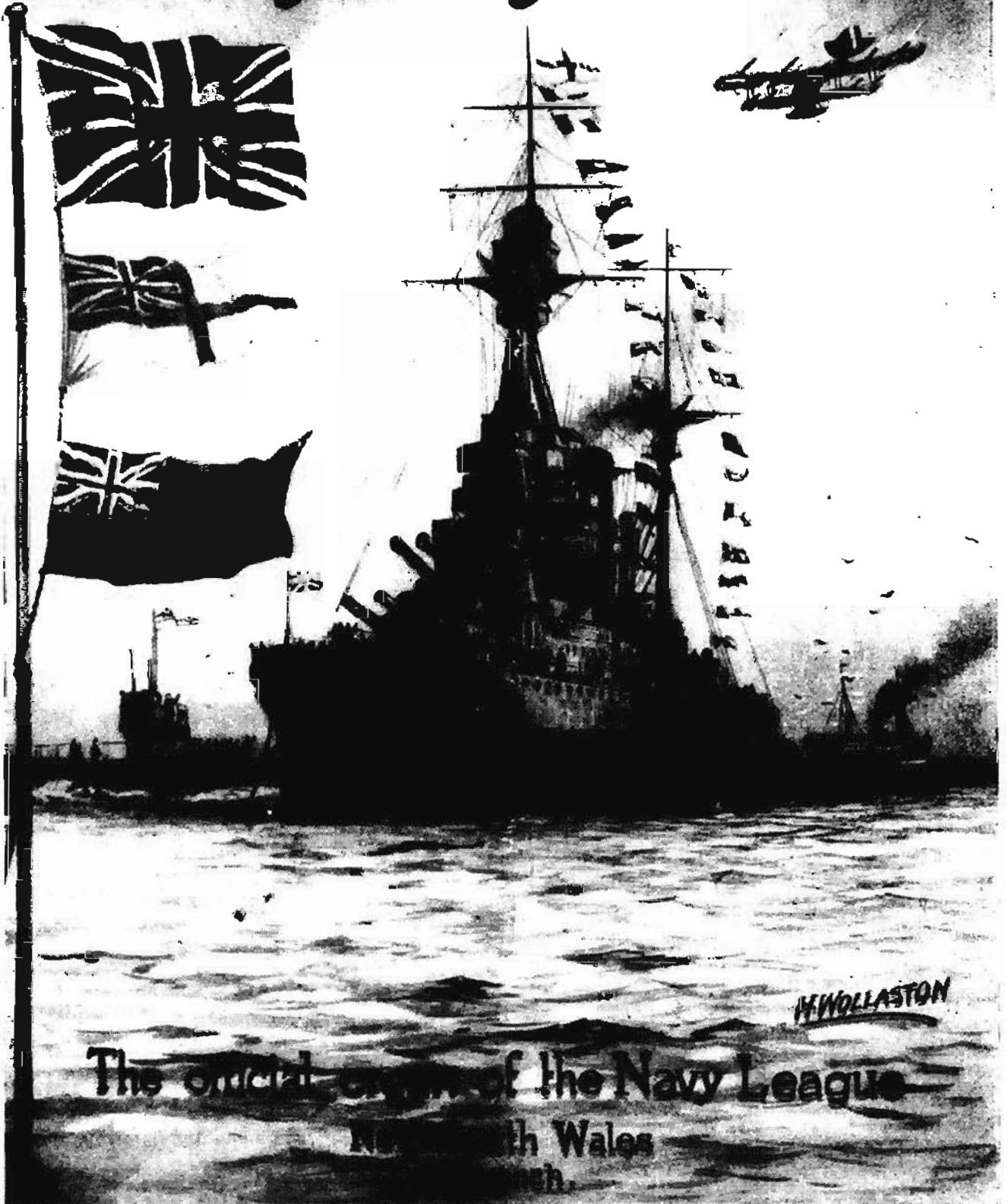


Vol. 6, No. 6.

