an accusation.

But, taken all round, these early American visitors to Australia played a useful part. They deserve more recognition than they have ever received.

£100 IN CASH
FOR

Breakfast D-Light

(Particulars in each Packet)

ASK YOUR GROCER ABOUT THE "WORD COMPETITION."

W. C. DOUGLASS LTD., Foveaux Street, SYDNEY, N.S.W.

SERVICE - SECURITY

THE GOVERNMENT SAVINGS BANK OF N.S.W. OFFERS EXCEPTIONAL FACILITIES FOR SAVING. ABSOLUTE SECURITY IS GUARANTEED, AND A COMPLETE BANKING SERVICE IS GIVEN. INTEREST AT THE RATE OF 4 PER CENT IS PAID ON SAVINGS ACCOUNTS UP TO £500 AND 3½ PER CENT ON ANY EXCESS TO £1,000. PERSONAL, JOINT, TRUST AND CHILDREN'S ACCOUNTS OPENED.

Government Savings Bank

OF N.S.W.

Head Office: 19-23 MARTIN PLACE, SYDNEY.

170 BRANCHES & OVER 500 AGENCIES

KIWI

— BOOT — POLISHES

The Acknowledged Standard of Quality

Obtainable in Black, Tan, Patent Leather, Light Tan, Dark Tan, Nigger Brown, Ox Blood and Brown. All are of equal excellence and superior in every way. Kiwi is very economical.

THE SHINE LASTS

ENSURE THE SAFETY OF YOUR ESTATE BY APPOINTING PERPETUAL TRUSTEE COMPANY (LTD.)

AS EXECUTOR AND TRUSTEE UNDER YOUR WILL,
TRUSTEE OF YOUR MARRIAGE OR OTHER SETTLEMENT,
ATTORNEY UNDER POWER OR AGENT.

DIRECTORS:
Hon R. J. Black, M.L.C. (Chairman).
T. H. Kelly.
Dr. Robert L. Fraithfull.
Sir Samuel Hordern.
Herbert R. Lynght.
Walter T. Bruntton.

CAPITAL AND RESERVES:
Subscribed £1,000,000
Capital Paid-up 150,000
Capital Uncalled 850,000
Reserve Fund 100,000
Perpetual Deposit with Government 20,000

Trust and Agency Funds under Administration Exceed £24,500,000

Write or call for Booklet which explains the Company's Methods and Charges.

PERPETUAL TRUSTEE COMPANY (LTD.)

33-39 HUNTER STREET, SYDNEY

Manager: R. Copland Lethbridge.

The P. & O. Company.

ITS WONDERFUL GROWTH.

WITH the completion of R.M.S. "Chitral," scheduled to leave London on July 2nd, on her Maiden Voyage to Australia, the P. & O. Company will have restored its Fleet to pre-war strength, and placed its mail service on the same footing as in 1914.

Few Shipping Companies in the world, were more seriously affected by war losses, than the P. & O. Company. From a fleet of ninety-six vessels, aggregating 554,835 tons gross register in 1914, the Company's tonnage had shrunk in 1919, through war losses, to forty-four ships, totalling 344,563 tons. Before the war the P. & O. Fleet engaged in the Australian Service included the following "M" steamers, viz., Medius, Mahaja, Macedonia, Marmora, Malma, Mantua, Morva, Moldavia, Mongolia, and Mooltan, representing a total of 107,088 tons gross register, but of these only four remained afloat at the end of the war. The Maloja was mined and sunk in February, 1916, and the Mongolia met a similar fate in June, 1917. The Marmora, Moldavia and Mooltan were torpedoed in 1917 and 1918. To replace some of the foregoing, new and larger vessels, bearing the same names, have since been constructed, and the older "M" steamers have been transferred to the Company's Far Eastern Service.

As a result of the war losses, the former fortnightly service to Australia had perforce to be abandoned, but this has now happily been restored during the present year. To make this possible the Company was obliged to build, at enormous expense, an entirely new fleet for the Australian Trade. This fleet comprises the Mooltan and Maloja of each 21,000 tons, the Moldavia and Mongolia of 16,500 tons, and three 15,000 ton liners, the Cathay, Comorin and Chitral. In order to secure the required strength of nine steamers, the ever-popular Nakhla and Markunda, which have been temporarily employed in Eastern waters, will be transferred back to the Australian Line. As a result of the very active building policy which has been pursued, the P. & O. Fleet now comprises sixty-five vessels, completed or about to be launched, aggregating 634,919 tons register. It is interesting to trace the growth of the Company's Fleet from the wooden paddle steamer "William Fawcett," of 208 tons gross, launched in 1828, the first steamer owned by the Company, to the year before the great war, when the fleet included seven steamers of over 10,000 tons, and then to the present day, when there are now thirteen vessels of 15,000 tons and over, and fifteen more of 10,000 tons or over. The latest units added to the Australian Service, Cathay and Comorin, were launched in November last, within two hours of one another, and the Chitral completed her trials in June this year. Each of these up-to-date vessels is designed to carry 205 First and 100 Second Saloon passengers, a special feature of the arrangements being the large percentage of commodious single berth

S. C. PARKER

M. P. S.

DISPENSING CHEMIST

21 Willoughby Road,
Crow's Nest.

TEL. NORTH 1921.

PERDRIAU

"WATERSHED"

GARDEN HOSE

Guaranteed 3 Years

SOLD BY ALL STORES

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

J. R. B. WATT

M. P. S.

DISPENSING CHEMIST

457 Miller Street,
Suspension Bridge.

TEL. NORTH 600.

cabins in both classes, with the whole of the cabin accommodation on the Upper Decks. The Lounges and Saloons are particularly spacious and attractive, the scheme of decoration being reminiscent of the Elizabethan period. The vessels are fitted with a unique ventilating system, enabling the cabins, public rooms, bath rooms and engine rooms to be flooded with fresh air at frequent intervals. The dining saloons are capable of seating the full number of passengers, so that there is never the necessity for two sittings for meals, a fact which ocean travellers will appreciate.

"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 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 children of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their Motto—
"For God, for the King, for the Empire."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.



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 "Flintstone" 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 5d. Women and Youths' 1/6, postage 3d. Children's 9d., postage 3d. in New South Wales.

Mangrovite Belting Ltd.

Charles Ludowski, Managing Director.

49 YORK ST. (Wynyard Square) SYDNEY.

ANTHONY HORDERNS' FOR EVERYTHING

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

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

ANTHONY HORDERN & SONS, LIMITED
BRICKFIELD HILL, SYDNEY.

"PACIFIC"

Is splendid Household and
STEAM COAL

**BRIGHT BURNING and
GREAT HEATING
POWER.**

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.



THE NAVY LEAGUE.

PATRONAGE—

H. E. THE GOVERNOR GENERAL TIM HON. LORD FORSTER
P.C. G.C.M.G.

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

PRESIDENT—

THE HON. SIR W. P. CULLEN K.C.M.G., M.A., LL.D.

EXECUTIVE COMMITTEE—

Edward W. Hoare	Sir F. G. Walker K.B.E.
KELAD KING	Sir A. MacCormick, M.D.
Sir Samuel Henderson, K.B.	A. Gordon Wallace
F. W. Huxson, O.B.E.	JUDOK A. P. RICHMOND, M.A.
ALFRED G. MILTON	J. PAVAR
D. E. FAIRFAX, B.A., LL.D.	Sir A. W. MURPHY K.B.E., M.L.C.
OWEN LINDA	C. M. O. SHAWDON
H. N. MASSE	MURRAY SIBBLEY
E. P. SIMPSON	WALTER M. MARKS, M.P.
A. CORREY STEPHAN	S. FOSTER-NEWLANDS
A. J. WEAVER	Sir THOMAS HUGHES, M.L.C.
CAPT A. W. PEARCE, F.R.O.S.	Hon. J. LANE MULLINS, M.A., M.L.C.
CAPTAIN B. G. GREEN, F.R.O.S.	T. FOX
J. J. EYRE	T. M. SILK
E. R. WHITE	N. COCHRANE

HON. MEMBERS—

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

HON. TREASURERS—

KELAD KING
C. M. O. SHAWDON
HARRY SIBBLEY

HON. SECRETARIES—

F. W. HUXSON, O.B.E.
ALFRED G. MILTON

ORGANISING SECRETARY AND EDITOR OF JOURNAL—
W. W. BEAL, O.B.E. (MIL.)

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 High-grade Watch of Guaranteed Dependability



HARDY BROTHERS recommend this high-grade Swiss lever movement watch for hard daily service. The strong case is practically dust-proof which makes it ideal for country use. Hardy Brothers will keep the watch going at no extra charge, for twelve months after purchase, actual breakages only excepted.

A reliable Crystal Case Swiss Lever Watch in strong Guernsey case, practically dust-proof. Specially recommended for country wear or collecting a time.

A handsome Catalogue posted free anywhere. Goods sent on approval throughout Australia. Five per cent. discount allowed for cash.

HARDY BROS LTD
The House of Exchange Jewellers

13 HUNTER STREET, SYDNEY

115-116 QUEEN STREET
MELBOURNE

299-300 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
"OTRANTO" (Building)	20,500
"ORMONDE"	14,853
"ORMUZ"	14,588
"ORVIETO"	12,123
"OSTERLEY"	12,128
"ORSOVA"	12,036

First Saloon and Third Class.

REDUCED FARES BOTH CLASSES

Orient S. N. Co. Ltd.

2-4-6 SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED
Managing Directors: Sir G. Tait, E. J. Tait, and Frank Tait.

CRITERION THEATRE.

Pauline Frederick
IN
"SPRING CLEANING."

HER MAJESTY'S

"The Street Singer."
"The Street Singer."
"The Street Singer."

(For the first time in Australia.)

THEATRE ROYAL

"GOOD-BYE!"
Harry Lauder.

NEW PALACE

"CAPPY RICKS"

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



(We fix this metal
label to every bed
we make)

Make Sure it is made by Newlands

Your health and energy are worth more to you than the cost of the very best sleeping equipment. Look for the labels that we attach to each unit of our manufactures, for your protection and as a guarantee of our responsibility

Pictured above is the new "Avon" design of All Steel Twin Beds—one of 10 new designs we are introducing. Each is equipped with an All Steel Spring Mattress and Rolled Edge Bedding. For economy, lasting service and hygiene the keen buyer never hesitates to select All Steel Beds. Their design and finish, too, permit them to be enamelled any art colour to tone with your furnishing schemes.

Our "Steelite-de-Luxe" is an All Steel Spring Mattress that is now adopted by the Federal Government for use in the new Hotels at Canberra.

Built scientifically it is a mattress that will last a lifetime, but above all it is *Sanitary*.

"Morning Glory" Rolled Edge Bedding has also been installed in these Government Hotels and many other leading hotels in N.S.W. and Vic. where the comfort of the guest is the first consideration. You must see and examine this billowy, yet buoyant bedding to appreciate its many distinctive features. It is made in all standard sizes and covered with a variety of coloured satin-finished floral tickings. See them at all reliable furniture houses.

Write to Newlands Brothers Ltd., Riley Street, Sydney, for descriptive booklets.

NEWLANDS

STEELITE-DE-LUXE
MATTRESSES

Beds

MORNING GLORY
BEDDING

VOL. 6. No. 4.

AUGUST, 1925

TELEPHONE. B 7808.

MUSEUM LIBRARY,
16 NOV 1925

The Navy League Journal



The official organ of the Navy League
North Wales Branch.

Thousands of Banks.

If you were offered the services of nearly 4000 Banks in one country, wouldn't you feel that your financial needs were well cared for, no matter how much you had to move about?

Yet that is in effect the service offered you by the Commonwealth Bank of Australia.

Full service Branches are established in the principal towns, and there is a Savings Bank Agency in practically every Post Office in Australia.

At any one of these 3440 points you can make deposits or withdrawals, if you open an account with the

Commonwealth Bank of Australia.

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 Company's service is the deferment of Corpus Commission charges until the estate becomes distributable.

EXPLANATORY BOOKLET POST FREE.

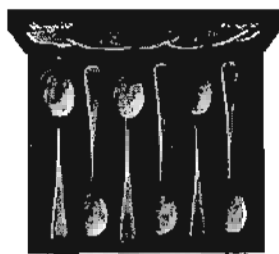
E. V. T. WHITTLE
ASSISTANT MANAGER

J. W. BARNES
MANAGER

75 O'CONNELL STREET, SYDNEY.

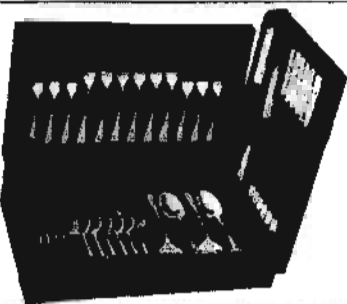
J. M. DEMPSTER LTD.
DIAMOND JEWELLERS

Appropriate Gifts



Score of Half Dozen Silver Spoons 15" each 50 per cent. off

GREAT REDUCTIONS
AUGUST 5TH TO 25TH
20% to 40% DISCOUNT
LESS A FURTHER **10%** FOR CASH
EVERYTHING REDUCED



Handsome Cutlery, comprising half dozen each Drawers and Table Forks, Tea, Dessert and Soup Spoons, Table and Dessert Knives and Carvers. £15 10" - less 50 per cent. - £12 10"

J. M. DEMPSTER LTD.

JEWELLERS SILVERSMITHS
Ayrshire House,

311 GEORGE ST. SYDNEY
(NEARLY OPPOSITE HUNTER STREET)

Catalogue
Post Free

J. M. Dempster
Managing Director

THE "RED, WHITE and BLUE" WHISKY



The Navy League Journal

Vol. VI No. 4.

SYDNEY, AUGUST, 1925.

PRICE 3d.

Guard Our Heritage.

WHEN the rich relinquish their wealth by choice and become poor, we shall know that the world is safe. We shall know that human nature has changed; know that universal peace is not only possible but as certain as day and night. But until this tremendous change of heart flashes its epoch-making message across an incredulous and startled earth, let us "keep watch" and act.

This fair earth—and we have a goodly share of the best of it—has no more first prizes to give away. Her prizes must now be bought in treasure or blood—or both, if greatly desired. Australia was one of the last and most valuable offering, and our fathers took it without meeting opposition from competitors. Do we, as a people, realise the world value of the great prize bequeathed to us? If gold is being moved to or from a bank special precautions are taken for its safety, even among friends. How much more valuable is the wonderful prize Australia, and we have done next to

nothing to ensure its safety in a world where right is still very often right in disguise. What are we doing to guard its unfathomed wealth, its budding life against the grip of the robber, the blight of the hybrid?

The League of Nations, subsisting in its soilless Eden, can never save Australia. Let us rather turn our faces to home and heed the advice and warning of our own Generals, White and Chauvel, of E. George Marks, the writer of a striking article in this issue, and of the Englishman, Sir Herbert Russell.

We repeat, in comparison Australia is not so well protected as is a £5,000 box of gold journeying from one bank to another in the same city. This Commonwealth's most urgent and vital needs are a real naval base, submarines, aircraft and munitions. Men we have got, as good as any on earth, but they must have ample equipment if Australia is to hold safe earth's gift of this rich land—this precious heritage.

Mercantile Mutual Insurance Company LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

C. C. GALE
THOS. J. MARKS.
A. K. JAKUBS, 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
WYREEMA
BOMBALA
DUMBOOLA
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	9630
A. U. S. N. Co.	- 7 Bridge Street, Sydney	10668
Australian Steamship Ltd.	- 350 George Street, Sydney	6221
McMurrah, McEachern Line	- 61 Pitt Street, Sydney	7666
Huddart, Parker, Ltd.	- 10 Bridge Street, Sydney	9668
Melbourne Steamship Co. Ltd.	- Cr. Clarence and Barrack Streets	6212

TELEPHONE

AUSTRALIA OR MANCHURIA.

Japan's Surplus Population.

Annual Increase—800,000!

Teeming Millions—No Territorial Outlet.

Sir Herbert Russell's Warning.

Australia Must Be Prepared.

To Meet Coming Storm in Pacific.

Interdict of White Peoples.

By E. GEORGE MARKS

(Author of "Watch the Pacific," "How Fock Makes War," "Napoleon and the War," "Two Vols.
"Merit and Democracy," etc., etc. Specially written for "The Navy League Journal.")

I should say to Japan: "GO AND TAKE
MANCHURIA; you must give all
nations equal trading rights!"

Japan is densely over-populated; her aim is
dictated rather by ethnological necessity
than by mere ambition.

Japan is in a position to be a TERRIBLE
MENACE TO AUSTRALIA! but she
will never become that unless absolutely
hounded to it.

GIVE HER ELBOW ROOM IN YELLOW
TERRITORY.

She will ultimately take it whether it be given
her or not.

Preach this doctrine in Australia, and you
would be doing more to ensure the
security of Australia against the possi-
bility of Japanese attack than by any
other means it is practicable to conceive.

EXTRACTS from a letter written in England,
on June 1, 1915, by Sir Herbert Russell,
K.B.E., the famous British war corres-
pondent, naval editor and authority on Japan and
the East.

It was sent to E. George Marks, the writer of
this article, and received by him at *The Sun* office,
Sydney.

Without demur, it is conceded that Japan is
over-populated; outlets for her surplus population
are imperative.

Her population is 70,000,000; annual augmen-
tation 800,000!

Japan's Congested Areas.

Scan Japan's area—only 148,756 square miles—
in the east of the Continent of Asia and in the
west of the Northern Pacific.

Japan proper comprises four large islands—
Honshu, Shikoku, Kyushu, and Hokkaido, exclu-
sive of Formosa and its adjoining islands Saghalien
and Korea.

Japan, subsequent to the war with China in
1894-5, acquired Formosa and the Pescadores.
A decade later—having vanquished the Russians
on land, on sea—she acquired the southern half of
Saghalien; secured a free hand in Korea—Japan
annexed it in 1910.

Preceding the Russo-Japanese conflict of 1904-5
there were less than 50,000 Japanese in Korea;
since annexation that number has increased to
400,000—just half of Japan's annual increase—in
five years.



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.

The Aberdeen Line

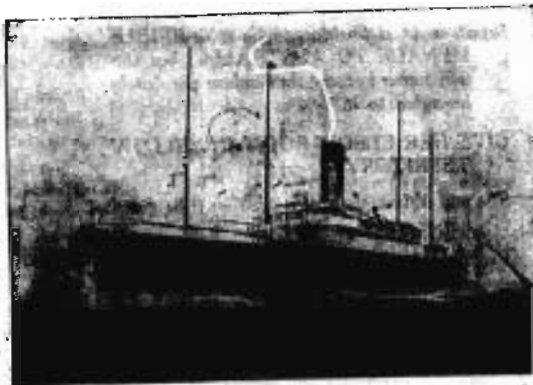
Regular Service between Australia and Southampton, Hull, and London via South Africa. Finest Steamers on the Route.

"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.



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

Thus the annexation of Korea has not solved the problem of Japan's surplus millions.

Korea is of undoubted strategic importance to Japan in the far East—one of the largest peninsulas on the east side of Asia—projecting between the Sea of Japan and the Yellow Sea.

Korea is important to Japan in relation to Manchuria—which Sir Herbert Russell would let Japan have.

The peninsula, in the north, is separated from Manchuria and Siberia by the rivers Tuman and Yalu and White Mountain; in the south the peninsula confronts Kiushiu, across the Strait of Chosen; Tsushima is 30 miles distant.

Korea's area is 84,129 square miles, population 18,000,000!

Now consider what outlet Formosa provides for Japan's teeming surplus millions. The total area of Taiwan about equals that of Kiushiu in Japan proper.

Formosa's population is 3,689,000; there are 160,000 Japanese.

Do not forget that Japan's annual increase is 800,000!

Separated from the mainland of China by the storm-swept Strait of Formosa it is crossed by the Tropic of Cancer; not too inviting for Japanese settlers!

Japan has held Formosa—224 miles in length with a maximum width of 76 miles—since China's defeat in the war 1894-5, and lying in the Western Pacific the Japanese call it Taiwan.

Of little value to Japanese settlers are the Pescadores; of considerable strategic importance to the Japanese Admiralty.

Cramped Areas—80,000,000 Japanese.

The chief islands of Japan are Honshu, the mainland or main country; Kiushiu, Shikoku, Sado, Oki and Iki, on the west coast; Tsushima, in the straits of Korea, midway between Kiushiu and Korea; and Awaji lying between Shikoku and the main island; Hokkaido, one of the largest of the whole archipelago.

Honshu, the largest, wealthiest, and most populous of the islands, the site of the ancient and modern capitals and of most of the large cities,

has an area of 90,000 square miles—population 41,550,000!

It is narrow in proportion to its length 1,130 miles, its greatest width nowhere exceeding 250 miles, and in one part, between Osaka in the east and Tauraru on the west, falls as low as 77 miles.

Kiushiu has an area of 15,000 square miles—population 8,000,000!

Shikoku's area in square miles is 6,000, population 3,600,000!

The area of the other islands varies from 325 square miles to 50 square miles; all are densely populated.