OCTOBER, 1925

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The Navy League Journal

VOL. VI No. 6.

SYDNEY, OCTOBER, 1925.

PRICE 3D.

NELSON.

Thank God, I have done my duty.

ONE hundred and twenty years ago on the 21st of this month of October, those words were uttered by the great Englishman almost with his dying breath. Thank God, I have done my duty. As life comes to its final moorings in the harbour of Death, how many of us will be able to say with truth, 'Thank God, I have done my duty? Duty to our country, duty to our fellows!

Duty with Nelson was love; it can be with every one of us. The broad highway to Duty is marked with the sign: LESSOR SELF. Duty in its highest and noblest form can only be

performed if we eliminate the personal, as distinct from personality. A meansoul can only radiate, only transmit meanness, it cannot give that which it never owned, which it was too shallow to accommodate.

We can all aspire to be Nelsons; not necessarily as great leaders or consummate seamen, but as tolerant and sympathetic human beings with less and less of self and more of our country and Empire and fellows, attributes the victor of Trafalgar manifested in the wisely used genius of his God given faculties and so made it possible for the personnel of his victorious fleet to go forward as a "band of brothers."



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NATIONAL SCEPTICS!

"Fatuous Blindness of Humanity!"

Awakening of Colored Subject Peoples.

"White Man is Not Invincible!"

Japan's Leadership—Power of Her Fleet.

Admiral Sir Percy Scott's Warning.

Pacific Naval War—Great Britain's Disadvantage.

"American Policy Heading Straight for War with Japan!"

Opinion of Sir Herbert Russell.

By E. GEORGE MARKS

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

Amazing it is the fatuous blindness of
humanity to plainly on-rushing national
catastrophies—mercifully or ironically,
the eyes of men are sealed to the immi-
nence of appalling upheavals!

Thus spoke Comte de Gabriel Honoré Riquetti
Mirabeau 136 years ago when Louis XVI. peremp-
torily commanded the *Tiers Etat* to vote apart
from the other two orders—the Precursor of the
cataclysm of the French Revolution.

Sered, scorched, withered by the ravages of war
the world has been since Mirabeau thundered
forth his famous warning to the Bourbon monarch;
the inherent blindness of humanity to plainly on-
rushing events is unalterable—the same now as
then.

This phenomenon recurs in history with singular
regularity.

FAMOUS HISTORICAL INSTANCES.

A few instances—in June, 1870, the Cabinet of
Napoleon III.—Second Empire—was emphatic in
its declaration that the political horizon was un-
clouded; by the first week in August the French
armies were being thrust back in disorder from the

frontiers of the Prussian hosts under Count von
Moltke; in July, 1914, the British Cabinet, like the
Cabinet of Napoleon III.—44 years before—
viewed an unclouded political horizon; British
Consols stood at 75½ before the end of July the
heir to the throne of the Austrian Cæsars—the
Archduke Francis Ferdinand—was assassinated at
Sarajevo; Armageddon commenced; by August 4
Great Britain was at war with the Central Powers.

Sixteen years preceding the outbreak of the
Great War, with tragic suddenness, the U.S.A.
cruiser, *Maine*, was blown up in Havana Harbor—
two officers and 270 men were killed; the Amer-
icans flew to arms; supplications for peace by
the Great Powers notwithstanding.

Ten years preceding the outbreak of the Great
War, Japan threw down the gauntlet to Russia
when the Great Powers, the U.S.A., and the world
at large were under the impression that the dispute
regarding the rights of the Japanese in Manchuria,
the independence of Korea, the independence of
China, Muscovite designs on Manchuria were sus-
ceptible of peaceful adjustment.

An impartial survey of the negotiations preced-
ing Japan's declaration of war upon Russia in

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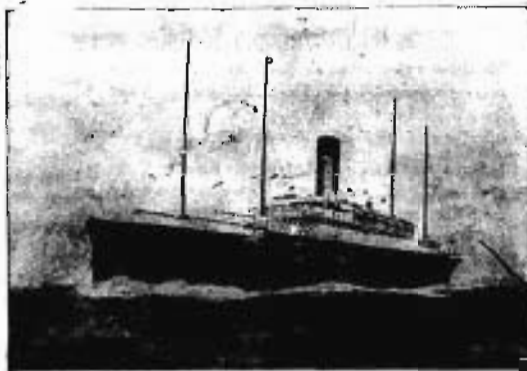
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February, 1904, leads the unbiased mind to the inevitable conclusion that Japan had sedulously prepared to measure strength with the Colossus.

With the swiftness of the eagle the Japanese fleet, under Admiral Togo, attacked the Russian fleet lying outside Port Arthur: torpedoed the battleships *Retvisan*, *Tsarevitch*; the cruiser *Pallada*—February 8, 1904!!

Two days later—February 10—the Mikado issued an Imperial rescript, giving the Japanese statement of the case against Russia—and declared war!!

The day before the issue of the Imperial rescript the Japanese fleet had attacked, seriously damaged, the Russian battleship *Poltowa*, and the cruisers *Diana*, *Askold*, and *Norvik*!!

Twenty years preceding the Great War, Japan had definite, unmistakable designs, upon Korea, the peninsula in East Asia, then tributary to China.

Japan formulated a *casus belli*; invaded and occupied Seoul, the capital—June 25, 1894.

Two days later, China remonstrated; the Great Powers protested; Japan took no notice.

The Chinese declaration of war was on August 4, 1894; on July 25, 1894, the Japanese warships, with characteristic eagerness and swiftness of decision, attacked the British despatch boat *Kowshing*, under Captain Salworthy; it had Chinese troops aboard.

The *Kowshing* was sunk off Asan!

These instances supply incontrovertible historical facts; are concrete manifestations that war descends upon nations—upon the world—with the swiftness of the eagle; are manifestations that no nation extant acts with more consummate naval swiftness than the Japanese.

JAPAN'S MODERN EVOLUTION.

Japan's modern evolution has been by means of the sword—this fact cannot be gainsaid by puerile no-defence advocates, by tremulous pacifists, by nonagenarian critics—men who are fearful to face obvious facts because they might alienate an Asiatic people!

When Australia promulgated the White Australia policy many years ago she alienated all Asiatics—especially Japan.

The pseudo-sentimentality, the pseudo-super-sensitiveness, the plastic pleantries of certain unconvincing critics—men who indulge in meaningless generalities, in puerile platitudes, who have not the innate courage to support patent and incontrovertible facts—endeavour to conceal from Australians the true purpose of Japan's inordinate haste in building the world's greatest auxiliary fleet.

Why try and delude Australians?

Why not tell them the plain, unadorned truth?

Who can truthfully gainsay the fact that Japan is preparing for the measurement of strength for the supremacy of the Pacific?

The argument that Japan needs a gigantic fleet to protect her commerce only is untenable.

Was not the very same argument advanced by the ultra-pacifists, the pseudo-sentimentalists in England when Germany was designedly unmistakably, building a gigantic fleet to wrest the supremacy of the seas from England?

"Germany will never attack England!" was the shibboleth of the pacifists, the pseudo-sentimentalists.

But Germany did attack England on sea, on land—with a relentless hatred that has no parallel in ancient or modern history.

UNHEEDED WARNING.

Field-Marshal Roberts endeavoured to convince the English Pacifists of Germany's designs; Admiral Lord Fisher did likewise; supported by Admiral Sir Percy Scott and Lord Kitchener.

Heedless were their repeated warnings; the shibboleth, "Germany will never attack England!" was the invariable answer of the Pacifists, the pseudo-sentimentalists.

"Japan will never attack Australia!" is the shibboleth of the Australian Pacifists, no-defence advocates, pseudo-sentimentalists.

"Japan doesn't want the Northern Territory," they aver with bland simplicity; with a nonchal-

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ance, with a confidence, with a firmly-fixed illusion comparable to that of the "Germany will never attack England!" coterie.