The Kurile islands, stretching in a long chain from Hokkaido to the peninsula of Kamchatka, do not offer much inducement to Japanese settlers—barren and uninviting, save for fisheries.

Russia in 1905, after Japan's triumph over the Bear, ceded to Japan the southern half of Sakhalien. Its area is 12,382 square miles.

It has taken 20 years to induce less than 100,000 Japanese to settle there. Amongst its industries are fisheries and forestry.

Japan and Manchuria.

Little doubt Japan would like to seize Manchuria.

Would China, Russia, and the U.S.A. permit it?

By the Portsmouth Treaty of 1905 the original term of the lease of South Manchuria was to expire in 1923; the Sino-Japanese Treaty extended it till 1999.

Kwangtung Province forms the southern part of the Liao-Tung Peninsula. The area in square miles, including the 40 islands adjacent to the peninsula, is 218,757.

Out of a population of 700,000 there are 100,000 Japanese, still Japan's annual increase in population is 800,000.

Study Manchuria in relation to Sir Herbert Russell's suggestion.

Situated in Eastern Asia, north-east of China more of that country's territories—it extends south from the Amur River, on the frontier of Siberia, to the Gulf of Chihli and the Japanese boundary in Liao-tung, from Korea and Siberia in Mongolia, and the Chinese province of Chihli.

Passenger

Regular Fortnightly Service

Freight

P. & O.

ROYAL MAIL STEAMERS.

FLEET.

Ship	Tonnage
ROSEBANK	28,847
MAJDA	29,337
ROSEBANK	28,847
MAJDA	29,337
ROSEBANK	28,847
MAJDA	29,337



P. & O. "ROSEBANK" 28,847 Tons.

FLEET.

Ship	Tonnage
WALDEA	12,993
CONCHIN	15,116
CATRY	15,184
CRITHAL	15,000

LUXURIOUS NEW STEAMERS
FOR

Ceylon, Egypt, Mediterranean Ports and
ENGLAND

Special Return Tickets between Australia and Ceylon (Colombo) may be obtained
at the following Reduced Rates:

FROM	TO	FARE	STOWAGE	PORT DUTY	TOTAL
BREITENBURG	(available for 100 days)	67 0 0	44 0 0		111 0 0
SYDNEY	" " 100 "	65 0 0	42 0 0		107 0 0
MELBOURNE	" " 90 "	63 0 0	40 0 0		103 0 0
ADLAIDE	" " 86 "	61 0 0	38 0 0		99 0 0
PERMANTLE	" " 78 "	59 0 0	36 0 0		95 0 0

APPLY FOR ILLUSTRATED DESCRIPTIVE LITERATURE AND ALL FURTHER PARTICULARS TO

MACDONALD, HAMILTON & CO.

Agents, P. & O. S. N. CO.

247 GEORGE STREET
SYDNEY

Cabin de Luxe

Electric Lifts

It comprises three provinces—Shengking, 90,000 square miles; Kirin 100,000 square miles, and Heliung-kiang 170,000 square miles.

The population of these two provinces is 16,500,000. Shengking, capital Mukden, claims 10,000,000!

Examining the figures—the area is 360,000 square miles.

Dairen and Lushun (Port Arthur) are in the possession of the Japanese and of considerable strategic value.

Railways radiate from Harbin; the 5-ft. gauge section of the Trans-Siberian railway runs north-west to China, south-east to Vladivostok.

The Korean railway system is joined up to that of Manchuria, greatly to Japan's strategic advantage.

Manchus do not number 1,000,000 in Manchuria, the inhabitants being chiefly Chinese settlers.

Fertile Land.

Manchuria's fertility has made it a desired prize for foreign Powers; also because of its ice-free harbours.

Japan's eyes have been upon Manchuria for many years.

By the Treaty of Shimoda in 1855, Japan secured part of South Manchuria, handed back the territory upon the pressure of the Western Powers.

Russia almost immediately secured railway rights and a lease of Liao-tung.

At the Portsmouth Conference in 1905 Japan secured Liao-tung; railway concessions in the South Manchurian railway. In 1917 the Japanese South Manchurian railway secured control of the Korean railway system, thus gaining a through route from Fusan—the ferry port in South Korea—to Changshu and the Trans-Siberian railway system.

Japan's Famous 21 Demands.

Japan's famous 21 demands upon China (January 18, 1915), at a most critical period of the world's history, was a bold bid for a big slice of Southern Manchuria; bold bid for the exploitation of its commercial and its industrial resources.

Had those demands been granted, Japan's next objective would have been the political control of China.

China has no desire to be a vassal State of the Mikado.

At the period when Japan's defined policy was to dominate China, get possession of South Manchuria, achieve the hegemony of Eastern Asia, the white peoples of the world were in deadly holds.

Since 1784 the American Government has negotiated about 50 treaties, embodying the principles of the open door and the territorial integrity of China.

Japan didn't relish the protest of the U.S.A. against her notorious 21 demands from China—the U.S.A. is always the lion in Japan's path.

Most difficult it is to conceive how Japan could obtain absolute possession of Manchuria.

China wouldn't agree; the U.S.A. wouldn't agree; the Western Powers wouldn't agree; Russia wouldn't agree.

Hasn't Japan's ambition to secure all the former German rights in Shantung; her ambitious designs in Siberia; the twenty-one demands upon China; spurred the U.S.A., the Western Powers and Russia, too, to more zealously guard Manchuria than ever.

Japan's Frustrated Hopes.

The Washington Conference provided a great disappointment for Japan insofar as the retention by her of Kiao-Chau was concerned.

She fondly imagined that she would be allowed to retain the bay and territory on the coast of China, Shantung province.

As compensation for the murder of two German Missionaries the territory of Kiao-Chau, 193 square miles, was leased in 1898 to Germany for 99 years—a zone of 31 miles wide from all points of Kiao-Chau constituted a German sphere of influence.

Tsing-Tau, the chief town and port, was much coveted by Japan.

An Anglo-Japanese expedition captured Tsing-Tau on November 7, 1914, not long after the outbreak of the Great War.

China became nervous over Japan's occupation of Kiao-Chau; on May 25th, 1915, Japan agreed

to restore the leased territory to China, under certain conditions, not palatable to China.

The Washington Conference, November, 1921-February, 1922, thwarted Japan's hopes with regard to keeping possession of Kiao-Chau.

A series of resolutions were in favor of the restoration of Chinese territory; she received back her leased—(fished)—territories.

The decree that Japan must evacuate the Shang-tung province, including Kiao-Chau, greatly wounded Japanese ambitions. She was allowed to retain Port Arthur.

Japan didn't relish the idea of the Washington Conference decreeing that spheres of influence were abolished in China—that China must not alienate any of her territory.

Japan was one of the signatories of the Nine-Power Treaty, signed at the Washington Conference, guaranteeing the sovereignty, the independence, the territorial integrity of China.

An element of that Treaty was that China must preserve the "open door" policy; that she must not allow monopolies or special concessions to foreigners.

This Treaty was signed by the U.S.A., Great Britain, France, Italy, Belgium, the Netherlands, and Portugal.

Is there any likelihood, in view of this Treaty, of Japan being allowed to seize Manchuria?

Would she not be immediately surrounded by the signatories to this definite, this specific Treaty of China's sovereignty, of China's territorial integrity.

Japan in Western Pacific.

Having looked East; having seen Japan confronted with an international *cul-de-sac* in relation to seizing Manchuria; having examined the congested population in the areas of Japan proper; having surveyed the population problem in Korea, Formosa, Saghalien, the Pescadores; having emphasized Japan's disappointment to hold Kiao-Chau—an examination of Japan's position in the Western Pacific is not amiss.

There she holds the Marshalls, the Carolines, the Pelew and the Ladrone islands—Australia's

trade routes. She holds athwart them islands under mandate from the League of Nations.

The area of the Marshall Islands, capital Jaluit, is 150 square miles; they are situated to the north-west of the Gilbert Islands, just above the Equator.

To the north of Papua are the Caroline Islands—area 560 square miles; Jap, Ponape, Kusa, chief islands.

Most westerly of the group—the Pelew Islands—consists of small islands; Babel Thuap, the largest.

The two groups—four northern and southern—the Ladrone are divided; area, 250 square miles.

Of immense naval strategic value are all these islands to Japan: they are Pacific look-outs for Japan—a menace to Australia; to New Zealand, too.

These islands are being steadily populated with Japanese, who are taught to look South as the Land of Promise.

In any descent upon Australia's vulnerable coasts these islands must inevitably play a tremendously important rôle.

The fact cannot be gainsaid that Japan must have an outlet for her surplus population.

Japan's Envious Eye.

What does the 'envious eye' of the land-hungry Japanese see when he rivets his gaze on the South—the immense territory of Australia—2,974,581 square miles; he doesn't forget that Japan's area is only 148,756—her population 70,000,000; he doesn't forget that his country has 400 persons to the square mile; that Australia's area in square miles cannot boast of more than two persons to the square mile.

He feels elated that the Australasian Peace Delegation gave his country groups of strategic islands—the gateways of the Pacific—so that Japanese ambitions in the Southern Seas might be brought to fruition.

His nation's dream of seizing Manchuria as an outlet for her surplus population vanished at the Washington Conference; his country cannot look East, it must look south!

The Japanese land-seeker thinks of an immense tract of unoccupied land—528,620 square miles—the Northern Territory, 379,864 square miles

To get best results, Cooks
MUST USE

JOHN BULL

SELF RAISING FLOUR
or BAKING POWDER.

SAVE THE COUPONS



As the Navy is
to England so is
"B.P." to the Home!

Bill Bush

FOR BURGERS.

A. FORSYTH & CO. Ltd.

Australian Rope
Works

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

339 Kent Street,
Sydney

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

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

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

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

Phones: City 10115 and City 341

larger than his own country, wonders how 0.0 persons to the square mile can hold it!

Through his mind runs the thought that his country has an increase in population of each year of 800,000 people!—that there is no more room in Japan for them—that the door to Manchuria is shut.

This Japanese land-seeker may also be called a naval and military spy—his facts cannot be controverted.

Serious Moment to Australia.

Japan's surplus population is a question of the most serious moment to Australia, especially so since her territorial ambitions in Manchuria have been thwarted.

All the data in this article have been carefully examined. Japan must come South or West from the U.S.A., Hawaii, and the Philippines—a large group of the Asiatic Archipelago.

In square miles the area of the Philippine Islands is 115,206, that of the Hawaiian Islands—in the North Pacific—6,449.

The Bonin Islands, in the North Pacific, are of undoubted strategic importance to the Japanese Admiralty; of little use for settlement.

Lying north of the Tropic of Cancer, between Japan and the Ladrões, they are subdivided into three groups—Parry Islands, Beechey Islands, and Coff or Bailey Islands—total area, 27 square miles!

Not much room here for Japan's surplus millions!

The Bonins was a British possession in 1827, reverting to the Japanese in 1876.

Port Lloyd, on Peel Island, is a harbor of importance to Japanese Admiralty.

All the territorial possessions of Japan have now been reviewed—the grand total is 260, 738 square miles—267,882 square miles less than the Northern Territory!

2,713,843 square miles less than Australia!

Yet there are Australians, Englishmen, too, who aver that Australia doesn't require a local navy; that the British Admiralty should remain quiescent under the beneficent aegis of the practically effete League of Nations—construct no more ships of

war, no more cruisers!

Is it because Japan is building squadrons of them?

Admiralty and Cruisers.

Intensely gratifying it is to Britain's patriotic sons in the Southern Seas—the no-defence advocates are excluded—that the British Admiralty has decided upon a progressive programme of light cruisers—a reminder to Japan that she must fight for the supremacy of the Pacific: must fight hard before she will ever be allowed to send her surplus population to Australia—even to the Northern Territory.

Japan's ever-increasing population is an undoubted menace to the Southern Seas she cannot go East; is blocked by the U.S.A. at the Philippines, at Hawaii, Japan will come South!

This inevitable position must be faced seriously, immediately, and without delay by Australia's leading men.

Question of an outlet for Japan's surplus population is fraught with tremendous consequences for the white peoples of the Pacific—the white peoples of Australia and New Zealand particularly—should they not spur their legislators, leaders of public thought, to a stern realisation of the paramount necessity of naval and land defences of these vulnerable countries, then they are inviting national disaster.

Japan's Dilemma.

Remember Japan cannot get Manchuria!

Remember Japanese nationals are excluded from the U.S.A.

Remember Japanese nationals are excluded from the island-continent of Australia!

Remember Japanese nationals are not wanted in the Philippines; not wanted in Hawaii; not wanted in China!

What is Japan to do with her surplus millions—her 800,000 annual increase?

From many influential quarters the shibboleth in Japan is, "Go South!"

Australians must awaken before the gong of war is sounded in the Pacific; must awaken to the vital necessity of naval and land defences.

Only a few weeks ago—July 22—Count M. Soyeshima, addressing the Federal Council of Churches, New York, warned the U.S.A. to repeal "the studied insult to Japan—the Immigration Exclusion Act!"

Count Soyeshima significantly added:—

If the Powers go on arming as they are to-day there will be another world war, followed by a world revolution!

The Count forgot to remark: "My country immediately after the signing of the Washington Conference Agreement restarted the naval armament race by building light cruisers, submarines, torpedo craft, air carriers, with inordinate haste."

Sir Herbert Russell and the British Fleet.

Here is another quotation from the letter of Sir Herbert Russell:—

The protection of Australia is the first duty of the British Fleet. The concentration of our main striking power in the Mediterranean simply means getting as near the Pacific as we can until Singapore is ready!

Sir Herbert might have thus further commented: "But Australia and New Zealand must always keep themselves in a state of naval and military preparedness to effectively co-operate with the British Navy when the struggle for the supremacy of the Pacific commences!"

"Give Japan elbow room in Yellow territory," says Sir Herbert Russell, "and all will be well with her!"

The Western Powers have said to Japan: "Hands off Yellow territory!"

America has said: "Keep away from the U.S.A.!"

Australia has said: "We don't want you—White Australia is our ideal!"

Shall Japan be forced to cut the Gordian knot—to find an outlet for her surplus millions?

It seems inevitable that the outlet for her population must be by conquest!

When she throws down the gauntlet the torch of war will light on the Pacific Ocean—Australia, New Zealand, too, will have to fight for their national existence.

Be prepared on sea, on land—Australia's only chance of maintaining its inestimable heritage of freedom in the Southern Seas.

Fruges Consumers Nati.

There is within the Commonwealth a section who have no national ideals—Fruges Consumers Nati—merely devourers of provisions—drones in the social hive; clogs on the wheels of progress; men who scoff at a local navy; at the Asiatic menace to Australia in the Pacific.

The drones should digest what Sir Herbert Russell desires to inculcate—

Should Japan not be given elbow-room in Yellow territory then she must come South!

Let these national drones mark the unprecedented attention Japan is paying Australia—a country which excludes her nationals—she has nominated a Prince's son to be the Japanese Consul General at Sydney—Iyemasa Tokugawa, eldest son of Prince Tokugawa, formerly Councillor of the Japanese Embassy, London.

Should Japan be forced to come South—through the exigencies of her excess of population—Australia can only save her national heritage by being prepared on land, on sea—by presenting a united national front—as solid as the Macedonian phalanx!

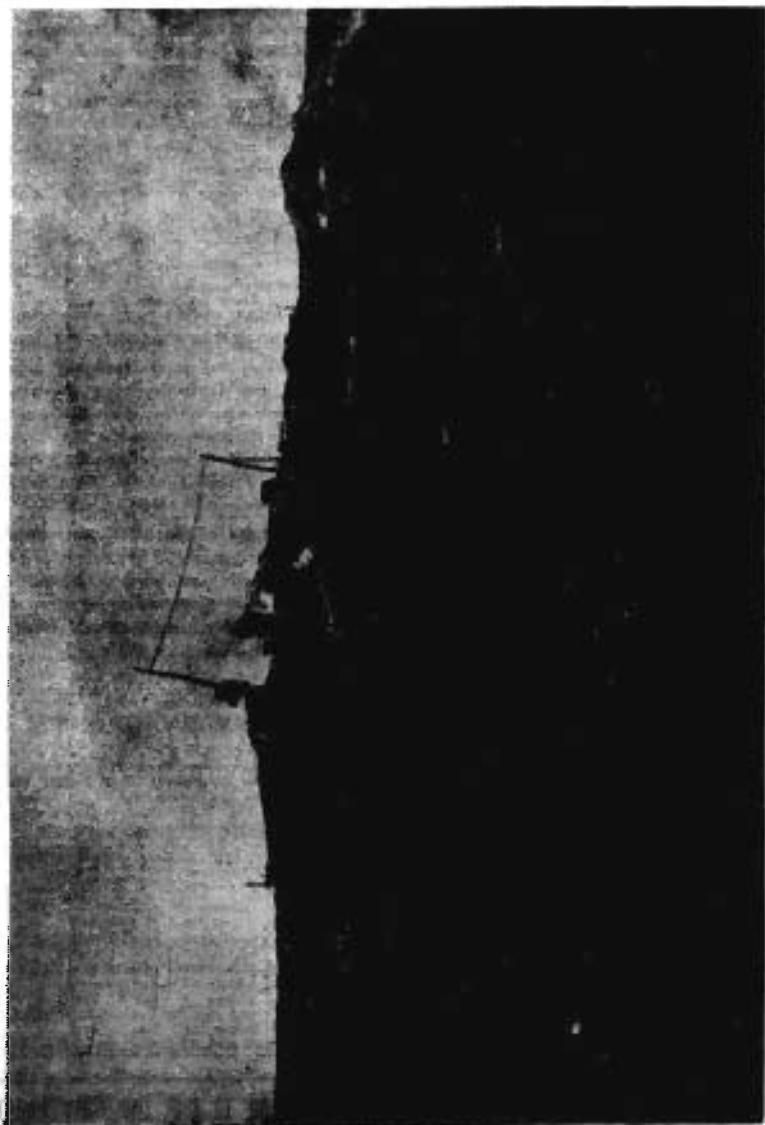
THE U.S. BATTLESHIPS.

The following table shows the cost of construction of the eight United States battleships lately at Sydney, with the dates of their first commissions and the periods taken to complete them. The total cost of the eight was something more than 32 million pounds sterling.

Ships.	Total Cost.	Date of first commission.	Time from laying keel to first commission.
	Dollars.		Yrs. Mos.
New Mexico	15,988,216	May 20, 1918	2 7
Mississippi	14,625,979	Dec. 18, 1917	2 84
Idaho...	14,443,957	Mar. 24, 1919	4 2
Tennessee	21,016,275	June 3, 1920	3 05
California	23,298,268	Aug. 10, 1921	4 11
Maryland	24,990,357	July 27, 1921	4 3
Colorado	25,030,311	Aug. 30, 1923	4 3
West Virginia...	22,897,804	Dec. 1, 1923	3 74

Ask a friend to join the Navy League.

"When Winds are at War with the Ocean."



Modern Warships have a habit of getting wet. This one is no exception. Rolling, pitching, and the slopping of green seas in heavy weather find the weak spots in a vessel's design and build, and, incidentally, the landlubbers amongst the crew.

**This Strong
Nickel
OPEN FACED
LEVER
Watch
ONLY
9/6**


*Kept in repair
for 12 months.*

**WILL STAND HARD, KNOCK ABOUT WEAR
WE STAND BEHIND EVERY SALE**

ANGUS & COOTE Ltd.

*"SYDNEY'S LEADING JEWELLERS"
"ON THE WHITE WAY BLOCK"*

495-502 GEORGE STREET, SYDNEY


 **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

VICTORY

**SPECIAL
PACKETS
OR
AIR - TIGHT
TINS.**



**FLAKE CUT
PACKETS
OR
HINGE-LID
TINS.**

TOBACCO
Always Fresh

Governor at Naval House.

Presents Picture and Prizes.

And Gets a Wonderful Reception.

THE State Governor (Admiral Sir Dudley de Chair) visited the Royal Naval House on July 14 and presented to the trustees a picture of Captain Phillip, the first Governor

Mr Alfred Milson presided at the Meeting, which was well attended by friends and supporters of the Navy League and by more than 200 Sea Cadets.

His Excellency said he was pleased to present to the Royal House a picture of the first sailor Governor. In simple language he told the boys the story of the great adventure upon which Captain Phillip embarked in 1788. A man of great spirit and resolution he had, His Excellency said, to conquer obstacles both in the Admiralty at home and in the isolated settlement in Australia, such as few could have coped with. When nearing Australia, Captain Phillip changed his flag from the Sirius to the Supply, a smaller and faster vessel, and arrived first at Botany Bay. Finding the locality in many respects unsuitable for a settlement he looked for a site further north, and settled upon Sydney Cove.

His Excellency discussed the vessels of the first fleet from a sailor's point of view. The *Sirius*, he said, was ship-rigged, but, as the speed of the fleet was equal to that of the slowest ship, her royal yards probably were stowed on the boom for the passage out. However, she probably entered Sydney Harbour under royals, and must have presented a fine spectacle coming to in one evolution. When he was in the Mediterranean in 1882, naval vessels were still fitted with masts and yards, and it was a common thing for a ship to make plain sail in 58 seconds, from the order to the time when everything was sheeted down, and the hands were down from aloft.