If Australian Pacifists, no-defence advocates, pseudo-sentimentalists, imagine that the island Continent of Australia, with its intensely sparse population, with the unpeopled Northern Territory of 523,620 square miles, is to enjoy perpetual immunity from the ravages of Asia's teeming millions, then they are destined to disillusionment as rude, as sudden, as convincing, as the "Germany will never attack England!" coterie.

WITHOUT COMPUNCTION.

Do these pacifists—these men who aver that Japan is so friendly towards Australia that she hasn't any designs upon the hegemony of the Pacific, upon the fertile, unpeopled possessions of the Southern Seas—imagine that save (NOT FANTASTICAL) Australians are so imbued with credulity as to subscribe to the contention that Japan will immerse herself within her own circumscribed and limited territories—notwithstanding her 70,000,000 population with its 800,000 annual increase—in order that the susceptibilities of denizens of the Southern Seas might not be wounded.

When the time is opportune—when Japan has decreed that she must have territorial expansion to feed, to sustain, her ever-increasing millions—she will have no more compunction in occupying the waste lands of the South—the waste lands of the Northern Territory—than she had in occupying Seoul; than she had in attacking the Russian fleet outside Port Arthur before the actual declaration of war!!

Let these Australian Pacifists, false reasoners, reflect upon Mirabeau's famous warning—

Amazing it is the fatuous blindness of humanity to plainly on-rushing national catastrophes—mercifully, or ironically, the eyes of men are sealed to the imminence of appalling upheavals!

These false reasoners—where Japan is concerned—want to instil into Australians the disastrous doctrine of "Laissez Vous!"—

**"BE QUIET! DON'T SAY ANYTHING!
KEEP SILENCE ON THE MATTER!"**

To instil into Australians the disastrous doctrine of "Laissez Faire!"—Let Alone!!

No more effective condemnation of Japan's peaceful designs was ever written than "Japan Won't Lose!" by Commander Ishimura, the Japanese Bernhardi. It should give an effective, a decisive quietus to those critics who aver that Japan's gigantic fleet is not for warlike purposes—merely to protect her commerce!—the same as the once formidable German fleet: merely to protect commerce!

JAPAN AT THE CROSS-ROADS.

"Japan to-day stands at the cross-roads of her national prosperity or national decay—she must expand her territories—her overflowing population demands it!"

Thus argues Commander Ishimura.

He sees only one means of territorial expansion—the supremacy of Japan's fleet in the Pacific.

ADMIRAL SIR PERCY SCOTT.

Conceded it is that the late Admiral Sir Percy Scott was no alarmist, no fanatic—his consummate judgment was supported by 50 years of experience.

Enlightenment it may be to Australian Pacifists, pseudo-sentimentalists, to learn his opinion of Japan's fleet.

On September 14, 1914, shortly before he died, he forwarded a long and comprehensive letter to the writer of this article with regard to the great, the absorbing question, of the Pacific.

Mark earnestly what he said:—

The Japanese fleet, built and building, consists of 241 warships and Japan has the finest base in the world—the inland sea.

For any chance of success we should have to take out a fleet 50 per cent. stronger than the Japanese fleet, say, 360 warships; in addition we should require mine-layers, mine-sweepers, ammantilop ships, colliers, hospital ships, store ships, repair ships—the total armada would cover over 400 vessels!!

This fleet in line at our ordinary cruising distance apart will occupy 100 miles,

and no port en route will take in one-eighth of them!

Now read what Sir Percy Scott says with regard to Japan's auxiliary fleet - which Australian pacifists aver is for the protection of Japan's commerce only: -

The hegemony of the Pacific has passed to Japan because we are spending our money on battleships instead of on cruisers!

Then Sir Percy Scott comments: -

My opinions on the defence of Australia are: -

'That Australia cannot provide and maintain a fleet sufficiently strong to cope with her potential enemy, Japan.

'That Great Britain cannot send out to the East a fleet sufficiently strong to cope with the Japanese fleet.

'That Australia can protect herself against invasion from the East or bombardment if she has sufficient aeroplanes, submarines and destroyers.

'That she could not with her own cruisers protect her sea-borne commerce; she would require assistance from Great Britain.

With properly armed bases capable of accommodating cruisers, torpedo boat destroyers and submarines established at Singapore, Hongkong, Honolulu and Port Darwin, and the countries owning these bases co-operating together, peace might be ensured for a very long period, BUT NO TIME SHOULD BE LOST BECAUSE OF JAPAN'S VAST BUILDING PROPOSALS, CRUISERS SHOULD BE BUILT WITHOUT DELAY AND THE BASES PROTECTED.

We may take it that if Australia, New Zealand, Hongkong, Singapore and Pearl Harbour are adequately armed with modern weapons, any hostile fleet will keep as far away from them as our fleet kept away from the German ports during the late war.

The foregoing comment from such an undoubted naval authority and critic as the late Admiral Sir Percy Scott must bring conviction to the minds of the most sceptical concerning the Asiatic menace in the Pacific and the reason of the construction

of the colossal fleet which Japan is preparing to meet all eventualities—all combinations.

SIR WILLIAM IRVING.

It may not be amiss to supplement Admiral Sir Percy Scott's warning to Australians, to New Zealanders, with apposite comment from one of the keenest intellects in the Empire—Hon. Sir William Irvine, K.C.M.G., L.L.D., Chief Justice and Lieutenant-Governor of Victoria, and formerly Premier of Victoria and Attorney-General of the Commonwealth.

Writing to the Author on February 11, 1925, from Judge's Chambers, Melbourne, Sir William stated:—

It is, perhaps, unnecessary for me to say how very cordially I welcome your appeals to the people of Australia to awake to a sense of reality from the happy dream-land in which they live!

Hence it will be gauged that prominent men in the Empire and in Australia are fearful that Australians, New Zealanders, too, are living in a fool's paradise—in Utopia in sight of an Asiatic volcano in the Pacific, the lava from which may change the color of the inhabitants of Australasia from white to brown.

SIR HERBERT RUSSELL.

Now that the American fleet has left the shores of Australasia and has returned to the U.S.A., a quotation from a letter written by Sir Herbert Russell, the well-known British war correspondent and naval expert—the editor of THE NAVY LEAGUE JOURNAL has seen the letter—may help to further enlighten sceptics, pseudo-sentimentalists, of the grave probability of a war in the Pacific.

Digest what he says:—

The visit of the American fleet to Australia is nothing but a gesture of strategic menace to Japan. The protection of Australia is the first duty of the British fleet, and the concentration of our main striking power in the Mediterranean as near the Pacific as we can until the Singapore base is ready. American policy is heading straight for a war with Japan!

This comment, made on June 1, 1925, supports that of Commander Ishimura in his book, "Japan

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Won't Lose!" He unhesitatingly declares that war is inevitable between the U.S.A. and Japan.

The instant that the U.S.A. and Japan are Pacific belligerents, the security of Australia is seriously menaced—because all naval strategists throughout the world are convinced that Japan will endeavour to lure the U.S.A. fleet from Pearl Harbor to her impregnable stronghold in the Western Pacific, where the Marshalls, the Carolines, the Ladrões, and the Pel-w Islands—Japan's mandated possessions—will play a tremendous rôle in victory and defeat.

Pacifists, no-defence advocates, pseudo-sentimentalists, cannot be too often reminded that the Caroline Islands are as near to Thursday Island as Thursday Island is to Sydney!

That these strategic islands are an absolute, a positive menace, to Australia—because they are athwart our trade routes—cannot be gainsaid.

WHITE MAN'S BLUNDER.

Many were the lessons of the Great War. Here is one of them that cannot be disregarded by Australians; other white peoples of the Pacific, too.