Sir Dudley de Chair presented the prizes won by sea cadets at the sports held at Lyne Park recently, and also the McMaster cup and gold medal. The cup, presented for the winning cutter's crew, was won by the North Sydney Company for the second time in succession, and Mr. M. Macdonald received it on behalf of the winners. Cadet P. Butcher, winner of the signalling competition, received the gold medal for the second year in succession.

Commodore Wardle, who said that he was proud to have served for 20 months during the war, under the present sailor Governor, moved a vote of thanks to his Excellency, and cheers were repeatedly and wholeheartedly given.

An enjoyable musical programme followed, including selections by the N.S.W. State Military Band, and items by Miss K. Elliott, Miss Joyce Fidden and Mr. Jones.

Among those present were Commander Grant, A.D.C., R.N., Mr. Geoffrey E. Fairfax, Messrs. C. M. C. Shannon, Reg. White, Harold Cochrane, T. Fox, Capt. O. Smith, Miss Hay, Mrs. Mayne, Miss Frances Glasson, and Officers and Honorary Secretaries of the various Sea Cadet Companies.

"Memories Will Long Remain."

Admiral Robison's Message

The Governor (Admiral Sir Dudley de Chair) has received the following cable message from Admiral Robinson of the American Fleet :

"I greatly appreciate the message received from you upon our departure from Sydney. Privileged as we are to visit many of the ports of the world, the hospitality shown to myself and to the officers and men of the battle fleet by the people of Sydney has never been surpassed in the history of the American navy. Not only have we enjoyed the official and personal hospitality of your people, but I feel that our visit will result in binding closer together those ties which have always existed between Australia and the United States. The knowledge of your people and of your great Commonwealth will be taken back to the United States and spread throughout the country by the twelve thousand officers and men who have had the pleasure of this visit, and I know that in every case the memories of Sydney and New South Wales will long remain. Please accept on behalf of myself and the officers and men of the battle fleet our thanks for the courtesy and hospitality shown us, and express our only regret that it was impossible for us to see more of the State of New South Wales and the Commonwealth of Australia."

The Navy League thanks Mr. E. Lawson, florist, of 5, Hunter Street, Sydney, who donated two exquisite posies to the League for presentation to Lady de Chair and Miss de Chair, on the occasion of the ball held at the Palais Royal on August 4.

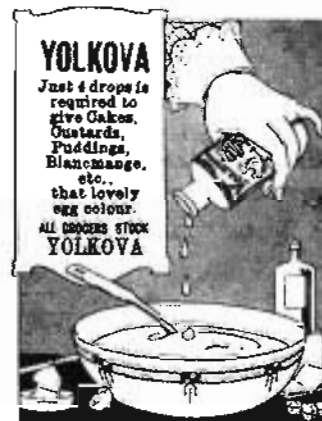
Beggar (insinuatingly): "Please, mister, have yer gut any suggestion to make to a chap wot ain't able to raise a penny to git a shave with?"

"Old gentleman (passing on): "Yes; grow a beard."



Wherever dirt and grime collect, "OLIVER MARY" will be found the quickest way of banishing them. Just rub on "OLIVER MARY" and the grime rubs off at once. On windows, things of nickel and aluminium, woodwork, doors, windows—for all these—and for cleaning hands—there's nothing but on brand.

CLEVER MARY



THE
BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

MANUFACTURERS OF:

TEE RAILS, BRIDGE RAILS,
BEAMS, CHANNELS,
ANGLES, TEES, ROUNDS,
SQUARES, PLATS
OCTAGONS, PIG-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 KNOB, S.A.
SILVER-LEAD MINE:
BROWN HILL, N.S.W.

RANCH OFFICES

SYDNEY:
28 O'CONNELL ST.
ADELAIDE:
26 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.

NAVY LEAGUE BALL.

Americans Present.

NAVY Leaguers and supporters and friends of the movement were in full force at the Palais Royal on the evening of 4th August, when one of the most brilliant and enjoyable dances of the season took place.

His Excellency the Governor, Admiral Sir Dudley de Chair, Lady de Chair, and Miss de Chair were present after attending a Gala performance at the theatre.

Admiral McDougall, of the United States Navy, Commodore Wardle, D.S.O., R.N., and many officers of the U.S.N., R.N., and R.A.N mingled with the large and gay gathering.

Others present included Chief Justice and Mrs. Philip Street, Miss Doreen Higgins, Miss Joan Wardle, Mrs. Boyes, Mrs. and Miss Robins, Miss Frances Glasson, Miss Shirley Bavin, Miss Joan Higgins, Miss Rita Fox, Miss Joan Barnes, Miss Phyllis Allsop, Miss Nancy Houston, Miss Helen Orr, Miss Mona Houston, Miss Freda Higgins, Miss Alice Bunting, Mrs. A. M. Norton, Mrs. Robert Layton, Mrs. T. R. Bavin, Miss Knox, Mrs. Leo Quick, Mrs. and Miss Marjorie Luscombe Newman, Miss Eileen Waley, Miss Norma MacCormick, Miss Morna Brady, Mrs. Leslie Walford, Mrs. George Viviers, Lady Coombe, Mr. and Mrs. Goddard, Miss G. Hainford, Miss Pope, Miss

Helen Fell, Miss Bedford, Mrs. S. Playfair, and Mrs. Jack Campbell.

The Vice-Royal party was received by Chief Justice and Mrs. Phillip Street, Mr. Alfred G. Milson, honorary secretary, and Capt. Beale, organising secretary of the Navy League.

A detachment of Sea Cadets from North Sydney and Clovelly Companies formed a guard of honor.

THE monthly meeting of the Navy League Executive was held at the Royal Naval House on August 10. Judge Backhouse occupied the chair, and those present were Sir Alfred Mowks, Messrs. Kelso King, A. G. Milson, G. E. Fairfax, C. M. C. Shannon, Harry Shelley, E. R. White, T. H. Silk, J. Payne, T. Fox, H. Cochrane, and the organising secretary, Capt. Beale.

Satisfaction was expressed with the officers and honorary secretaries of units of sea cadets at the splendid services they had rendered to the movement in New South Wales. Their voluntary and patriotic efforts had largely been instrumental in making the Cadet movement in New South Wales one of the most active and efficient juvenile bodies in the League's Empire wide organisation.

A sub-committee consisting of Judge Backhouse, Mr. G. E. Fairfax, the Hon. Secretaries, Hon. Treasurers, and the Organising Secretary was appointed to consider the question of increasing the adult membership of the League.



SUB-BRANCH AND COMPANY NEWS.

BALMAIN — Officer-in-Charge Hon. Secretary	Mr. E. COOPER Mr. EDGAR FISHER	DRUMMOYNE — Officer-in-Charge Hon. Secretary	Mr. S. KIRKCALDIE Mr. A. WALKER
NORTHSYDNEY — Officer-in-Charge Hon. Secretary	Mr. M. MARSHALL	RICHMOND — Officer-in-Charge Hon. Secretary	Mr. E. H. WARD Mr. J. O. ANTILL
LANE COVE — Officer-in-Charge Hon. Secretary	Mr. F. GIBBS Mr. F. L. HERRON	EASTERN SUBURBS DISTRICT — Headquarters: CLOVELLY.	
CLOVELLY — Hon. Officer-in-Charge and Hon. Secretary	Mr. E. J. HOPKINS	ROSE BAY — Officer-in-Charge	Mr. E. W. WRAY

PROGRESSIVE SUB-BRANCHES.

DRUMMOYNE

(Continued by Mr. A. Walker.)

IN our last issue mention of the success of the Lane Cove Ladies' Committee was made. It has brought fiery letters from other Companies, saying that they have also accomplished so-and-so, and so-and-so. We are glad Lane Cove lighted the torch of friendly rivalry. May its flame grow in brightness and strength, and never be put out.

Mr. Cooper, the ardent and enthusiastic officer-in-charge of Balmain Cadets, sends a statement of financial effort for one evening—10th July. The function was a dance held at his residence, and the receipts totalled £18, with the expenditure nil. Splendid! Mr. Cooper says that is only the start. By the time the Judge's box is reached!!! Lane Cove will have to look to its coxswain, or trainer, or jockey.

Balmain has two Ladies' Welfare Committees, and both are bent on rendering service to the Balmain cadets. Dare we hope to see every sub-branch so fortunate? Richmond reports £20 for one evening's entertainment. Well done, Richmond!

After this issue of the JOURNAL is in the hands of our readers, we shall be wondering what to do with incoming reports describing successful functions in aid of Clovelly and North Sydney units. We are sure that these vigorous sub-branches will never lie down in the shadow of Richmond and Balmain, Lane Cove, or Drummoyne.

The Cadets of this Company have had a busy time during the last month, as notwithstanding frequent visits to ships of the U.S. battle fleet, they have thoroughly overhauled and painted their cutter and gig; also slipped and cleaned the ex-Concord cutter which was in a bad state after its sleep on the muddy bed of the Parramatta River.

The boys are now hard at work effecting improvements to their depot, constructing lockers and racks for their convenience.

Residents are beginning to realise that the local cadet movement is a living force with worthy objects. In conjunction with boy scouts, our boys have paraded and marched through the streets of Drummoyne to good purpose. These organised outings serve to cement the friendship between the land Boy Scouts and the Navy League Sea Cadets and also to advertise the two movements. When the weather is more settled we hope to join forces with Balmain Company and arrange for a Grand March in the interests of the movement generally.

Our Committee is functioning properly and creating wider interest in the work of the cadets. Captain O. Smith has been elected Chairman in place of Mr. J. J. Eyre, resigned.

Mr. Kirkcaldie and Mr. Hooper continue to give splendid service, with the result that the company is steadily growing in numbers and im-

proving in efficiency.

Due to the courtesy of Sir Robert Clarke a Benefit Concert was held in the Kismet Theatre on July 30. The proceeds will be equally divided between the local Boy Scouts and the N. L. Sea Cadets. In this connection our thanks are due to Mr. H. Mitchell of the Artists' Association who gave splendid assistance.

The Chairman, Captain Smith, on August 1st, arranged for a steamer to take the boys and their parents a trip down the harbour to view the American battleships. Capt. Smith's generosity was much appreciated and the journey was thoroughly enjoyed by everybody on board.

The Ladies Welfare Committee is a great success. Members are a great asset to the Company and we are hopeful that they will long continue the good work which they have so splendidly begun.

C.P.O. Parton has been promoted for meritorious services to the Drummoyle Company.

ACTIVITIES OF BALMAIN COMPANY DURING JULY.

JULY

- 1—Drill night, 43 boys, knotting, splicing, compass.
- 2—Soccer match with North Waratah. Ladies' Welfare Committee met.
- 3—Band Practice.
- 4—Booked up 40 boys for Richmond.
- 5—40 boys went to Church Parade at Windsor. Afternoon visited Aerodrome.
- 6—5 to 6.30 p.m. soccer training. 7.15 to 9 p.m. recreation at depot.
- 8—Drill night, 48 boys, march and semaphore signalling, physical training.
- 9—Ladies Welfare Club met. Also local committee met at depot.
- 10—Social for boys, benefit held Mr. Cooper's House—result £18.
- 11—Soccer match with Boy Scouts.
- 12—Boys at depot—recreation.
- 13—Drill night, 49 boys, lead line, rule of the road, bends and hitches.
- 16—Meeting of Welfare Committee.
- 17—Lead-line Class, special for boys qualifying for Petty Officer and L.S.
- 18—Soccer match Boy Scouts (cubs).
- 20—Recreation at Depot.
- 21—Soccer training. 5 to 7.30.
- 22—Drill night, 50 boys.
- 23—Visit to Garden Island, leaving Balmain 7 a.m. March during afternoon.
- 24—Football practice, 7 to 8.30.
- 26—Church parade, St. John's Church, Balmain.
- 27—Recreation at Depot.

29—Drill night, 55 boys, compass class, navigation lights, rule of the road.

30—6 L.S. sat for examination for Petty Officers. Welfare Committee met.

31—Trot ball training, 7 to 8.30.

And sold over 100 tickets for Navy League ball at Palais Royal August 4.

The officer-in-charge asks: "Can any other unit beat this?"

RICHMOND.

(Contributed by Mr. J. C. Antill.)

An enjoyable Fochre Party and Dance was held at Richmond School of Arts on July 18, which benefitted our Sea Cadet unit to the extent of nearly £20.

The hall was tastefully decorated with flags and streamers and presented a gay appearance when the many dancers took the floor.

Mr. Cooper and the Balmain Sea Cadet Jazz Band were present and enlivened the proceedings with musical selections.

Prizes were donated by Mrs. R. H. Wade, Miss Gascoigne, Messrs. Marcus Clark & Co., and Mr. J. C. Antill.

Those present included Mesdames A. Martin, R. Wade, Pattinson, Pearce, Collins, Drayton, Ezzups, Eazy, Keay, and the Misses Bucklin and Phipps. Messrs. R. H. Wade, Officer-in-charge, Richmond Sea Cadets, J. C. Antill, Hon. Secretary, T. Stead, Hon. Treasurer, Stevens, Horan and Keay.

CLOVELLY.

(Contributed by Mr. C. J. Hopkins.)

Mr. E. G. Marks, author of "Watch the Pacific," is greatly interested in our Sub-branch, and has promised to help as far as he possibly can.

Owing to the exigencies of business which necessitates his spending a good portion of his time in the country, Lieut.-Commander Jackson, R.N.R., has been reluctantly compelled to relinquish the command of this Unit. We extend our best thanks to Lieut.-Commander Jackson for the interest which he has taken.

Alderman Geo. Baker, President of Randwick Literary Institute, wrote complimenting us on the smart appearance of the Navy League Boys who furnished the Guard of Honor to His Excellency Sir Dudley de Chair on the occasion of the unveiling of the Honor Tablet—also enclosing £1 ts.

Mr. R. E. White, our delegate to the Navy

PASSING THE SALUTING BASE.



A detachment of Navy League Sea Cadets marching along Macquarie Street, Sydney, 22nd July. The Cadets, following in the wake of the two thousand Sailors and Marines of the U.S. Battle Fleet, were given a splendid ovation by the huge crowds lining the route.

League Executive Committee, has sent along a cheque for £3 3s.

Mr. R. H. B. Johnson, Treasurer, has donated a cheque for £2 7s.

We extend our best thanks to the above gentlemen for their generosity.

Our good friends, Mr. W. M. Marks, M.P., President; Ald. H. Goldstein, ex-M.L.A., H. J. Jacques, M.L.A., Vice-Presidents, are keenly interested in this splendid movement, and keep in close touch with us.

Our Company has arranged to spend the next few week ends on the harbour, practising the art of oarsmanship in the gig.

Cadets H. D. Dalgleish and D. E. Dennis, two very keen boys, have been promoted to leading seamen.

A COINCIDENCE.

Mr. R. A. Corkran, of Cowles & Dunn, Gunmakers, and a Fellow of the Navy League, was accidentally fortunate enough to befriend a member of the visiting American Fleet in an advisory capacity respecting the value of Australian money. On parting the American presented his card. It read: "James Orion, Chief Gunner, United States Navy."

Mr. Corkran is also a gunner, in a different way. He is an expert on small arms—shot guns, sporting rifles, pistols. The man he was of some slight service to was also an expert on guns—the mammoth guns of the U.S. battleships.

Ask a Friend to Join the Navy League.

Australia's Ten Thousand Fishermen.

Pearlers, Trepangers, Oystermen, Potters of Crayfish and Jiggers for Barracoota.

(BY THOMAS DE SHARREN, M.A.)

FOR every one of her 10,000 miles of coast Australia imports from overseas every year over £100 worth of fish and of fish products. Yet she possesses vast fishing grounds which are but very partially worked and a wonderful variety of fish and of sea treasures.

Even if the New Guinea territory held by the Commonwealth under a mandate—of which outlying parts lie within a few miles of the Equator—be omitted, the waters over which Australia has territorial jurisdiction extend over half the distance from the Equator to the South Pole. The northern limit of the coastal waters of Papua is only a few miles from the equatorial line, while the southern end of Tasmania is nearly 44 degrees S., and Macquarie Island, an outlying dependency of the island State, is in 55 degrees S.

The Commonwealth has, too, strong territorial claims in the Australian quadrant of Antarctica, where the only detailed exploration has been done by the Australasian expedition under Mawson. If these rights are established as the result of the present negotiations with France, the Commonwealth will control a long stretch of Antarctic waters.

That whaling and sealing, and possibly fishing, though these waters seem to have not yet been proved to possess the great fishing grounds found on the edge of the Arctic, will eventually prove profitable pursuits along the edge of the Antarctic land-mass is highly probable. Whaling has already attracted the Norwegians to the Ross Sea area lately brought under the control of New Zealand. They have been down twice, and are preparing to do it again. The coastal waters of the Antarctic due south of Australia are not as far south as the Ross Sea, and they, too, abound in whales.

Macquarie Island is a kind of half-way house to the Antarctic. It is the breeding ground of the hie, the seals and sea elephants of a million

square miles or so of sea—and, from that point of view, has an importance out of all proportion to its limited size. For a few years after its discovery in 1810, it was one of the world's greatest sealing grounds, but was ruined by reckless over-exploitation. Of the fishing possibilities of the seas round it little is known.

It is one of the stormiest regions of the globe, vexed by almost continual westerly winds, and Macquarie Island lacks any real harbour. It was in the course of a voyage to Macquarie Island that the Federal trawler Endeavour disappeared, no man knows when nor how. Since there are plenty of fish to be had nearer home Macquarie Island is not likely to become a haunt of fishermen for the present.

"Draw up Food from the Sea—in places Lying Useless to the World."

If the Antarctic and sub-Antarctic waters are left out of account for the moment the Commonwealth has still the means of building up a fishing industry of immense value and of great complexity. Such an industry has two very important aspects—one economic, and the other perhaps even more important from its bearing on national defence.

When the ill-fated genius, George Bass, put before Governor King, in 1803, a proposal for starting a fishing industry round the southern coasts of the South Island of New Zealand amongst the southern islands, he wrote:—

"If I can draw up food from the sea, in places which are lying useless to the world, I surely am entitled to make an exclusive property of the fruits of my ingenuity as much as the man who obtains letters patent for a corkscrew or a cake of blacking."

Whatever may be thought of the ingenious argument for a monopoly of fishing rights, the fact

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital . . . £12,000,000
Capital Paid-up and Reserves . . . £2,418,510
Aggregate Assets at 30th June, 1924 . . . £11,499,425

Directors: MR. MARK SHELTON, K.M.B., Chairman;
FRANK N. YARWOOD, F.C.P.A.; DUNCAN CAMERON;
H. R. LYSAGHT, O.B.E.; GEORGE J. BLY, LL.D.;
LIEUT. COL. T. J. F. RUTLAND, M.L.A.
General Manager: G. M. O'SHANNON.
Chief Inspector for New South Wales: W. O. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 150 PLACES IN NEW SOUTH WALES

HUSBANDS: 294 Queen St. Chief Inspector for Queensland: L. ABERNETHY. Manager: G. H. HOWELL.

BRANCHES AND RECEIVING OFFICES AT 27 PLACES IN QUEENSLAND

MELBOURNE: 325 Collins St. Manager: M. H. FINNEY.

ADLAIDE: 15 Rundle St. Manager: H. T. MOORE.

LONDON: 25 Threadneedle St. 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.



Achieving Beauty and Permanence
HOMEBUILDERS everywhere are achieving permanent ceiling beauty by installing Wunderlich Art Metal Ceilings. Reasonable prices and low cost of fixing place our Ceilings within the means of even the modest Homebuilder.
Send to-day for our free Catalogue M.Z
WUNDERLICH LIMITED
Baptist Street, Redfern, Sydney
WUNDERLICH
Art Metal Ceilings

Murdoch's wear-resisting Cotswold Suits for Boys

The Finest Value in Australia

MURDOCH-MADE from specially woven tough English and Australian Woollen Tweeds strongly reinforced at vital points of wear.

Smart Grey or Brown shades. Coat is fashioned as illustration. Knickerbockers have plain knees and are strongly lined. Sizes 6 to 8 ft Boys 8 10 25/-

Sizes 4 to 5, fit Boys 6 to 7 years, 22/6. Sizes 9 to 12 to fit Boys 11 to 14 years, 27/6. Sizes 13 to 2 to fit Boys 15 to 17 years, 32/6.

A BOOT SPECIAL.

BOYS' BOX HIDE BOOTS—Splendid wearing quality and comfortable natural-firm last. Smart leather shoes. Leather-lined throughout. Sizes 7 to 10. 11/11

When writing kindly state size and mention "Navy League."
POSTAGE PAID TO YOUR DOOR.

MURDOCH'S
NEW ZEALAND LTD

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



remains that the fisherman draws up food and other things useful to mankind from places where they are lying useless. Fish cost nothing to keep; apart from the cost of catching them they are clear profit. And when an area is not over-fished it should go on producing all the time.

In all ages and many countries, too, the fisheries have been the great nursery for the merchant marine and the navy. Who can reckon up what Great Britain has owed to the great fisheries of the North Sea and of the Atlantic? It is the fisheries of Brittany and elsewhere that have always been the recruiting ground for the navy and the mercantile marine of France.

Judged by old world standards Australia's fisheries are small indeed. Australians are not great fish eaters; it has been estimated that the average consumption is 23lbs. a year for each person, against 42 in Great Britain. What they do eat comes largely from overseas. For the latest year for which statistics are available the imports were valued at £1,124,583, and the home caught supplies at £793,263.

It is probable, however, that the figures as to values are not very reliable. The number of men employed in fishing is given at 7,771 using 3,873 boats. Either they are not all full-time fishermen, or else the craft is a poorly rewarded one, for the return works out at very little over £100 a man, or just under £2 a week. It will be noted that the average number of men to a boat is just about two.

Taking the figure as given, 7,771, the total for the whole of the Commonwealth is 3,000 below the number of men carried by the United States warships which have been visiting Sydney, and little more than a third of the number carried by the whole of the American war vessels which have visited Australia.

These figures for Australia's fisheries do not include the pearling fleet of 356 vessels manned by 2,639 men. These work in entirely tropical waters, and produced pearl shell to the declared value of £303,452; pearls worth £38,163, beche de mer or trepang valued at £65,679, and trochus shell worth £10,008 besides some minor products. The crews are almost wholly made up of coloured men. The divers are mainly Japanese, and the

men who work the luggers are Kopangers, Papuans, Torres Straits Islanders and aborigines.

Excluding the pearling fleet N.S.W. is the chief fishing State with 1,063 boats and 3,385 men. Of the oysters to the value of £114,361 obtained N.S.W. produces the greater part. The returns give 602 men as employed in oystering, but this is certainly largely a part time occupation. It is growing in importance on many parts of the coast, and farmers, lighthouse men and others take up oyster leases.

How Crayfish are the Cause of Poaching and of War on the High Seas.

Like oysters, crayfish, in spite of their name, are not fish. They are, however, a fairly important sea spoil, running to a value of £54,796 in a year. Australia's crayfish come mainly from Tasmanian waters, especially from the east coast and round the islands in Bass Straits. Supplies for the revellers of Melbourne and Sydney are also obtained from the coasts of Victoria and of New South Wales.

Crayfishing, as practised by the Victorians, and Tasmanians, too, who use "pots" within prohibited areas on the Tasmanian coast, combines with the work of ordinary fishing, the excitement of smuggling or rum-running, and of poaching. There are two ways of catching crayfish; or rather, there are three, for where the crayfish are not sophisticated, you can catch them by letting down a bit of tough meat on a string, letting the crayfish take hold of it and pulling him up before he thinks of letting go.

Apart from this primitive way the rival methods are the net and the crayfish pot. The former is a bag of network on an iron hoop. You bait it with a piece of meat, a shag, a penguin or anything that comes handy (the crayfish is not a dainty feeder) and let it down. When the crayfish goes in after the meat you pull him to the surface.

The "pot" is a basket work device with a narrow entrance at the top. It is baited in the same way as the net. The crayfishes climb in, but have not intelligence enough to get out. The entrance is like a funnel, and they climb down it till they drop off to the bottom of the pot. The fisherman sets a line of pots and goes round later and collects them. It is alleged that if one breaks

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

CAPITAL PAID-UP	£3,500,000	0	0
RESERVE FUND	£2,830,000	0	0
RESERVE CAPITAL	£3,500,000	0	0
	£9,830,000	0	0

DIRECTORS:-

GEORGE J. COHEN, CHAIRMAN; HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN;
O. E. FRIND, HON. JAMES ASHTON, M.L.C.; HON. J. W. MACARTHUR ONSLOW, M.L.C.
GENERAL MANAGER: 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 - - - £21,288,434.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1851	£1,408,811	1874	£4,244,231	1894	£12,895,589	1914	£27,301,270
1861	£1,847,132	1884	£9,986,412	1904	£14,351,722	1924	£21,288,434



AUSTRAL-EAST INDIES LINE MANAGERS

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

PASSENGER AND CARGO SERVICE

TO JAVA and SINGAPORE

VIA MELBOURNE, ADELAIDE and FREMANTLE

Saloon passengers only at moderate tariff. Cargo at Lowest Current Rates.

NEXT SAILING

Ship: "CITY OF PALERMO" Tonnage: 4,695 11 Asher Leave Sydney October 3, 1925
The "City of Palermo" has very good accommodation for eighty saloon passengers—all in three berth cabins.

Special attention to cuisine and the comfort of passengers. For all Particulars as to Rates and Rates of Freight Apply to:-

W. G. DEUCHAR & CO. LTD.

MANAGING AGENTS.

22 BRIDGE STREET, SYDNEY.

TEL. 15 5950, 15 6018

Cargo received at Ellerman & Bucknall Company's Stores, Westmeadow St.

loose and is lost the crayfishes keep on getting in and that they eat each other.

This means that the "pot" goes on automatically destroying crayfish. The crayfish are like the dark priest of the grove at Nemi, the "priest that slew the slayer, and shall himself be slain." In turn they act as bait for new crayfish and so it goes on.

That at least is the theory which has led to the prohibition of the use of "pots" in Tasmanian waters south of a line drawn a little to the north of the Eddystone. The "pot" fishermen are continually raiding the forbidden area, and there is a perpetual warfare between them and the water police, whose duty it is to prevent the use of pots.

Occasionally it is war in grim earnest, as when a Victorian fisherman was shot dead by a police officer who attempted to arrest him. More recently the crew of a crayfishing ketch carried off their boat by main force, kidnapping temporarily the officer who sought to seize it.

The difficulties of those who would protect the crayfish from the pots are increased by the wildness and the remoteness of the coasts on which much of the crayfishing is done. Crayfish seem to thrive best on a rocky bottom and in the open sea or at least in places exposed to much of the swell which breaks heavily round the Tasmanian coast.

Some of the best crayfishing grounds are round Schouten Main and Schouten Island, off Maria Island and round the eastern side of Forester Peninsula. There is little or no settlement on the land which turns its back on a stormy sea. Some of the landowners in these parts object to pots for their own sakes, not for those of the crayfish. It is quite possible to weave pots out of fencing wire, and the fishermen who run into shelter at such places as Wilmot Harbour on Forester Peninsula have a way of taking the wire from the fences to make pots of it.

Red Rags for Barracoota and Shark Fins for China.

Jigging is another form of fishing popular on the Tasmanian coast, and it is much more exciting than crayfishing which, whether with pots or nets, is rather a slow affair. Jigging is the means used to catch that long narrow predaceous fish the barracoota.

Behind a sailing boat, travelling at a fair speed, say five or six knots, you trail a line and a hook ornamented with a bit of red rag. The barracootas go in shoals and have a way of snapping at the rag. It is often possible to catch them by the score in this way. One boat has been known to catch 40 or 50 dozen in a day.

Some of the best fishing grounds in Tasmania are off the stormy south coast, round Pedra Blanca (the White Rock) and the Mewstone. It is only in fine weather, however, that it is possible to fish in this much vexed region of the ocean, and it is not often fine there.

Whales are not fish any more than crayfish or oysters. They are warm-blooded mammals that have taken to living in the sea. Nor is it possible to draw out Leviathan with a hook. He is hunted either with harpoons and lances in the old-fashioned spotting way or with bombs and harpoon guns in the modern scientific cold-blooded way.

Still whale-fishing has always been the accepted term for the process. There was a time when whaling was Australia's most important industry and provided her chief articles of export. Scores of whaling vessels worked out of Sydney and Hobart Town, and the bay whalers established themselves as the forerunners of settlement in all sorts of nooks and corners from the Bluff and Stewart Island in New Zealand to beyond the Leeuwin.

Those days have long since passed away. The last Australian-owned vessel in commission as a whaler was the Helen MacGregor in 1897. One bay whaling station has lingered on at Twofold Bay, in the far south of N.S.W., but for the last season or two this has been dormant if not extinct.

At the other extremity of Australia a whaling station has been established lately at Point Cloates, almost, if not quite, the most western point of the continent.

A curious phase in the history of the fisheries of Australia was the part which Chinese played for a time in handling their products. Years ago numbers of Chinese were employed in drying and preserving fish and in preparing shark fins, dried mutton-fish (Haklois, a large shell fish) and other delicacies for the Chinese market at many points on the coasts of N.S.W. and of Tasmania.

Continued on page 25.

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 2635 (8 Lines); NW 1732, NW 1501 (Joinery Department).
City 9166 and City 9166.

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.

Angus & Coote, 500 George Street.

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.
Caldwell's Wines.
John Bull Self Raising Flour.
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.
Forsyth & Co., Ltd., all classes of ropes.
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.

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.

Pendriau 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.

S. C. Parker, Dispensing Chemist, 21 Willoughby Road, Crow's Nest.

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.

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

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

J. R. B. Watt, Dispensing Chemist, 457 Miller Street, Suspension Bridge.

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

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



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 lining boards and is superior to 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.

"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

The memory of those days is preserved by such names as Canton on the eastern side of Tuggerah Lakes, by various Chinaman's Bays, such as the one just south of Tuggerah and several in Tasmania, and by Kong-Kong Bay at the entrance to Botany Bay. In most cases, if not always, the Chinese did not fish themselves, but obtained their fish from white fishermen.

Trawling can hardly be called fishing; it simply means scooping the fish up and hauling them on board by steam power. It is practised on a small scale only in Australian waters. N.S.W. had her fleet of seven State trawlers, on which more money was lost than could have been supposed possible. Some of the trawlers are still working though they are now in private hands.

Taken altogether Australia's fisheries, from the peatlers and trepanners who comb the seas of the tropical north as the Macassar men had probably been doing for centuries before the white man ever saw Australia to the hardy mariners who face the tremendous seas and the sub-Antarctic gales off the southern and western coasts of Tasmania, are picturesque and interesting.

They should, however, play a much more important part in the national life than they do. It is absurd that a country like Australia, with her length of coastline and with most of her population settled on or near the coast, should import more than half the fish which she consumes.

Not only is this an economic weakness, but the failure to develop more fully the fisheries, lessens the possible strength of Australia's defences. Australia is an island, as well as a continent, and security as well as convenience demand that she should strengthen in every way her control of the sea.

"James," she said, "I am not accustomed to call my chaffeurs by their Christian names. What is your surname?"

"Darling, ma'am."

"Home, James!"

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

MONEY.

BY F. DANVERS POWELL, F.R.S.
ROYAL SCOUT COMMANDER, N.S.W.

MANY different articles have served the purpose of money. At one time sheep and oxen were extensively used as means of exchange, hence the first coined money is supposed to have borne the impress of the animal whose value it represented. An instance of this occurs in *Job xlii, 11*, where it is stated that everyone of Job's friends gave him a piece of money, the term used in the original being "kesitoh," a lamb.

The earliest monetary transaction that we read of in the Bible is a purchase by Abraham from Ephron of a field containing a cave in which he desired to bury his wife Sarah, and for which he weighed 400 shekels of silver, not pieces of coined money but pieces of a certain weight, *Gen. xxiii, 15-16*. The word shekel, is derived from the word "shakal" to weigh, though afterwards the term was applied to regular coins. We are told, *Gen. xliii, 21*, that the sons of Jacob had their money returned "in full weight" when they went into the land of Egypt to buy corn. It was customary for Jews to have scales attached to their girdle for weighing the gold and silver they received, hence the injunction, *Deut. xxv, 13*, "Thou shalt not have in thy bag divers weights, a great and a small." When the shekel became a positive coin, it was stamped on one side with the sacred cup of manna, and on the other side with

the rod of Aaron with three flowers: it was equivalent to 2s. 3d. of our money. From the time of Jacob to that of Micah, as commerce increased, the size of the shekel decreased. Gold was bent into a circle, but not fastened, so that it could be looped together or separated at pleasure.

The Greeks were the first to invent positive coins as money: the first known consisted of spikes, or small obelisks of brass or iron, six of them being as many as the hand could grasp, hence we have the word "obolus." It was worth 1½d. and weighed ⅙ drachme. Drachma is derived from "drasso-mai" to grasp with the hand, the coin being worth 9½d. These names were continued after the form of the money was changed. Gold was first coined in Greece about 800 B.C., and silver about 50 years after. Copper, which was first coined in Italy, was of a square form and stamped with an ox, and thus got the name of "pecunia," from pecua cattle and so we get the word "pecuniary," which we frequently use when speaking of money transactions.

The penny formed the only money in England up to the time of Edward III., and was originally called "penig"—Anglo Saxon—or "peninc" from the Latin *pendo* to weigh. The shilling was at first an imaginary Saxon coin, that is the term was used to express a certain money value, but no coin of that value was coined till the time of Henry VII.

£100 IN CASH
FOR

Breakfast D-Light

(Particulars in each Packet)

ASK YOUR GROCER ABOUT THE "WORD COMPETITION."

W. C. DOUGLASS LTD., Foveaux Street, SYDNEY, N.S.W.

SERVICE - SECURITY

THE GOVERNMENT SAVINGS BANK OF N.S.W. OFFERS EXCEPTIONAL FACILITIES FOR SAVING. ABSOLUTE SECURITY IS GUARANTEED, AND A COMPLETE BANKING SERVICE IS GIVEN. INTEREST AT THE RATE OF 4 PER CENT. IS PAID ON SAVINGS ACCOUNTS UP TO £500 AND 3½ PER CENT. ON ANY EXCESS TO £1,000. PERSONAL, JOINT, TRUST AND CHILDREN'S ACCOUNTS OPENED.

Government Savings Bank
OF N.S.W.

Head Office: 19-23 MARTIN PLACE, SYDNEY.

170 BRANCHES & OVER 500 AGENCIES



THE KIWI - TRADE MARK.

KIWI
BOOT POLISH

Obtainable in Black, Tan, Patent Leather, Light Tan, Dark Tan, Nigger Brown, Ox Blood and Brown. All are of equal excellence and superior in every way. Kiwi is very economical.

FOR QUALITY

ENSURE THE SAFETY OF YOUR ESTATE
BY APPOINTING

PERPETUAL TRUSTEE COMPANY (LTD)

AS EXECUTOR AND TRUSTEE UNDER YOUR WILL,
TRUSTEE OF YOUR MARRIAGE OR OTHER SETTLEMENT,
ATTORNEY UNDER POWER OR AGENT.

DIRECTORS:

Hon. R. J. Black, M.L.C. (Chairman).
T. H. Kelly.
Dr. Robert L. Faithfull.
Sir Samuel Hordern.
Herbert R. Lyaght.
Walter T. Brunton.

CAPITAL AND RESERVES:

Subscribed	£1,000,000
Capital Paid-up	150,000
Capital Uncalled	850,000
Reserve Fund	100,000
Perpetual Deposit with Government	20,000

Trust and Agency Funds under Administration Exceed £24,500,000

Write or call for Booklet which explains the Company's Methods and Charges.

PERPETUAL TRUSTEE COMPANY (LTD.)

33-39 HUNTER STREET, SYDNEY

Manager: R. Copland Lethbridge.

The word "sterling" which is often used in reference to money, arises from a name given to persons who periodically examined the mint and regulated the coinage, supposed at Easter, hence they were called "Esterlings," and the term was applied to genuine money according to the last examination. King Henry III. coined gold pennies which were worth 2/-, and Edward I. gave us the first four-penny bits, then called "groats": these have since been withdrawn from circulation as they were often confused with the present three-penny bits.

Edward III. was the first to use the words *Dei Gratia*—by the Grace of God—upon his coins and which is now to be seen on all our current coins, abbreviated to D.G.

In the time of Henry VII., shillings and sovereigns were first coined, but the money in this reign was much debased, the base silver pennies soon showing the copper at the most prominent part, which was the end of the king's nose; he therefore got the nick-name of old copper nose.

The word farthing arose from the old pennies having been so deeply indented with a cross, that if a halfpenny were required, the penny could be easily broken in two, or if a farthing into four pieces, hence they were called four things or farthings.

Bank notes appear to have been known in China long before they were introduced into Europe, for in 119 B.C. skin notes made from the skins of white deer bred in a park round the royal palace, were introduced by a Chinese Minister of Finance to meet the increased revenues.

At one time the merchants of London were in the habit of placing their money in the mint for the purpose of security, the mint being situated at that period within the Tower of London, so there was reason to think their money would be safe: but at one time when the money so lodged was about £40,000, King Charles I., who was greatly in need of money, seized it for his own purposes. This act obliged those who had money to keep it on their own premises, and of course to trust their own people, who often being dishonest, made off with it. The goldsmiths at this time was the richest body, and as it was natural that the richest should be trusted, those who had money lent it to them at 4d. per day per cent. interest, equal to

S. C. PARKER

M. P. S.

DISPENSING CHEMIST

21 Willoughby Road,
Crow's Nest.

TEL. NORTH 321.

PERDRIAU

"WATERSHED"

GARDEN HOSE

Guaranteed 3 Years

SOLD BY ALL STORES

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

J. R. B. WATT

M. P. S.

DISPENSING CHEMIST

457 Miller Street,
Suspension Bridge.

TEL. NORTH 608.

£6 is 8d. per cent. per annum. Many country gentlemen did the same, for in those days it was not safe to keep any large sum of money in the house, and the Goldsmiths were glad to allow them a small interest for it, as they lent it to others on security at a higher rate. The receipts issued for the money thus deposited were circulated from hand to hand, and were known as Goldsmith's Notes. Thus originated our Bank Notes.

"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.



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 "Flintstone" Waterproof Half
Soles:—Men's 2/-, postage 6d. Women's and
Youths' 1/-, postage 4d. in New South Wales.
Mangrovite Ordinary Half Soles:—Men's size 1/3,
postage 6d. Women's and Youths' 1/1d, postage 3d.
Children's 9d, postage 3d. in New South Wales.

Mangrovite Belting Ltd.

Charles Ludwinski, Managing Director,
49 YORK ST. (Wynyard Square) SYDNEY.

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 sudden development of Naval Strength is impossible, only continuity of preparation can guarantee National and Imperial Security.
3. To bring home to every person to the Empire that commerce can only be guarded from any possible attack by a Navy. In conjunction with the Air Force, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that The Existence of the Empire, with the liberty and prosperity of its peoples, no less depends on the Merchant Service, which, under the Sure Shield of the Royal Navy, welds us into one Imperial Whole.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race, but also to enable the Boys to become Good Citizens of the Empire, by learning discipline, duty and self-respect in the spirit of their Motto—
"For God, for the King, for the Empire."
6. To assist the widows and dependents of officers and men of the Royal Navy, including the Royal Australian Navy, Royal Marines and Mercantile Marine who were injured or who lost their lives in the War, and to educate their children.

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"

Is splendid Household and
STEAM COAL

**BRIGHT BURNING and
GREAT HEATING
POWER.**

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.



PATRON—
H. K. TAYLOR, OVERSEAS GENERAL, F.R.S., HON. LORD FORSTER
P.O. S.C.M.D.

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

PATRON—
THE HON. SIR W. P. CULLEN, K.C.M.G., M.A., LL.D.

EXECUTIVE COMMITTEE—

EDWARD W. HENNE
KELSO ROAD
SIR SAUNDERS BROMFIELD, K.B.
F. W. HENNING, O.B.E.
ALFRED D. HILLMAN
O. E. FAIRFAX, B.A., LL.D.
OSCAR LINDS
H. H. MARSH
E. P. SIMPSON
A. CORRY, STEPHEN
A. J. WATSON
CAPT. A. W. FRANK, F.R.S. HON. J. LANE MULLIN, M.A., LL.D.
CAPTAIN S. G. QUINN, F.R.S. T. FOX
CAPT. D. SMITH T. H. SICH
E. R. WHITE H. COCHRANE

HON. MEMBERS—

MAJOR GENERAL BRADY, C.B., C.M.D., D.S.O.
COMMANDER H. L. QUICK, R.A.N.

HON. TREASURER—

KELSO ROAD
C. M. C. SHANNON
HARRY SHILLERY

HON. SECRETARIES—

F. W. HENNING, O.B.E.
ALFRED D. HILLMAN

ORGANISING SECRETARY AND EDITOR OF JOURNAL—
W. W. BEALY, O.B.E. (MIL)

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 High-grade Watch of Guaranteed Dependability



HARDY BROTHERS recommend this high-grade Swiss lever movement watch for hard daily service. The strong case is practically dust-proof which makes it ideal for country use. Hardy Brothers will keep the watch going order free of charge, for twelve months after purchase actual breakages only excepted.

A reliable Chronometer for Swiss Lever Watch in strong stainless steel case, practically dust-proof. Absolutely recommended for country wear at all times. Price £10.00.

HARDY BROS LTD

The Makers of Longcase Jewellery

13 HUNTER STREET, SYDNEY

51-53 QUEEN STREET SYDNEY 228-300 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
"OTRANTO" (Building)	20,500
"ORMONDE"	14,855
"ORMUZ"	14,588
"ORVIETO"	12,155
"OSTERLEY"	12,129
"ORSOVA"	12,056

First Saloon and Third Class.

REDUCED FARES BOTH CLASSES

Orient S. N. Co. Ltd.

2-4-6 SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors Sir G. Tait, E. J. Tait, and Frank Tait.

CRITERION THEATRE.

Pauline Frederick

"SPRING CLEANING."

HER MAJESTY'S

"The Street Singer."

"The Street Singer."

"The Street Singer."

(Not the first time in Australia)

THEATRE ROYAL.

GUY BATES POST

IN

"The Masquerader."

The Bellambi Coal Company Limited

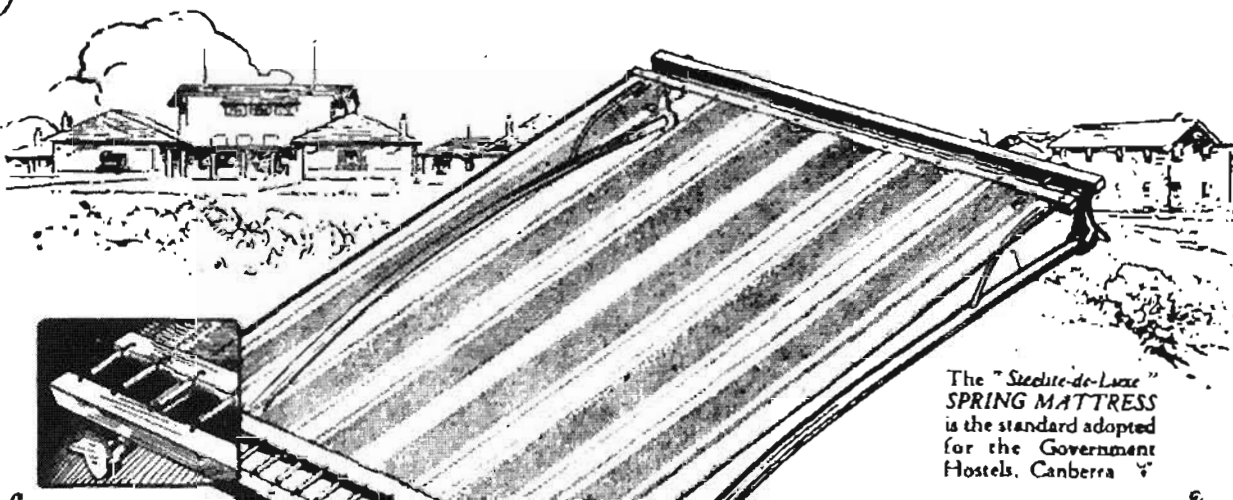
COLLIERY and STEAMSHIP OWNERS

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



The "Steelite-de-Luxe"
SPRING MATTRESS
is the standard adopted
for the Government
Hostels, Canberra

The GOVERNMENT HOSTELS, CANBERRA, are equipped with Steelite Mattresses.

The Federal Government Authorities carefully considered the outstanding merits of our "STEELITE-DE-LUXE" SPRING MATTRESS and decided that no other mattress, at the price, compared with the *sanitary, sleep-inviting, and economic* features of the "STEELITE-DE-LUXE" MATTRESS

This is a spring mattress of unusual strength and flexibility—an unique, non-sag, noiseless and sanitary design that correctly conforms to the weight of the body in every sleeping position. It is taut and firm—yet has just sufficient elasticity to provide for luxurious comfort and restful sleep.

Look at the inset in above illustration. See how the woven fabric is fitted *underneath* that steel cross-bar; there is no easy lodgement for fluff and germs as with the old type mattress.

Also note the small tension springs which act as shock-absorbers; their quality is not found in any other type of mattress at the same price.

Then, too, those projecting lugs on the tubular steel sides most effectively prevent any possibility of a dangerous side slip when the spring is on the bed.

But its dominant feature is that *it is sanitary*. "Steelite-de-luxe" Mattresses are made in all standard widths and can be had from any reliable furniture house.

Be sure you see NEWLANDS label on the mattress

Write to Newlands Brothers Ltd., Riley Street, Sydney, for descriptive booklets.

NEWLANDS
STEELITE-DE-LUXE *Beds* MORNING GLORY
MATTRESSES BEDDING

This Metal Label
is attached to



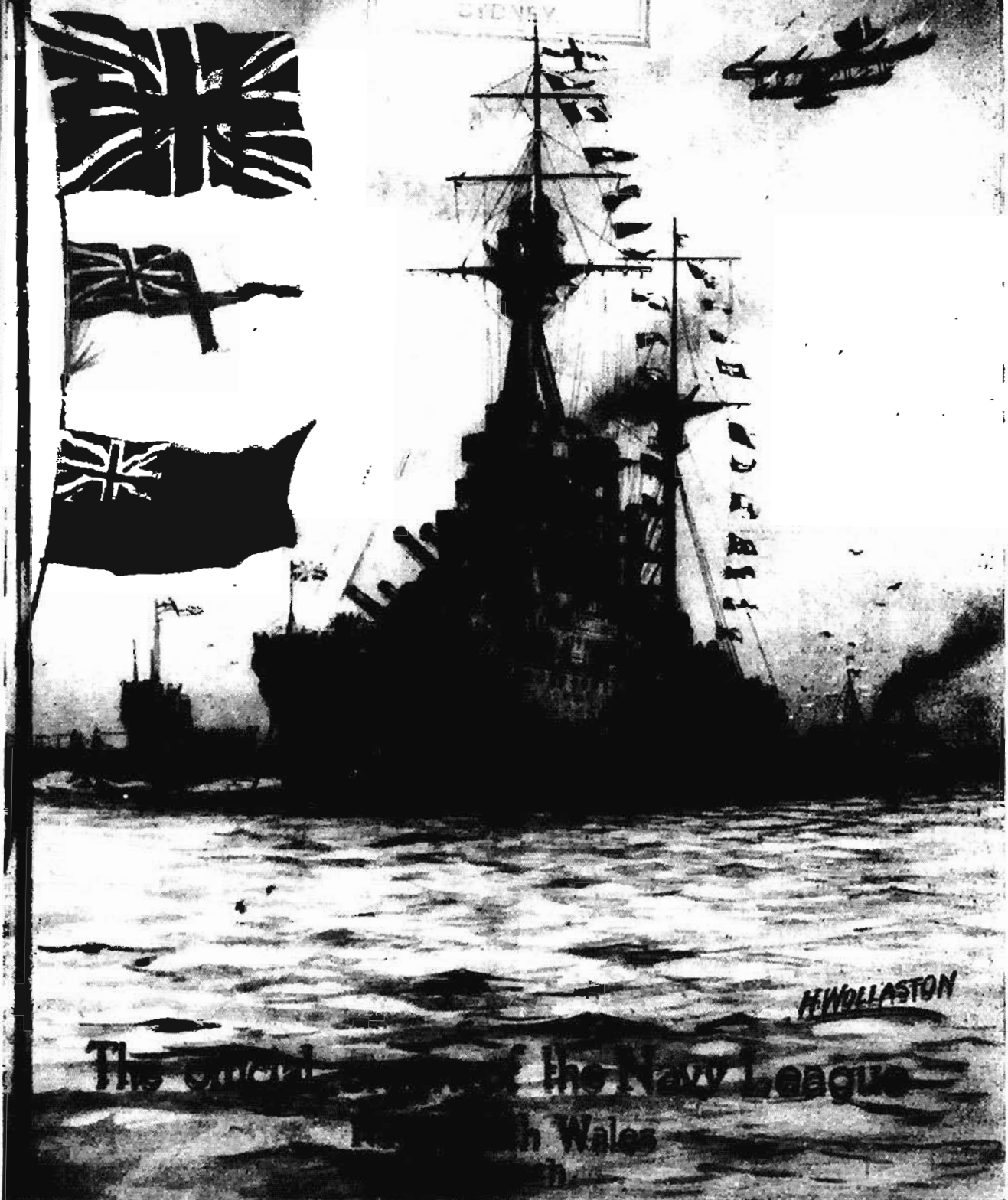
every Bedstead
on manufacture

VOL. 6, No. 5.

SEPTEMBER, 1925.

TELEPHONE, B 7808.

The Navy League Journal



The Official Journal of the Navy League

South Wales

HENDLSTON

THE THINKER

knows that Thrift does not mean Misconduct, Meanness, that absolute Self-Denial that cuts out all pleasures, and most of the decencies of Life.

It means Wise Spending as much as Wise Saving.

To most of us there comes a time when a lump sum of money is vital, when it means the difference between ill or good health, the opportunity that leads to prosperity.

In short, our ability to save now may mean happiness and peace of mind in the future.

There is no better means than a Savings Account, and no better Service than that provided at all Post Offices and the 85 Branches of the

Commonwealth Bank of Australia.

PERMANENT

TRUSTEE COMPANY OF N.S.W. LTD.

Trustees—Executors—Attorneys—Agents

Estate Under Control Exceeds
£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 Company'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.

J. M. DEMPSTER LTD.
DIAMOND MERCHANTS

Diamond Rings



Diamond Ring, Single Stone
Platinum Setting £30



Diamond Ring, Single Stone
Platinum Setting £25



Diamond Ring, Single Stone
Platinum Setting £25

FLAWLESS
GEMS



PERFECT
FINISH

Diamond Ring, Single Stone
Platinum Setting £20



Diamond Ring, Platinum Clasp
Set £20 Smaller £10



Diamond Ring, Single Stone
Platinum Setting £17

ASSORTED
STYLES



MADE TO
ORDER

Diamond Ring, Platinum
Setting £25



Diamond Ring, Platinum
Setting £25



Diamond Ring, Platinum
Setting £20



Diamond and Emerald Ring £30
Others at £20

J. M. DEMPSTER LTD.

JEWELLERS

Aynslie House.

SILVERSMITHS

311 GEORGE ST. SYDNEY

(NEARLY OPPOSITE HUNTER STREET)

Replies Carefully
Exchanged

J. M. Dempster
Managing Director



The Navy League Journal

VOL. VI. No. 5.

SYDNEY, SEPTEMBER, 1925.

PRICE 3d.

Afloat and Ashore.

Some of Australia's Boys.

A RECENT Saturday afternoon full of genial sunshine and quiet clear air found us on the parade ground at the Drummoyle Navy League Sea Cadets depot. Reaching away on either hand shone the placid waters of the Parramatta. Not a ripple disturbed the river from its drowsiness save where foam beaded wavelets curled from the cut-waters of Navy League cutter and gigs. Pulsing to the rhythmic strokes of sweeping oars, three cadet laden boats were being urged upstream. Boys, released from restrictive streets and walls, filled the craft with healthy bodies and supple limbs; boys revelling in the splendid exercise of rowing; boys with bronzed bared arms and faces and sparkling eyes; boys inhaling the full pure ozone of wide open spaces and feeling that to be a Navy League Sea Cadet was worth while.

And yet in Sydney to-day, Sydney the Queen City of the Southern Hemisphere, there are thousands of boys who rarely feel the thrill of being borne over shining waters in an open boat; boys whose minds are bounded by their unnatural environment; boys who would gladly join the Navy League Sea Cadet movement or the Boy Scouts and enter whole-heartedly into the useful activities of these organisations, but alas! their parents find it impossible to provide them with the few simple articles of clothing which constitute the approved and required uniforms.

It is in order to assist this class of boy that we

earnestly appeal to citizens of this rich land to help the Navy League Sea Cadet movement to accomplish a greater measure of usefulness than has hitherto been possible, owing to limited funds. Those who cannot give personal service, are invited to contribute money.

Every week, voluntary officers and instructors devote a considerable portion of their own all too short periods of relaxation from the work which is the source of their livelihood, in their self-sacrificing endeavour to give service—worthy service, to their younger brothers in the community. Service in training boys to greater usefulness, to continued uprightness of character, to a greater love and knowledge of the sea and its meaning to Australia. "The child is father to the man," and this fair Commonwealth is cradling a race which may hold in its adult hand the destiny of many peoples and lands. Let us then leave nothing undone that can be done to mould boyhood's will to "KEEP WATCH" over self and over their homeland.

We shall be glad to arrange for anyone interested to see the N.L. Sea Cadets at work and play at their headquarters at Drummoyle, Balmain, North Sydney, Lane Cove, Richmond or Clovelly.

The Hon. Treasurers of the Navy League are Messrs. Kelso King, C. M. C. Shannon, and Harry Shelley, and communications containing cheques or offers of assistance should be addressed to them at 30, Grosvenor Street, Sydney.

Mercantile Mutual Insurance Company

LIMITED.

AN AUSTRALIAN INSURANCE COMPANY.

Directors:

C. C. GALK
THKO. J. MARKS.

A. K. JAMES, 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
ZBALANDIA
KARoola
WYREMA
BOMBALA
DINBOOLA
OOMA

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	9530
A. U. S. N. Co.	- 7 Bridge Street, Sydney	10086
Australian Steamship Ltd.	- 350 George Street, Sydney	6221
McKinnon, MacLachlan Line	- 61 Pitt Street, Sydney	7566
Huddart, Parker, Ltd.	- 10 Bridge Street, Sydney	9544
Melbourne Steamship Co. Ltd.	- Cr. Clarence and Barrack Streets	6213

TELEPHONE

NEW BERNHARDI!

Ishimura of Japan.

War in the Pacific.

Japan's Strategy.

Fabian Tactics.

Seizure of Guam and Philippines.

How Australia Suffered.

Amazing Frankness of Japanese Naval Commander.

Grave Warning to Australasia.

By E. GEORGE MARKS

(Author of "Watch the Pacific," "Hans Eick Makes War," "Napoleon and the War," "The War," "Moral and Democracy," &c., &c. Specially written for "The Navy League Journal.")

WHEN Germany—arrogant, defiant, intent upon world expansion—was at the zenith of her power in 1914, General Frederick von Bernhardi disseminated his aggressive predictions upon Germany's war methods of conquest in "Germany and the Next War."

Bernhardi's delved ruthlessly into the future—laughed at the gospel of peace, enthused over the power of war—with meteoric suddenness flashed the searchlight of Germany's world designs upon peaceful humanity's unthinking mind; the apostle of force—of the school of Treitschke; of the school of Nietzsche; promulgated the doctrine that war is a biological necessity; a regulative element in the life of mankind—that "Might is Right!"

"World power or Downfall!"—Bernhardi's shibboleth.

"Attention!—Ishimura!"

Japan—designated the Germany of the Pacific—has just evolved a Bernhardi—an apostle of force; an advocate of "Might is Right!"

Like Bernhardi, Treitschke, Nietzsche, he considers war a biological necessity.

His name is Ishimura—a Commander of the Mikado's Imperial Navy.

Like Bernhardi, he has written a book; quite as positive, quite as dogmatic as Bernhardi's "Germany and the Next War!"

Bernhardi's paraded all the hypotheses of war—according to Bernhardi Germany couldn't lose!

Like Bernhardi, Commander Ishimura has paraded all the hypotheses of war—according to Ishimura Japan can't lose!

"JAPAN WON'T LOSE!"

Short title of Ishimura's book.

Ishimura selects America as Japan's naval adversary.

Having analysed the political situation created by the U.S.A. Japanese Exclusion Act, added to other affronts by America, plus Japan's acute problem of excess population, he unreservedly declares in Bernhardi's undarned style—

"WAR INEVITABLE!"

"JAPAN WON'T LOSE!"

Ishimura's book has been received with peans of enthusiasm by Japanese Jingos; Japanese Chauvinists—Junkers of Japan!

Ishimura's methods are Bernhardi's methods—instilling into the warlike elements the doctrine of force—Japan's naval invincibility.

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 Steamer

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

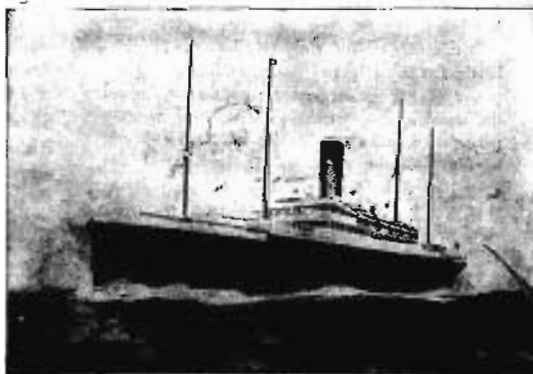
"CERAMIC"	18,500 Tons
"MEDIC"	12,000 "
"PERSIC"	12,000 "
"RUSIC"	12,500 "
"SUEVIC"	12,500 "

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

Believer in Japan's destiny as a great Pacific
Power, Ishimura commences in true Oriental
fashion with the "Oracle of the Future: finds
"Japan's navy won't lose."

**Has Ishimura's book the imprimatur of the
Japanese Emperor; the Japanese Admiralty;
the Japanese Cabinet?**

Books like it, no naval Commander would have
the temerity to write what is practically a strategic
declaration of war against the U.S.A. without the
concurrence of the highest authorities in the Japa-
nese nation.

Didn't General Frederick von Bernhardi have
the acquiescence of the German War Lords when
he published to the world as a threat of defiance,
"Germany and the Next War?"

"WATCH THE PACIFIC!" was published in Feb-
ruary, 1924; up to its appearance scarcely a
syllable was ever heard throughout the island con-
tinent of Australia of the prodigious blunder that
the Australasian Peace Delegation to the Congress
of Versailles had perpetrated in permitting Japan
—a formidable Asiatic Power—to secure the man-
date over the great group of strategic islands in
the Western Pacific—the Marshalls, the Carolines,
the Ladrões, and the Pelew Islands; before the
advent of "WATCH THE PACIFIC!" no mention
had been made in the Commonwealth of Japan's
design to build a formidable auxiliary fleet of light
cruisers; 17 light cruisers have now been built;
great batches of submarines; torpedo craft; air-
carriers.

Exults over Strategic Islands.

Ishimura exults over Japan's possession of the
Marshalls, the Carolines, the Ladrões, and the
Pelew Islands; frankly concedes that their pos-
session has rendered Japan strategically impre-
gnable in the Western Pacific; has given the
Mikado's navy the key to the supremacy of the
Pacific.

This is a tremendously serious question for the
Commonwealth of Australia, seeing that the Caro-
line Islands are as near to Thursday Island as
Thursday Island is to Sydney; that these islands
dominate Australasia's trade routes.

Ishimura, like Bernhardi, unconcealedly dis-
cusses Japan's naval strategy.

The Island of Guam, held by the U.S.A. since
1898, is 1,300 miles south of Yokohama.

Japan, according to Ishimura, will seize Guam
at the outset of the hostilities between his country
and the U.S.A.

Having seized the way to the Western Pacific,
the U.S.A. fleets' numerical preponderance is to be
worn down in partial combats amongst the Mar-
shalls, the Carolines, the Ladrões, and the Pelew
Islands.

Alarming prospect for Australia's commerce-
carriers on this important trade route; a situation
fraught with endless complications for the Com-
monwealth and New Zealand—the British Empire,
too!

Ishimura gradually unfolds Japan's naval
strategy.

Seizure of Guam!

**Japan's seizure of Guam consolidates her
strategic position in the Western
Pacific; gives her the initiative for the
Admiral of the Mikado's fleet to im-
pose his will on that of the Com-
mander-in-Chief of the U.S.A. fleet.**

This is an impartial interpretation of Ishimura's
strategic hypothesis with regard to the seizure of
Guam.

**PEARL HARBOR to GUAM: 3330 miles!
YOKOHAMA to GUAM—1300 miles only!**

Japan's advantage over U.S.A. navy at outset of
hostilities—2030 miles!!

Hence Ishimura hasn't any doubt that Japan's
navy would easily outdistance the U.S.A. fleet to
seize Guam.

**Japan's seizure of Guam would imme-
diately deprive the U.S.A. navy of a
vital strategic base in the Western
Pacific; would have a paralysing
effect upon the mobility of the Ameri-
can fleet!**

Ishimura doesn't attempt to conceal this inter-
pretation; nor does he attempt to conceal Japan's
object in building fast light cruisers.

When Japan hurls the dread torch of war which
will light up the vast Pacific ocean in sanguinary

Passenger

Regular Fortnightly Service

Freight

P. & O.

ROYAL MAIL STEAMERS.

FLEET.

Tonnage	
MOULTAN .. 26,547	
MALAKA .. 29,837	
MORCILLA .. 11,504	
MOLDAVIA .. 16,436	
MARUMBA .. 16,727	



M.S. "MOULTAN," 26,547 Tons.

FLEET.

Tonnage	
NALBERA .. 15,593	
COMORIN .. 15,115	
CATRAY .. 15,194	
CENTRAL .. 15,940	

LUXURIOUS NEW STEAMERS
FOR

*Ceylon, Egypt, Mediterranean Ports and
ENGLAND*

Special Return Tickets between Australia and Ceylon (Colombo) may be obtained
at the following Reduced Rates:

FROM	AVAILABLE FOR 100 DAYS	FIRST SALOON	SECOND SALOON
BREITANK 100 ..	£ 57 0 0	£ 44 0 0
SYDNEY 100 ..	£ 65 0 0	£ 42 0 0
MELBOURNE 90 ..	£ 63 0 0	£ 40 0 0
ADRAID 80 ..	£ 61 0 0	£ 38 0 0
PERMANTER 78 ..	£ 59 0 0	£ 36 0 0

APPLY FOR ILLUSTRATED DESCRIPTIVE LITERATURE AND ALL FURTHER PARTICULARS TO

MACDONALD, HAMILTON & CO.

Agents, P. & O. S. N. CO.

247 GEORGE STREET
SYDNEY

Cabins de-luxe

Electric Lifts

flames, her fastest cruisers—greyhounds of the ocean—will race to the Western Pacific—seize Guam; fortify the Marshalls, the Carolines, the Ladrone, and the Pelew Islands—gateways of the Pacific.

Australia's fate, New Zealand's fate, too, will then tremble in the balance!

What a stupendous, colossal, amazing diplomatic blunder to have given a great Asiatic and Pacific Power like Japan these strategic islands in the mid-Pacific!

Had these strategic islands been reposed by mandate in the British Empire their contiguity to Guam would have deterred Japan's design upon it; there would to-day be no naval race of light cruisers—a race deliberately started by Japan.

Importance of Guam.

Analysed seriatim, every argument in Ishimura's bellicose book amounts to the declaration that Japan's mandated islands in the Western Pacific provides the requisite impetus for a naval measurement of strength with the navy of the U.S.A.

Guam's strategic importance to the U.S.A. navy cannot be gainsaid; its geographical situation warrants close scrutiny.

The largest of the Marianne Islands, it was ceded by vanquished Spain to the U.S.A. by the Treaty of Paris of December 10, 1898; its area is approximately 225 square miles; from the capital of the Philippines it is 7000 square miles; 5044 from San Francisco!

But only 1300 miles from Yokohama!!

Ishimura hasn't any doubt that Japan could seize Guam because of its geographical situation; hasn't any doubt its seizure would render the occupation of the Philippines untenable by the U.S.A.; hasn't any doubt the American navy couldn't set about without assistance the re-conquest of the Philippines while Guam was still in Japan's possession—a terrible predicament for the great Republic!

Guam is an important Pacific channel of communication to the U.S.A.; to Yokohama, too; cables from the Philippines, Yap Islands, Yokohama and Midway are landed at this strategic centre; the U.S.A. Navy Department maintains a high power radio station there.

Ishimura delights in the strategic importance of Guam; enthuses over the ease with which Japan can seize it because the U.S.A. Navy hasn't any intermediate base between Pearl Harbour and Guam.

Guam's population is 15,000—nearly all natives—these will have to labour hard to produce food to feed Japan's garrison!

Every detail, according to Ishimura, has been worked out; this is the peace-loving Japan that Australia's no-defence politicians are prone to enthuse over.

Japan's subtle delegation to the Washington Conference induced the U.S.A. Government not to fortify Guam during the existence of the Naval Agreement; yet Ishimura unhesitatingly declares that as soon as there is a casus belli between Japan and the U.S.A. the Mikado's navy will seize the unfortified island—and fortify it!!

Like Bernhardt, Ishimura waxes more enthusiastic as he conceives his various hypotheses being reduced to practice. He hasn't any doubt that when Japan's fast cruisers are seizing Guam that the U.S.A. fleet will be concentrated at its nearest base to Guam—Pearl Harbor—in the Hawaiian Islands—3330 miles from Guam!

Japan's Tactics.

Japan's navy is not going to meet disaster by manoeuvring towards Pearl Harbor; into the range of the 16-inch and 14-inch guns of the U.S.A. navy; the seizure of Guam must impel the American navy to steam towards the Western Pacific—to attempt the recapture of Guam—3330 miles without intermediate bases; a fleet cannot go into action with bunkers three-fourths empty; a fleet cannot refuel in the presence of the enemy from colliers and oil tankers!

Ishimura thus sees the terrible dilemma of the U.S.A. fleet; sees it is in dire need of refuelling after its 3330 miles voyage without the help of intermediate bases; sees it is faced with disaster—because the fast light cruisers of Japan's navy have held Guam for five days at least; have fortified it; have commandeered the native population as food-producers; have seized Guam's unprotected oil depôts!

Here Ishimura chuckles at the insanity of the

Washington Conference in consenting to Guam being unfortified.

Ishimura is quite as sanguine, quite as confident a writer as General Bernhardt, who saw the German eagle fluttering in every European capital.

Ishimura's strategic conceptions will not permit the U.S.A. armada to advance at a reasonable speed from Honolulu on its westward journey to the relief of Guam; sees it encumbered with a gigantic aggregation of transports and oilships; is so harassed by Japanese air-craft it cannot stop to look for advanced bases.

The Marshalls, the Carolines, the Ladrones, and the Pelew Islands play a vital part in Japan's strategy.

Fabian Tactics.

Ishimura sees a portion of the U.S.A. fleet lured, by Fabian tactics, to Japan's mandated group; its numerical preponderance steadily worn down by mine-fields, submarines.

Japan's incessant harassment of the U.S.A. armada of transports and store-ships makes the U.S.A. Admiral-in-Chief anxious to bring on a decisive engagement; Japan's commander-in-chief must meet American's 16-inch and 14-inch guns; hence Fabian tactics continue to the great detriment of the U.S.A. fleet.

Six months have now passed since Japan's fast cruisers sailed Guam; Fabian tactics have given Japan a chance of victory—several capital ships of 32,000 tons have been torpedoed in the Western Pacific; several auxiliary cruisers have been submerged; the American commander-in-chief is feeling intensely the want of bases in the Western Pacific; anathematising the shortsightedness of the Congress of Versailles in permitting Japan to have the mandate over a great strategic group of islands in the mid-Pacific.

Guam has now been so strongly fortified that it is a second Heligoland; the Philippines have been seized by a squadron of Japanese fast cruisers which timed the U.S.A. fleet leaving Pearl Harbor on its 3330 miles voyage to Guam. Japanese naval demonstrations against Pearl Harbor are elements of Japan's strategy to lure the U.S.A. fleet back from the Western Pacific—3330 miles—over mine-fields!

The ruse works! the U.S.A. loses more capital ships; when Pearl Harbor is gained it is found the Japanese ships in sight of Pearl Harbor were "dummies"; the main Japanese fleet is still in the Western Pacific!

Up to this point Ishimura considers that the Fabian tactics of the Japanese has outwitted the U.S.A. commander-in-chief; greatly injured the prestige of America.

Reducing U.S.A. Striking Power.

The next piece of Japanese strategy, according to the ingenious Ishimura, is to reduce the striking power of the U.S.A. fleet by separating it; diverting a portion of it to Far Eastern waters to be overwhelmed by a superior Japanese squadron supposed to be with the main Japanese fleet in the Western Pacific.

Ishimura is sanguine that Japanese strategy will nonplus the U.S.A. navy; make its numerical preponderance of little practical utility.

Enter—British Navy.

Great Britain has been watching the progress of the Pacific combat with great intensity; her Dominions in the Southern Seas have suffered tremendous losses through the destruction of commerce submarines and raiding cruisers; she has been urged to assist the U.S.A. navy; she does so—the war has now been in progress the better part of a year—all the strategic advantages with Japan; although there has been no decisive battle; only wearing down Fabian tactics by Japan.

Now that Great Britain is in the war on the side of the U.S.A., Ishimura still sticks to strategy to save the Japanese fleet.

He looks to Singapore; sees the base is unfinished; like Guam, it will soon be seized by Japan's fast cruisers.

Great Britain is in the same dilemma as the U.S.A.—worse even—it is without bases in the Western Pacific; to get to Guam, the Marshalls, the Carolines, and the Pelew Islands, its capital ships must steam 10,000 miles from Malta!

The route to the Western Pacific is a minefield!

Ishimura—sanguine Ishimura—sees the British armada reduced by mines and submarines before it reaches the Western Pacific; hears the British

To get best results, Cooks
MUST USE

JOHN BULL

SELF RAISING FLOUR
or BAKING POWDER.

SAVE THE COUPONS



As the Navy is
to England so is
"B.P." to the Home!

Bill Bruish

FOR BERGER'S.

A. FORSYTH & CO. Ltd.

Australian Rope
Works

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

339 Kent Street,
Sydney

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

WORKS: Bourke Street, Waterloo
Kangaroo Rope Works

New South Wales
Brisbane, Queensland

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

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

Phones: City 10115 and City 341

HUMOURS OF THE R.A.N.



COME TO THE COOK HOUSE DOOR.

LATE DINER: "I SAY IS THERE ANY YETTER GOT TO EAT."

NAVAL RESERVE COOK: "I HAVEN'T GOT TO EAT IT, I WORK HERE."

Admiral curse the blunderers at the Congress of Versailles for giving Japan innumerable strategic bases in the Western Pacific.

There is little fuel in the bunkers of the British war ships; they cannot refuel in the presence of the enemy from attendant tankers!

Fight to Recover Philippines.

While the British Squadron is en route from Malta to the Western Pacific a portion of the U.S.A. Fleet is endeavouring to recapture the Philippines, thus conforming to the strategic conceptions of the Japanese commander-in-chief—dividing the American fleet—reducing its concentrated striking power.

Ishimura hasn't any doubt that the Japanese will not be dispossessed of the Philippines; hasn't any doubt that Guam, like the Marshalls, the Carolines, and the Pelew Islands have been rendered impregnable—converted into veritable nests for submarines.

Japan also resorts to Fabian tactics to wear down the numerical preponderance of the British fleet; every effort is made to prevent any junctioning with the U.S.A. base fleet at Pearl Harbor; all the transport routes are heavily mined; submarines are numerous, ubiquitous.

Nearly two years the struggle for the supremacy of the Pacific has been in operation; still no decisive battle; Japan's Fabian tactics in the Western Pacific has sustained the major portion of her fleet.

Blockade in Far East.

Ishimura is never disconcerted as long as he is discussing and enthusing over Japan's strategy in the Western Pacific; isn't so happy when inevitably he has to discuss the blockade of Japanese ports in the Far East; thus creating a separating of the Japanese auxiliary fleet; dispersal of some of the submarines in the Western Pacific.

Still he finds consolation in the fact that Japan has innumerable formidable bases in the blockaded area, whereas the blockading squadrons have not.

Hongkong is besieged, the Japanese and Russian Bolsheviks are fomenting a rising of the Chinese against British and Americans; a rising in India is also a part of the propaganda to embarrass Great Britain.

Now that Ishimura's undisguised strategy has been discussed, where has the decisive battle been fought?

The subtle Japanese Commander doesn't say; what he does say is this—plain and unvarnished:—

**"IF JAPAN FIGHTS THE U.S.A.
JAPAN WON'T LOSE!!!"**

Momentous to Australasia.

Most momentous deductions must be made from this essay on naval strategy by Commander Ishimura.

Australians must seriously heed his warning—that a naval war between Japan and the U.S.A. is possible; that Great Britain will be drawn into the maelstrom.

That means that Australia, too, must inevitably be embroiled; that the Commonwealth and New Zealand will have to fight for their very existence.

Remember that Japan's pivot of operations will be, as Ishimura one thousand times says, in the Western Pacific!

Remember that Japan's mandated Islands in the Western Pacific are at Australasia's back door!

Remember that the Caroline Islands are as near to Sydney as Sydney is to Thursday Island!

Remember that these strategic islands will be converted into nests of submarines to destroy Australasia's commerce; capture and destroy Australia's merchantmen!

Remember in the Pacific conflict which Ishimura declares is inevitable Australia's commerce-carriers would be captured on their trade routes to Japan, India, China, the Straits, Java, Ceylon, the U.S.A., South America, as well as in the vicinity of Japan's mandated islands; also in the Southern Seas; in Australian and New Zealand waters!

Ishimura's book emphasises this vitally important fact that the possession by Japan of the Marshalls, the Carolines, the Ladrones, and the Pelew Islands in the Western Pacific has made her so sanguine, so confident, so presumptuous that she resigns with equanimity tersely to a gigantic conflict with the U.S.A. and Great Britain.

Lesson Learnt.

The entire strategic lesson that—Ishimura inculcates is this—

That the U.S.A. hasn't sufficient intermediate bases between Pearl Harbour and Guam to successfully wage war against Japan in the Western Pacific; that Great Britain is likewise handicapped by the absence of intermediate bases between Malta—10,000 miles away and the Western Pacific!

Also, that Japan is confident of seizing the Singapore base before it is completed—in the event of a conflict in the Pacific.

And Ishimura says war with the U.S.A. is inevitable!!

Must Convert No-Defence Advocates.

Ishimura's book should convert Australia's No-defence advocates to a realisation of their responsibilities as citizens and patriots; should convert those against the construction of the Singapore base to a realisation of its vital necessity as a protection to Australia; should spur the Commonwealth Government to further augment the Australian navy; to look to our coastal and harbour defence; to co-ordinate naval and military defence problems with New Zealand; to unify Australia's railway system in order that troops may be mobilised instead of immobilised.

Remember Ishimura considers that Japan's *les droits de la guerre*—rights of war—enables her to subvert merchantmen—to do everything possible to achieve victory for the Mikado's navy!

Bernhardi's predicted the world-war in "Germany and the Next War!" He gave to the world Germany's strategy!

Ishimura predicts a war in the Pacific in "Japan Won't Lose!" He has given to the world Japan's naval strategy.

This strategy so seriously concerns Australia and New Zealand that it can only be met by adequate sea and land preparation.

DELAY MEANS DISASTER!!

Ask a Friend to Join the Navy League

DURBAN.


Durban, a flourishing seaport and marine resort with a sub-tropical climate, is on the Natal coast. Brawny Zulus fantastically embroidered and decorated parade with their rickshas for patronage along thoroughfares embellished by palms and luxuriant vegetation, and with the itinerant coolies selling luscious fruits add dusky but interesting patches of colour to a brilliant sun-tinted picture.

To residents in the Transvaal principally, Durban is a mecca of winter delight. During the months of May to August the stately esplanade, bathing enclosures, and beach are thronged with holiday makers to whom sea bathing in the warm waters of the Indian Ocean, is the great attraction. Winter or summer there is no cessation of indulgence in this bracing pastime—during the warmer summer months bathing is carried on at night under a blaze of arc lamps. Large sums of money have been spent to make Durban the most attractive seaside resort in South Africa. Last year the borough celebrated its centenary. The hundred years that have passed since Lieut. Farewell landed at the Bay have witnessed the subjugation of the native hordes that made life a hard battle for early pioneers, and the gradual development from sand and bush, where buck and elephants roamed freely, to a handsome town of over 93,000 inhabitants living with every sign of civic and commercial prosperity. As a port whose harbour developments include graving and floating docks and huge coaling appliances Durban holds the premier position of chief port in Africa south of the equator. Here the first railroad in Africa, two miles long, came into operation in 1860. Sugar plantations extend north and south on the coast line. A spectacular industry is that concerned with whaling, and at The Bluff may be seen giant mammals of the ocean being reduced from tons of bone and blubber into oil and fertiliser and numerous subsequent by-products.

Durban has a dry-dock 1,150 feet in length. It was officially opened by the Prince of Wales in June.

Vice-Admiral Sir Roger Keyes is the new Commander-in-Chief of the British Mediterranean Fleet. His flag is carried by the battleship Queen Elizabeth.


A scheme is on foot to form a division of the Royal Naval Volunteer Reserve with headquarters at Singapore.



This Strong Nickel
OPEN FACED
LEVER
Watch
ONLY
9/6
Kept in repair for 12 months.

**WILL STAND HARD, KNOCK ABOUT WEAR
WE STAND BEHIND EVERY SALE**

ANGUS & COOTE Ltd.
"SYDNEY'S LEADING JEWELLERS"
"ON THE WHITE WAY BLOCK"
486-502 GEORGE STREET, SYDNEY



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.

CHAMPION



HIGHEST GRADE **CUT & PLUG**

TOBACCO

AROMATIC **DARK**
NATURAL FLAVOUR **FULL FLAVOUR**

TINS OR PACKETS

Champion De Luxe Mixture
PACKETS OR AIR-TIGHT TINS

THE TINGIRA.

Lying moored in Rose Bay His Majesty's Australian Training Ship "Tingira" has been a familiar sight to thousands of Sydneysiders for many years. Years before she was acquired by the Commonwealth Government as a nursery for the Australian Navy, she sailed the wide seas as the "Sobraon," and carried the house flag of Messrs. Devitt and Moore, well-known in the passenger and freight trade between the old land and Australia.

Few people who sight the old ship to-day think of her as she was in the days of her glory—carrying along in the soft embrace of the steady "trades" under a two acre cloud of white canvas, or with plucked wings racing madly through the leaping waves of a snorting gale and shaking the heavy seas in broken cascades from her decks. Yes the "Tingira" was the great "Sobraon" in those far away days—she was launched in 1866—and in Melbourne shipping circles hers was a name to conjure with. Through fair weather and foul she brought many hundreds of settlers to our shores, and also carried many notable men, among them Lord Belmore, a Governor of New South Wales. Few travellers in the palatial steamboats of to-day know that a sailing ship—the "Sobraon"—had a first-class saloon 200 feet in length and occupying the entire beam of the vessel!

When the Duke of Edinburgh was in Sydney the "Sobraon" was the flagship at the Sydney Regatta.

One passage to Australia, when the fine old vessel was running along under full sail and logging 13 knots an hour, a lady climbed over the poop rail and dropped into the sea. At the cry of "Man overboard" from the man at the wheel, every effort was made to shorten sail and so reduce

the speed of the vessel. Lifebuoys were thrown into the sea, and within five minutes after the lady went over the side a lifeboat was launched. Pulling back over a lumpy sea on a pitch black night—it was after 10 o'clock—was the lot of the boat's crew. All efforts to find the woman were fruitless and after a hard tussle with the waves and two narrow escapes from swamping, the boat returned to the "Sobraon" and was safely picked up.

On another occasion an apprentice fell overboard. When the boat reached him a few miles astern he was swimming along with his boots hanging round his neck. They had been inconvenient to him on his feet, and he said he did not want to lose them.

The days of the old ship are numbered. The Federal Defence authorities being without soul, contemplate an early scrapping of the once "white winged vision of the deep," for has she not done a full life's work, and come to the end of her days of usefulness to man?

It is proposed to remove the trainees to a shore depot which it is intended shall be established near Geelong in Victoria for their future training for the Royal Australian Navy. When that day comes, the "Tingira" will die the death which has fallen with heavy hand on most of her lovely and famous sisters.

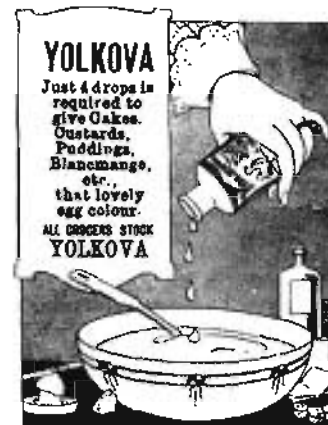
The age of mechanism with its rush and rattle, its selfishness and greed covers the earth with its soul-less and fetid breath, and the quiet beauty of the old ship life is fast perishing in the furnace of what the world calls progress and profit. We have scrapped the golden mellow of the old order, and accepted the harsh hues of the modern. The "Sobraon" in the old embodying the spirit of freedom drawn from the wide deep sea will perish—but she will never accept the new.



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 runs off at once. Cleanses, things of nickel and aluminium, woodwork, floors, windows—for all these—and for cleaning hands—there's nothing just so good.

CLEVER MARY



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, PIG-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-LEAD MINE:
BROKEN HILL, N.S.W.
BRANCH OFFICES:
SYDNEY:
36 O'CONNELL ST.
ADELAIDE:
22 FRANKLIN ST.
LONDON:
5 & 6, WINCHESTER ST.

HEAD OFFICE: EQUITABLE BUILDING MELBOURNE

The Supreme Test of Quality

THE JUDGE'S DECISION

Caldwell's Wines

AWARDED

322 Champion Gold Medals—First and Other Prizes 10 Years.



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. S. COOPER
Hon. Secretary Mr. EDGAR FIDDEN

NORTH SYDNEY—Officer-in-Charge Mr. M. MACDONALD

LANE COVE—Officer-in-Charge Mr. F. GIBBS
Hon. Secretary Mr. F. L. GIBBS

BALMAIN.

THE depot at Gow Street was the scene of real enthusiasm on the night of September 9. Mr. Harry Shelley of the Navy League Executive had arrived. With him came peanuts—scores of bags of them; deflated balloons, the toughest that Sydney could disgorge, one for each boy to inflate by way of mouth until it burst; prizes in the shape of useful pocket knives and handsome boxes of chocolates for the winners.

Mr. Shelley, after seeing the cadets at work, was accompanied on a tour of inspection of the depot by Messrs. T. Fox, President Balmain Sub-branch, Mr. S. Cooper, Officer-in-Charge, Mr. Edgar Fiddien, Hon. Secretary, Mr. Wood, Physical Training Instructor, and Captain Beale, Organising Secretary of the Navy League.

The depot has been completely transformed during the last twelve months by the wonderful improvements effected. It is an achievement worthy of the highest commendation and reflects the highest credit on the local Hon. Secretary and the officers concerned. The work performed has been a labour of love from start to finish—the officers giving their time voluntarily and without financial recompense. As long as such men are available to work for the sea cadets the movement will never languish.

DRUMMOYNE—Officer-in-Charge Mr. S. HERRING
Hon. Secretary Mr. A. WALKER

RICHMOND—Officer-in-Charge Mr. R. M. WARD
Hon. Secretary Mr. J. B. ARTHUR

EASTERN SUBURBS—Officer-in-Charge Mr. S. J. HOPKINS
Hon. Secretary Mr. S. J. HOPKINS

After the inspection the sixty cadets present were lined up and enjoyed themselves to the full in frantic and comical efforts to inflate the balloons to bursting point. Mr. Shelley brought with him a happy care-free atmosphere of youth and elderly officers were badly infected and could be seen along with the boys with swelling balloons protruding from their mouths. The novelty and merriment of the occasion will not soon be forgotten by the Balmain cadets, nor will Mr. Shelley easily forget the whole lunged vote of thanks from 60 odd mouths which later awoke the still night air at his departure.

WELFARE ASSOCIATION OF BALMAIN SEA CADETS.

At a meeting of the above, held recently at the residence of the Officer-in-Charge, Mrs. E. Fox was elected President; Mrs. Hayward, Hon. Treasurer, and Mrs. S. Cooper, Hon. Secretary.

Miss A. S. Murray, of Neutral Bay, has very kindly consented to act as Hon. Secretary to North Sydney Sub-branch of the Navy League.

It is hoped to organise a function at an early date to provide funds to pay the rental of the depot, and so come into line with other sub-branches.

LANE COVE.

"PLENTY OF ENJOYMENT FOR EVERYBODY.
STALLS, LUCKY DIPS, COMPETITIONS, GAMES.
UNIQUE DECORATIONS—TRULY NAUTICAL.

Fancy Goods and Sweets will be sold from the decks of the "Australia." Bran Pie will be Served from the galley of this wonderful craft.

Have a Dip into one of the portholes of the marvellous "Melbourne" and receive a prize. Take Afternoon Tea on the bridge of the "Sydney." Purchase Dolls, etc., from the quaint little "Adelaide." Get your Groceries at reasonable prices from the "Brisbane." You must not miss seeing Davy Jones' Locker—it contains things weird and wonderful."

That is how the notice read. It was served on us (and on many others, too) by the "Driver" of the Lane Cove Company of Sea Cadets. The object was funds which are required to pay for the building of a water front depot for the boys. We went. Things were as advertised. True to label—the Navy League way of doing business.

The attraction took place in the local School of Arts, and was opened by the Company's patron, Mr. W. D. Loveridge, who is Chairman of the Sydney Harbour Trust. Mrs. Loveridge accompanied her husband, and together they interested themselves in the various stalls by making many purchases.

Mr. Harry Shelley and Mr. Harold Cochrane, of the Navy League Executive, were also present for a couple of hours in the afternoon.

The stalls were very well patronised, and the organisers were hopeful that the financial results would be most encouraging and helpful towards the realisation of their ambitions—the building of the depot.

Those whose labours made the venture a success included the Officer-in-Charge (Mr. F. Gurre), Mrs. Gurre, Mr. Sommerville (1st Officer) and Mrs. Sommerville, Mr. and Mrs. Standish, Mr. and Mrs. Grindrod, Mr. and Mrs. McIntosh, Mr. Hedges (Hon. Secretary) and Mrs. Hedges, Mr. and Mrs. Oakes, Mrs. and Miss D'Arcy, Mrs. Varcoe, Miss Gooch, and Mrs. Turner. Others included Captain Carter, Mrs. S. Cooper, Mr. Lea-Wilson, W. W. Beale, and about 30 local cadets.

Congratulations to Drummoynne and Balmain Companies of Sea Cadets on the all-round improvement effected during the last few months. Progress continues to be a marked feature, and has been freely commented upon by Navy Leaguers who have visited them of late.

EASTERN SUBURBS.

Contributed by Mr. C. J. Hopkins.

Since the August issue appeared we have had an exceptionally busy month, and things are shaping towards the end we have in view, namely, to make this the premier Sub-Branch in Australia.

Now that this Sub-Branch has been reorganised on a satisfactory basis and we are able to make a forward move, we have received promises of support from quite unexpected quarters.

This Company furnished a detachment to attend at the Casino Bondi Hospital Ball. Ald. Foster, M.L.A., on behalf of the Ball Committee, thanked the Officer-in-Charge for the presence of the Sea Cadets. The Ladies' Committee provided refreshments for the boys, and invited the officers to be their guests for the evening.

As we have not completed the formation of the Social Committee a few ladies, who were anxious to help this Sub-Branch along, were permitted to arrange for a function—Euchre Party and Dance to take place on the 29th inst. at the Surf Club Hall, Clovelly. The amount of work put in by the acting joint Secretaries, Mesdames Hay and Lutt, and the number of fine prizes, as well as cash donated, augurs well for the success of the forthcoming function.

The proceeds will be paid through the Hon. Treasurer into the general fund of the Eastern Suburbs Sub-Branch for the use of the local companies.

Mr. G. E. Fairfax has generously donated to this Sub-Branch a boat to be built to specifications approved of by the Navy League. We extend our hearty thanks to Mr. Fairfax.

Splendid support is being accorded by Mrs. P. Wirth and her daughter, Mrs. Blackmore. Mrs. Wirth has donated a kettle drum and a set of boxing gloves. Hearing that we were anxious to acquire a 14ft. beach boat with sails, mast and centre board complete, Mrs. Wirth volunteered to collect the amount among her personal friends and started the fund with a donation of £5, this amount, plus Mrs. Wirth's exertions on our behalf, among her friends, enabled us to purchase the boat for this Sub-Branch, and we anticipate many pleasant outings in it. Out of compliment to Mrs. Wirth we are naming the boat "Charlesworth" after her grandson, who is a member of our Company.

Mr. Wirth, Rushcutters Bay, has donated £5. Mr. Stuart Doyle, on behalf of himself and the Directors of Union Pictures, Ltd., £2 2s. We extend our best thanks to those gentlemen for their generosity.

Week-ends have been spent at the Drummoynne Company's depot trying out our new gig. A few days ago we sailed it down to Rose Bay.

Our best thanks are due to Mr. Hooper and the

C.P.O. of Drummoyle for the very valuable assistance rendered to this Company on many occasions.

Now that we are in possession of a suitable boat enthusiasm among the boys is growing. In addition to their ordinary drill at night the cadets love to be on the water learning the art of seamanship and boat sailing.



MISS NANCY FOX AND HER BROTHER.

These young people conducted a Bazaar in Balmain at the end of August to help defray expenses in connection with the Juvenile Ball held at the local Town Hall on September 10. Their splendid efforts realised about £15. The proceeds from the Ball will be devoted to further the Navy League Sea Cadet movement in Balmain.

The success of the function was largely due to the untiring effort of Mrs. Edgar Fidden, Mrs. A. W. Sommerville (President of the Ball Committee), Mrs. S. Fox, Hon. Secretary, and Miss Foggan, Hon. Treasurer.

"Each blade of grass has its spot on earth whence it draws its life, its strength; and so is man rooted to the land from which he draws his faith, together with his life." — Joseph Conrad.

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 this 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 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 FRATERNAL SPIRIT.



Navy League Sea Cadets visiting an American battleship changed caps with members of the crew.

COMMITTEE MEETING.

At the monthly meeting of the Navy League Executive held at the Royal Naval House on the 14th inst., it was decided to adopt the recommendations of the sub-committee as follows:—

1. Special letter to be sent to members of the League who are in arrears with their subscriptions.
2. Annual outing to be arranged for League members. Cadets to give boating displays. Band to be in attendance. Clarke Island suggested as a suitable place. Date to be fixed.
3. General Appeal for funds to be made in the late Spring of each year.
4. Annual Meeting of League members to take place in March.
5. Wording of letter of reminder to be revised.

The Chairman stated that Mr. Geoffrey E. Fairfax had intimated that he would be very pleased to donate a 27-foot boat to be built to

Navy League specifications, and landed to the League for the Eastern Suburbs sub-branch for the use of the sea cadets. The Committee accorded Mr. Fairfax a cordial vote of thanks for his generosity.

Present at the meeting were: Judge Backhouse (chair), Commodore Wardle, D.S.O., R.N.; Sir Alfred Meeks, Messrs. G. E. Fairfax, A. G. Milson, Harry Shelley, E. R. White, C. M. C. Shannon, T. Fox, F. W. Hixson, H. Cochrane, Captains Innes, Robins, Pearce; Commander Quick, Captain O. Smith and W. W. Beale. Mr. Kelso King was unavoidably absent, and sent an apology.

NAVAL APPOINTMENTS

Lieutenant: Francis Douglas Watson, to Penguin, to date July 9; Horace I. H. Thompson, to Penguin, additional, to date July 7.

Boatswain: William G. Knight, to Cerberus, to date July 11.

Paymaster Cadet: Ralph F. M. Lowe, to Adelaide, additional, to date July 14; Eric D. Great, to Adelaide, additional, to date July 14.

The ABERDEEN LINE

A CENTURY of PROGRESS

OLDER shipping companies there may be than that of the Aberdeen Line—although but few seeing that it boasts a history of a Century—none, however, can fairly claim a more honourable record in the Australian trade, in which its name has long been a household word with British and Australian travellers alike.

The early records of the Company have been only very imperfectly preserved, but it is clear that by 1835 there was a fleet of ten vessels.

They were small ships—the largest being only 321 tons—but despite this made voyages to South Africa, South America and the Far East, though the Canadian and short-distant Trades were those chiefly affected.

The first ships built for the Aberdeen Line were the *Helen* and *Marmion* but the most prominent of the early vessels was the *Childe Harold*, of 116 tons.

Another famous vessel was the *Anemone*, 1840, which ship commenced the Aberdeen Line connection with Australia the same year. This vessel was followed shortly afterwards by the *Neptune*, *Prince of Wales* and *Oliver Cromwell* since which time except for a short period during the war of 1914-1918, the Aberdeen Line's Australian Service has never been interrupted.

New Zealand is also mentioned early in the history of the Line—in 1842 the New Zealand Company chartered the *Prince of Wales* to carry 116 emigrants, the passage money being £16 per head.

The *Prince of Wales* landed her passengers at Port Nicholson in December, 1842, and then proceeded to Sydney in search of a homeward cargo.

About this time the voyage records of certain American-built ships began to impress the British merchants. To meet this new demand of speedier delivery of goods the Aberdeen Line had built the barque *Phœnician*. Although only 521 tons, this vessel made the passage to Sydney with a full cargo and 32 saloon passengers in 91 days, against the

average, at that time, of 120 days. In 1853 the *Phœnician* covered the passage Sydney to Plymouth in 83 days.

The ship *Woolloomooloo* of 645 tons, was added to the fleet in that year but failed to beat the record of the *Phœnician*, the maiden voyage taking 87 days and the following trip 93 days.

By regular, though rapid, stages the fleet increased till within a score of years after starting their London house, the Company owned about 25 sailing ships of the highest class.

Until the opening of the Suez Canal and the effective development of steam navigation, the Aberdeen Line clippers may be said to have held the command of the seas in the mercantile sense. They effectively outdistanced the much-vaunted Baltimore clippers which, at one time, created such a scare in the hearts of British Shipbuilders, and they no less effectively helped to oust the American element from the China trade.

In this the famous Aberdeen clipper *Thermopylae* played a great part. A full-rigged composite clipper ship of 950 tons register, the *Thermopylae* has been acknowledged as one of the fastest sailing vessels ever built.

The first voyage was from London to Melbourne. Sailing in November 1868, she made the fastest journey between those ports that had ever been accomplished—60 days from berth to berth. This was looked upon at the time as a quite exceptional achievement, due largely to accident, and it was never supposed that the ship could maintain the reputation she had won upon this voyage. But the next trip she made confirmed her remarkable qualities, for she made the same passage within a few hours of the exact time her maiden voyage had occupied.

The log of the first voyage is preserved in Lindsay's *History of Shipping* as a record of rapid sailing. On ten days at least of the sixty she occupied on the passage the average run amounted to upwards of 350 miles per day. On January



Achieving Beauty and Permanence
HOMEBUILDERS everywhere are achieving permanent Ceiling beauty, by installing Wunderlich Art Metal Ceilings. Reasonable prices and low cost of fixing place our Ceilings within the means of even the modest Homebuilder.
 Send to-day for our free Catalogue M. 2
WUNDERLICH LIMITED
 Bantle Street, Redfern, Sydney
WUNDERLICH
 Art Metal Ceilings

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital £2,000,000
 Capital Paid-up and Reserves £2,024,500
 Aggregate Assets at 30th June, 1925 £15,395,327

Directors: SIR MARK SHELTON, K.B.C., Chairman;
 FRANK N. YARWOOD, F.C.P.A.; DONALD CAMERON;
 H. R. DRAUGHT, O.B.E.; Deputy Chairman;
 GEORGE J. SLY, M.D.; JAMES D. T. L. F. RUTLANDER.
 General Manager: C. M. C. BRANSON.
 Chief Inspector for New South Wales: W. G. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 118 PLACES IN NEW SOUTH WALES

BRISBANE: 211 Queen St. Chief Inspector for Queensland: L. A. VYVIAN. Manager: U. H. HOWELL.
 BRANCHES AND RECEIVING OFFICES AT 21 PLACES IN QUEENSLAND.

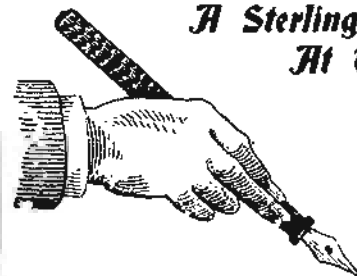
MELBOURNE: 32 Collyer St. Manager: M. R. FINNEY.

ADRIAN: 35 Randolph St. Manager: K. T. MURPHY.
 LONDON: 35 Threadneedle St., E.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.

A Sterling Fountain Pen At Trifling Cost for Quality.



You can't beat a good British make. It stands up to hard service, and is always dependable.

THE "PENFOLD"

is a self-filler, with 14-ct. gold nib, full barrel in engine turned vulcanite, and screw cap.

We Stock all Standard Makes.

PRICE 9/6

W. C. Penfold & Co., Ltd.

Stationers, Printers and Systematists,

88 PITT STREET, SYDNEY.

Estd. 95 years (1830-1925)

'Phone, B 6484 - Four Lines

3rd, 1870, with the wind strong abeam, she ran by the log, confirmed afterwards by observations, 330 knots or 380 statute miles. Allowing even a discount of 10 miles for time gained in great circle sailing, this would still show an average of $15\frac{1}{4}$ miles per hour.

The *Thermopylae* is always associated with another beautiful little vessel, the *Cutty Sark*, a 921 ton composite ship owned by Mr. John Wills of London.

In point of speed there was very little difference between them, but in the tea races the *Thermopylae* generally triumphed over her opponent.

Prior to 1869 all the sailing vessels of the fleet had been of wood or composite, but in that year the *Patriarch* of 1,339 tons, was launched. She was of iron with iron telescopic masts. The vessel made a record passage from Sydney to London—68 days from the Heads to the West India Docks.

Following the *Patriarch*, another wooden ship the *Aviemore* was built in 1870, but the next eight vessels were of iron, and included the *Miltiades* 1,452 tons, *Salamis* 1,130 tons, *Aristides* 1,721 tons, *Pericles* 1,671 tons, all names to conjure with in the days of the China Tea Races.

The *Strathdon* 2,093 tons, was the first and only steel sailing vessel owned by the Aberdeen Line, although the use of steel in the construction of ships was not new even in 1885, when Harland & Wolff of Belfast, built this ship.

The sailing ship was gradually being ousted by the steam ship as the latter became more and more economical and reliable, but owing to the speed and reputation of the Aberdeen clippers the Company did not find it essential to adopt steam until 1881.

When, however, they did order a steamer they decided to be well ahead of the times, and on the advice of the late Dr. Alex. Kirk, fitted the s.s. *Aberdeen* with the first set of triple expansion engines that had ever been applied to a large ocean-going steamer.

The *Aberdeen* of 3,659 tons, was built by Robt. Napier & Sons of Govan, and like several of her successors, carried sails in addition to the engines.

Three years after the launch of the *Aberdeen*, the same builders delivered to the order of the Com-

pany, the *Australasian* 3,662 tons, which steamer on her maiden voyage, carrying 640 emigrants, made the passage from Plymouth to Sydney in 44 days.

These steamers were followed in 1887 by the *Damascus*, in 1891 by the *Thermopylae*, in 1894 by the *Nineveh*, and in 1898-9 by the *Moravian* and *Salamis*.

With the introduction of the steamer the Aberdeen Line gradually disposed of their sailing ships, and by the end of 1903 the *Strathdon* was the only sailing vessel left of the 39 that had carried the House flag round the world.

The advent of steam also caused the Line to turn their attention seriously to the Passenger Trade in which, apart from the carriage of Emigrants and a certain number of cabin passengers, they had hitherto taken no particular interest. They now commenced to concentrate upon the South African and Australian Service, which they have conducted ever since.

The steamers almost from their introduction catered for only two classes—First and Third—no second-class passengers being carried, and the Aberdeen Line was probably the originator of the two-class ship, which has since become so much the fashion.

In 1903 the Company added to their fleet the *Miltiades* and *Marathon*, both clipper-bow steamers of 6,800 tons. These two vessels merit special mention; they were the first twin-screw steamers of the Line, and were built to the requirements of the Admiralty Transport Department as well as those of Lloyd's highest class.

The *Miltiades* and *Marathon*, like the other steamers of the Aberdeen Line, soon won for themselves amongst the travelling public reputations as good, comfortable, steady steamers, and in addition they promptly established reputations for speed. The former vessel not only accomplished the fastest passage ever, up till then, made on the Cape route from London to Melbourne, but when called upon at short notice to take the place of the regular mail boat via Suez Canal, landed the Australian mail 24 hours before the scheduled date.

Meantime, however, a big change had come over Shipowning, and largely owing to improved

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

CAPITAL PAID-UP	£3,500,000 0 0
RESERVE FUND	£2,830,000 0 0
RESERVE CAPITAL	£3,500,000 0 0
	<u>£9,830,000 0 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.; HON. J. W. MACARTHUR ONSLOW, M.L.C.
GENERAL MANAGER: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICE: 18 BIRCHIN LANE, LOMBARD STREET, 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, 1925 £25,217,645.

PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1855	£1,335,073	1875	£4,781,854	1895	£12,109,532	1915	£29,706,833
1865	£2,216,524	1885	£10,669,722	1905	£16,529,856	1925	£25,217,645

AUSTRAL-EAST INDIES LINE MANAGERS

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

PASSENGER and CARGO SERVICE

TO
JAVA and SINGAPORE

VIA
MELBOURNE, ADELAIDE and FREMANTLE

Saloon passengers only at moderate rates.
Cargo at Lowest Current Rates.

NEXT SAILING

Steamer Tons Commander Leaves Sydney
"CITY OF PALERMO" 4089 H. Aubrey October 5, 1925

The "City of Palermo" has very good accommodation for eighty saloon passengers—all in three berth cabins.

Special attention to cuisine and the comfort of passengers

For all Particulars as to Rates and Rates of Freight Apply to:-

W. G. DEUCHAR & CO. LTD.

MANAGING AGENTS.

22 BRIDGE STREET, SYDNEY.

TEL. 1 & 6825, 2 & 6826

Cargo received at Ellerman & Bucknall Company's Store, Westmoreland Bay.

Port facilities, steamers were growing to a size that a decade back would have appeared impossible.

This created a very awkward situation for the private Companies, as the costs involved in building the big ship became very great.

The Aberdeen Line found a solution of the problem in 1905 by reconstructing their business in conjunction with the White Star Line and The Shaw Savill & Albion Company. Since that date they have never built a steamer of less than 11,000 tons, whereas up till 1900 their largest steamer was under 5,000 tons.

The Aberdeen Line Passenger Service now consists of five vessels, all of which offer very similar accommodation. The first of these, the *Themistocles* came into being in 1911, her sister ship the *Demosthenes* following a few months later.

These vessels are each of 11,250 tons, 500 ft. in length, and 62 ft. in beam and are equipped with every modern appliance for the comfort of passengers and the handling of cargo. They were the first steamers in the Australian trade to have a complete deck allotted to first-class single-berth cabins—the demand nowadays for single-berth state rooms is a marked feature of ocean travel.

The *Demosthenes* was the first triple-screw steamer of the Aberdeen Line, and the first vessel engaged on the combination principle of reciprocating and turbine machinery to enter the Australian trade.

The largest steamer of the Aberdeen Line fleet is the s.s. *Euripides* built in 1914 by Harland & Wolff of Belfast—15,000 tons gross, 550 ft. in length, and 67 ft. in beam.

On the arrival of the *Euripides* in Australia on her maiden voyage she was requisitioned for the carriage of the Australian troops, being flagship in the first convoy to leave these shores in 1914.

The war record of the steamers of the Aberdeen Line is a proud one. The total mileage steamed was 958,487 and the troops carried 129,404; these were conveyed over nearly all seas and were of various races—Australian, Canadian, South African (black and white), Imperial, West Indian and American.

The services rendered by each of the five steamers comprising the fleet at that time are as follows:—

Steamer.	Miles Steamed.	Troops carried.
<i>Miltiades</i>	177,484	21,051
<i>Marathon</i>	184,379	20,804
<i>Themistocles</i>	222,784	28,137
<i>Demosthenes</i>	265,533	20,973
<i>Euripides</i>	268,307	38,439

Exposed as these vessels were to all the dangers of mines, submarines and raiders, not one was lost and all the troops were safely transported to their destinations.

As an indication of how the Mercantile Marine has changed during the last century, the following short summary of the Aberdeen Line fleet over four periods of twenty five years may not be without interest:—

1850	7 sailing ships, average tonnage, 262
1875	20 " " " " " 1,038
1900	5 steamers, average tonnage 3,680
1925	5 " " " " " 12,450

It may also be noted that the Aberdeen Line ships have varied in size from the *Marmion* of 78 tons, built in 1827, to the *Euripides* of 14,947 tons, built in 1914.

Messrs. Dalgety & Co., Ltd., are Agents for the Aberdeen Line throughout Australia.

THE WINE OF LIFE.

"When I've left off carlin' the way I do.
For the things that's old an' the things that's new.
For the things that's ap'oin' every minute.
An' all the sights as the world's got in it:
When I've got no manner of use no more
For a song an' a yarn with my pals ashore:
When a ship's no more than a ship to me
An' there's nowhere left as I want to see:
When the fun 's all flat an' the jokes all stale.
An' there ain't no taste in the cakes an' the ale—
You can stitch me up as soon as you like
In a corner o' wore out sail," said Mike.
"With 'olystones at my 'eels and 'ead,
An' doltop me overboard—I'll be dead!"

London "Punch"

PLEASE ASK A FRIEND TO JOIN
THE NAVY LEAGUE.

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 (3 Lines); NW 1782, NW 1501 (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.

Angus & Coote, 500 George Street.
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 Baur.
Burnett's Jelly Crystals Ltd. All grocers.
Caldwell's Wines.
John Bull Self Raising Flour.
Champion and Victory Tobacco. All tobacco
nists.
Clever Mary Cleaner. All grocers.
Commonwealth Bank, Sydney.
Dempster, Ltd., J. M., "Avshire" 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.
Forsyth & Co., Ltd., all classes of ropes.
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.

McIlwraith, McCacharn 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 Trustees 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.

S. C. Parker, Dispensing Chemist, 21 Willoughby Road, Crow's Nest.

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.

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

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

J. R. B. Watt, Dispensing Chemist, 457 Miller Street, Suspension Bridge.

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



"Costs a little more
Worth a lot more."

AUNT MARY'S BAKING POWDER

The Pure Product of the Grape.
Ensures crispy crusted Scones and
delightful pastries.
Get a Tin from your Grocer.



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. "Fibro-lite" costs no more than weatherboards and Haling 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.

Australia or Manchuria.

BY F. DAVENPORT POWER, PUBLIC AFFAIRS CORRESPONDENT
THE SYDNEY NEWS, N.S.W. SECTION

(Mr. Marks' article in our last issue has created considerable interest, and many letters have reached us regarding it. Most of the writer's share the author's views; a few bring their big guns to bear below the waterline of his logic. Such a one is Mr. Davenport Power whose contribution we have pleasure in printing below. Readers will judge the results of his broadside for themselves.—Ed.)

THE data given in an article by Mr. E. George Marks under the above heading in the August issue of THE NAVY LEAGUE JOURNAL makes interesting reading; but are the conclusions correct?

Apparently the logic of the article is—The Japanese want room for expansion. The Northern Territory has 528,620 square miles, sparsely populated. Therefore Japan has designs on the Northern Territory. This false logic might be applied to any nation.

Surely we can be patriotic and take steps to defend Australia from any intending enemy without being offensive to a friendly country which consistently denies having any designs on our land, and has shown her good will by conveying our troops during the recent European war when, bad she wished to do us harm, she could have attacked us without let or hindrance. If other nations had kept their words as Japan has done, things to-day would be very different from what they are.

Has Japan been treated fairly by other nations? If we look to history we find that some 70 years ago Japan was forced to open her ports by the United States of America and European nations. Since then Japan has in self defence adopted many western methods and customs, and has become a world power.

Japan assisted the allies in the late war against Germany. What did she get for it? She was given mandated country between long. 130 and 175 East, and from the Equator to lat. 22 North, which comprises over 600 scattered islands with a total area of about 140 square miles. Japan once held part of Southern Manchuria but had to hand it back to China under pressure from Western Powers. She was debarr'd from retaining Kiao-

"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

Chau, won from the Germans during the war, by the Washington Conference, in fact whenever Japan has tried to find land for her surplus population in Asia, to which continent she rightly belongs, she has been blocked by Europeans who themselves have annexed land or taken it by conquest, not only in Asia, but also in various parts of the world. The Africans do not want us, neither do the Asiatics, yet we have forced ourselves on them.

The surplus population of Great Britain, Germany, Italy, etc., are to be found spread over the surface of the world, but the Japanese are practically prevented from entering the United States of America, Canada, and the Commonwealth of Australia.

The Western and Eastern ways of looking at life are different. In many cases they do not blend; but we must take the other fellow's views into consideration, whether we agree with them or not. Surely the common sense and natural thing to do is to let the Japanese have Manchuria which is at her door, without interference on the part of Europeans. The Japanese can certainly rule better than the Chinese.

Has Japan tried to force her surplus population on those countries—which state they do not want Japanese emigrants—in any but a legitimate manner? No; she has respected the wishes of those nations. The Japanese Government has under consideration a scheme for the distribution of Japan's population from the congested districts

to those less populated—that is to say, from the mainland to Hokkaido and Saghalien, or, in other words, from the centre to the North and South. It will be seen, therefore, that the Japanese Government is doing its best to deal with the question of immigration as an internal affair.

Japan has consistently stated that she has no intention of annexing Australia. That may, or may not be believed by those who take upon themselves to explain the motives of certain actions by the Japanese Government; but look at the question from another angle. Can the Northern Territory support a large population of any nationality, in spite of its great area? Those who have been there know that the rivers shown on the maps are dry for most part of the year, but for a chain of waterholes few and far between. Even cattle cannot feed more than five miles away from the water. As to forming reservoirs on the surface, the tremendous evaporation makes them of little value—one would have to depend on underground dams. How would the Japanese grow their rice under such conditions? If an army of any nation were to land in the Northern Territory, what chance would it have of working its way south? An enemy could do much damage to our capital cities by bombarding them from the air and sea, but that is quite another thing to dominating a country already in possession of another nation which could claim help from others.

The 140 square miles of scattered islands cannot be looked on as dangerous from a large popula-

£100 IN CASH
FOR

Breakfast D-Light

(Particulars in each Packet)

ASK YOUR GROCER ABOUT THE "WORD COMPETITION."

W. C. DOUGLASS LTD., Foveaux Street, SYDNEY, N.S.W.

SERVICE - SECURITY

THE GOVERNMENT SAVINGS BANK OF N.S.W. OFFERS EXCEPTIONAL FACILITIES FOR SAVING. ABSOLUTE SECURITY IS GUARANTEED, AND A COMPLETE BANKING SERVICE IS GIVEN. INTEREST AT THE RATE OF 4 PER CENT. IS PAID ON SAVING ACCOUNTS UP TO £500 AND 5½ PER CENT. ON ANY EXCESS TO £1,000. PERSONAL, JOINT, TRUST AND CHILDREN'S ACCOUNTS OPENED.

Government Savings Bank
OF N.S.W.

Head Office: 19-23 MARTIN PLACE, SYDNEY.

170 BRANCHES & OVER 500 AGENCIES



THE KIWI TRADE MARK

KIWI
BOOT POLISH

Obtainable in Black, Tan, Patent Leather, Light Tan, Dark Tan, Nigger Brown, Ox Blood and Brown. All are of equal excellence and superior in every way. Kiwi is very economical.

FOR QUALITY

ENSURE THE SAFETY OF YOUR ESTATE BY APPOINTING PERPETUAL TRUSTEE COMPANY (LTD)

AS EXECUTOR AND TRUSTEE UNDER YOUR WILL,
TRUSTEE OF YOUR MARRIAGE OR OTHER SETTLEMENT,
ATTORNEY UNDER POWER OR AGENT.

DIRECTORS:
Hon. R. J. Black, M.L.C. (Chairman).
T. H. Kelly.
Dr. Robert L. Faithfull.
Sir Samuel Hordern.
Herbert R. Lyaght.
Walter T. Brunton.

CAPITAL AND RESERVES:
Subscribed £1,000,000
Capital Paid-up 150,000
Capital Uncalled 850,000
Reserve Fund 100,000
Perpetual Deposit with Government 20,000

Trust and Agency Funds under Administration Exceed £15,617,000

Write or call for Booklet which explains the Company's Methods and Charges.

PERPETUAL TRUSTEE COMPANY (LTD)

33-39 HUNTER STREET, SYDNEY

Manager: R. Copland Leithbridge.

tion point of view; but we are told that the possession of the Caroline, Pelew and Ladrone islands by the Japanese is a menace to Australia and New Zealand on account of their strategic position. Put it the other way round. If these islands belonged to another country, would they not be a menace to Japan? How about Singapore, the Philippines, and the numerous islands in the Pacific that already belong to nations other than Japan?

Be prepared for emergencies by all means, no matter from what quarter it may come; but why pick your hypothetical enemy from a courteous and friendly nation whose words and actions go to show she wishes us no harm? Some thirty nine years ago there was a Russian scare in Australia. It was quite unwarranted, and later—in 1905—Japan demonstrated how rotten was the state of the Russian navy. Then came the German scare in 1914, which was a real danger. We were then very glad to accept the help of Japan to make the seas safe for our ships. Now, because there is nothing else the scaremongers can think of, they are attempting to raise a Japanese scare. Every opportunity is taken to write scare headlines and articles in the daily press—as instance the capital recently made out of the so called "Mystery Ships." It is about time that such propaganda written about a friendly nation should be stopped; it can do no good—and may do a great deal of harm. Keep on telling a man he is sick, and he will become sick. Keep on telling a nation that you expect it to fight you, and in time it will think you want to fight, and will get ready to do so. We must not forget that Japan has honourably upheld the treaties she has made with Great Britain. So little do the Japanese think of our doings in Australia that one may search the Japanese newspapers, especially the "Jiji Shimpō" and the "Osaka Asahi," leading newspapers in Tokyo and Osaka respectively, and apart from reports in the commercial columns as to the Australian wool and silk markets, the only recent mention of Australia has been to De Pinedo's flight from Australia to Japan, and the visit of the Australian warship "Brisbane" to Japan, where the men and officers were given a hearty welcome.

We hear much talk about the large navy Japan is building, and ask: "What is it for?" Japan in the Pacific is in much the same position as Great

Britain in the Atlantic. She is insular, and therefore requires a larger navy to protect her shores in case of war than a country with less seaboard. Also being an island—or rather a series of islands—she must protect her trade routes.

Ms. Marks states that Japanese colonies have comparatively few settlers. Why is this? It is because the Japanese are not natural colonists; they do not like leaving home permanently, and live in hopes of eventually returning to their own country. There are comparatively few Japanese in Australia. According to the last census report—in 1911 there were 3,489, and in 1921 only 2,738, or 751 less. The undiscerning public who cannot tell the difference between a Japanese and a Chinese, probably think there are more; for in 1911 there were 22,753 Chinese in Australia; while in 1921 there were 17,009, or 5,744 less than in the previous decade. It will thus be seen that the Chinese in Australia vastly outnumber the Japanese.

Supposing Japan owned Australia, would it help the surplus population difficulty so well as if they were nearer home in Manchuria?

It does not seem to matter much what the Japanese do; it is liable to misconstruction. She is not sending a large fleet to Australia to show off her naval strength. That might be misunderstood at the present time. Instead she is sending a high official as Consul-General to Australia, a nobleman and scion of one of the highest families in Japan, who has been educated along English lines, and who, for the sake of his country, has given up a more important position in order to try and bring about a more normal understanding between Japan and Australia. But a sinister motive has actually been put on this action, for we are told to "mark the unprecedented attention Japan is paying Australia—a country which excludes her nationals."

Japan is in a suitable position to become a manufacturing country. She does not produce much raw material, but the Asiatic continent and the Pacific Islands do. If Japan is not allowed to expand in Asia she will be forced to find employment for her population by starting various factories so that her people can remain in the country. Trade is the root cause of most of the trouble between nations, because some people want to live, but refuse to grant the same right to others.

Concluded next page.

S. C. PARKER

M. P. S.

DISPENSING CHEMIST

21 Willoughby Road,
Crow's Nest.

TEL. NORTH 1921.

PERDRIAU

"WATERSHED"

GARDEN HOSE

Guaranteed 3 Years

SOLD BY ALL STORES

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

J. R. B. WATT

M. P. S.

DISPENSING CHEMIST

457 Miller Street,
Suspension Bridge.

TEL. NORTH 809.

"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.

**PEARSON'S
CARBOLIC
SAND SOAP**

**DOES ITS WORK
WELL**

USE NO OTHER

There are many people in Australia of trained minds and experience who believe in the neighbourly friendship between our own nation and Japan. Surely it is time they expressed their opinions openly instead of allowing public opinion to be moulded by fanatics, no matter how patriotic their method of expression may appear to be.

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"

Is splendid Household and
STEAM COAL
BRIGHT BURNING and
GREAT HEATING
POWER.

HEAD OFFICE:

55 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.



THE NAVY LEAGUE.

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

H. E. THE STATE GOVERNOR,
ADMIRAL SIR OUDLEY DE CHAIR, K.C.R.

PRESIDENT—
THE HON. SIR W. H. CULLER, K.C.M.G., M.A., LL.D.

EXECUTIVE COMMITTEE—
EDWARD W. HIND
JAMES KING
SIR SAMUEL HENDERSON, K.B.
P. W. HICKSON, O.B.E.
ALFRED O. MILNER
O. E. FAIRFAX, B.A., LL.D.
OWEN LINES
H. H. MARRIS
E. P. STURROCK
A. CONNELL STEPHEN
A. J. WARRY
CAPT. A. W. FRANKS, F.R.C.S. Hon.
CAPTAIN S. G. GREEN, F.R.C.S.
CAPT. O. SMITH
E. R. WHITE
SIR F. O. WALBY, K.B.E.
SIR A. MCCORMICK, M.D.
A. GORDON WEECH
JUDITH A. P. HENDERSON, M.A.
J. PAYNE
SIR A. W. MENRI, K.B.E., M.L.C.
C. M. C. SHANNON
HARRY BIRRELL
WALTER M. MARRIS, M.P.
S. FOSTER NEWLANDS
SIR THOMAS HUGHES, M.L.C.
J. LANK MULLINS, M.A., M.L.C.
T. FOX
T. H. SICH
H. COCHRANE

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

HON. TREASURER—
JAMES KING
C. M. C. SHANNON
HARRY BIRRELL
HON. SECRETARIES—
P. W. HICKSON, O.B.E.
ALFRED O. MILNER
ORGANISING SECRETARY AND EDITOR OF JOURNAL—
W. W. DEALE, O.B.E. (MIL.)

PLEASE NOTE.

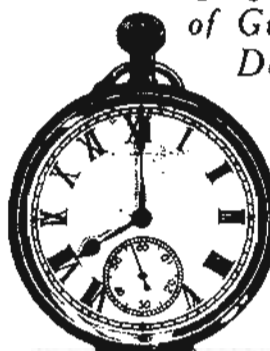
Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, 30 Grosvenor Street, Sydney.

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 High-grade Watch of Guaranteed Dependability



A reliable Crystal Jew Swiss Lever Watch in strong Giltmetal case, practically waterproof. Specially recommended for country wear or schoolboy's use.

HARDY BROTHERS recommend this high-grade Swiss lever movement watch for hard daily service. The strong case is practically dust-proof which makes it ideal for country use. Hardy Brothers will keep the watch going order free of charge, for twelve months after purchase, actual breakage only excepted.

A handy no. Catalogue posted free on request. Goods sent on approval throughout Australia. Five per cent. discount allowed for cash.

HARDY BROS LTD.
"The House of Exclusive Jewellery"

15 HUNTER STREET, SYDNEY

110-118 QUEEN STREET SYDNEY 259-300 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"	20,000
"ORONSAY"	20,000
"OTRANTO" (Building)	20,000
"ORMONDE"	14,853
"ORMUZ"	14,588
"ORVIETO"	12,155
"OSTERLEY"	12,129
"ORSOVA"	12,041

First Saloon and Third Class.

REDUCED FARES BOTH CLASSES

Orient S. N. Co. Ltd.

3-4-6 SPRING STREET, SYDNEY.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors Sir G. Talbot, R. J. Talbot, and Frank Talbot.

CRITERION THEATRE.

Pauline Frederick

"SPRING CLEANING."

HER MAJESTY'S

"PRIMROSE"

With MAUD FANE and other favorites.

THEATRE ROYAL.

GUY BATES POST

IN

"THE NIGGER"

The Bellambi Coal Company Limited

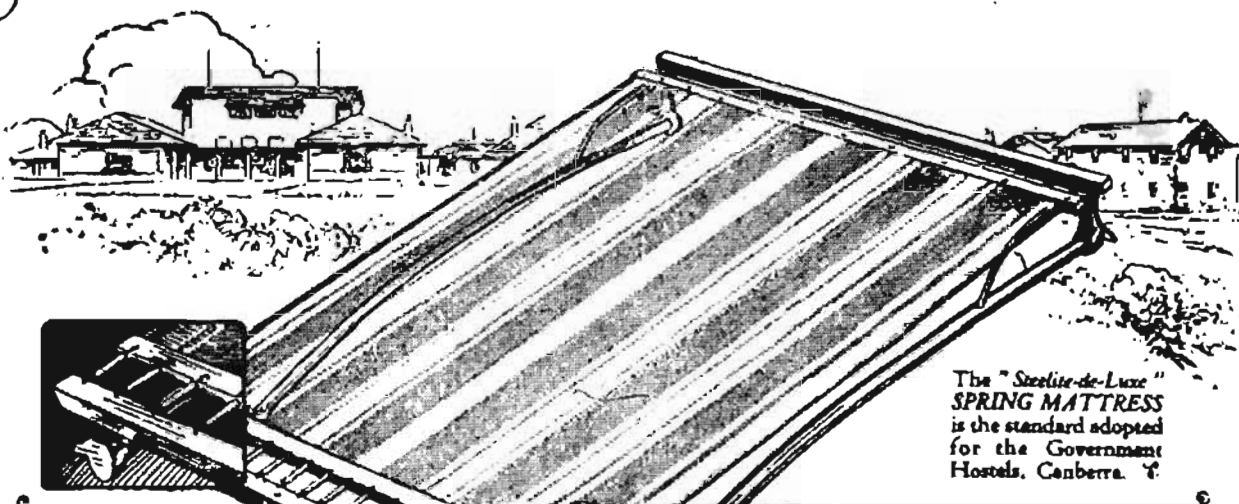
COLLIERY AND STEAMSHIP OWNERS

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

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

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

OFFICES—16 SPRING ST., SYDNEY



The "Steelite-de-Luxe"
SPRING MATTRESS
is the standard adopted
for the Government
Hostels, Canberra.

The GOVERNMENT HOSTELS, CANBERRA, are equipped with Steelite Mattresses.

The Federal Government Authorities carefully considered the outstanding merits of our "STEELITE-DE-LUXE" SPRING MATTRESS and decided that no other mattress, at the price, compared with the *sanitary, sleep-inviting, and economic* features of the "STEELITE-DE-LUXE" MATTRESS

This is a spring mattress of unusual strength and flexibility—an unique, non-sag, noiseless and sanitary design that correctly conforms to the weight of the body in every sleeping position. It is taut and firm—yet has just sufficient elasticity to provide for luxurious comfort and restful sleep.

Look at the inset in above illustration. See how the woven fabric is fitted underneath that steel cross-bar; there is no easy lodgement for fluff and germs as with the old type mattress.

Also note the small tension springs which act as shock-absorbers; their quality is not found in any other type of mattress at the same price.

Then, too, those projecting lugs on the tubular steel sides most effectively prevent any possibility of a dangerous side slip when the spring is on the bed.

But its dominant feature is that it is *sanitary*. "Steelite-de-luxe" Mattresses are made in all standard widths and can be had from any reliable furniture house. Be sure you see NEWLANDS label on the mattress.

Write to Newlands Brothers Ltd., Riley Street, Sydney, for descriptive booklets.

NEWLANDS

STEELITE-DE-LUXE MATTRESSES *Beds* MORNING GLORY BEDDING

This Metal Label
is attached to



every Bedstead
on manufacture