One of the most gigantic follies of the white man in the terrific world clash was the arming of the colored subject races—leading them to battle against the white man.

After Armageddon had subsided; after the colored subject races saw that the white man was not a super-man; that he was not invincible; a new spirit arose between them.

In Africa, India, Indo-China, and China tens of thousands of demobilized war auxiliaries returned to spread the wondrous news that the white man in battle was not invincible; that he could be slain; that they themselves had seen him in defeats that were not the less impressive because they were temporary.

They disseminated amongst their teeming millions the gospel that the white man who has held them in subjection for centuries! who has represented himself as being of a superior race is vulnerable; can be slain in battle like the colored

man; that he has no right to any longer hold them as his vassals; that he has no right—seeing that he is not invincible in battle—to occupy territories which, geographically, belongs to the colored races—in Africa, India, Indo-China, China and elsewhere!

The colored peoples of the world are intensely restive—Madel Kinn in Morocco—defying France; defying Spain; China's effort to arrest white domination.

The white man lost prestige in the Great War—in the eyes of colored subject races—most serious factor in the world's history. The white man's prestige of invincibility before the war has been shattered for ever amongst the colored peoples of the earth.

JAPAN'S LEADERSHIP.

Japan is elated at the awakening of the colored subject races against the white peoples whom she regards as territorial usurpers.

She regards herself as the great protagonist of the Orient—the unbeaten champion of the East.

She has a grievance—to her serious, momentous. Although in war and commerce she has proved herself the equal of the white man, whom she has found vulnerable, not invincible—insultingly—in the U.S.A., in Australia, too—treats her nationals as an inferior race. Her population is desperately overcrowded; the white man denies her nationals outlet.

Militarily she is almost impregnable to attack. She could, according to Commander Ishimuta, fight a war against America and Great Britain, or both, with a prospect of success.

Should she do so the whole colored world would seethe with frantic excitement.

"INSTRUMENT OF COLORED SUBJECT RACES."

This comment is written in order to bring the unthinking section of the Commonwealth to a stern sense of the great factor that Japan is in the world to-day; she is looked to by the colored peoples of the world as the real instrument of their liberation from the domination of the white man—her gigantic fleet is regarded by the colored subject

rares as the first means of their emancipation from their white overlords."

It is not fiction; Japan is making a bold bid for the leadership of the colored world—the beginning of a Confederation greater, numerically, than the world since its inception has contemplated.

"DRUMS OF PAROCHIALISM!"

And yet Australia has men who are too blind to see the momentous writing on the wall; who live listening to the beating of the drums of parochialism; who will not look at international problems from the proper angle; who allege fanaticism against writers who have studied, collected, dissected every aspect of the most serious problem the world has ever been faced with—the raising of the colored peoples of the world against their white overlords—led by the greatest Asiatic Power of ancient or modern history: that nation of superb moral and military fighters ruled over by the Mikado.

BE NOT DELUDED.

Australia must not be deluded by false prophets who aver that Japan is building a colossal fleet—as an instrument of peace in the Pacific!

Commander Ishimura has definitely, unequivocally, stated that Japan is preparing for a naval war against the U.S.A.; he says—"war is inevitable!"

Surely that is sufficient warning for Australian sceptics; for pseudo-sentimentalists; pacifists; no-defence enthusiasts!

Will they be convinced only when the actual booming of the guns is heard?

Again, Mirabeau's famous warning is paraded for the enlightenment of these sceptics:

Amazing it is the fatuous blindness of humanity to plainly on-rushing national catastrophes—mercifully or ironically, the eyes of men are sealed to the imminence of appalling upheavals!

"SI VIS PACEM PARA BELLUM."
(If you wish for peace prepare for war!)

"NON SIBI SED PATRIAE!"

(Not for ourselves, but for our country.)

A SMART SEA CADET.



Signaller L. V. Martin, of the Richmond Company of the Navy League. Winner of "Lea Wilson Cup" and Gold Medal, 1924-25.

H.M.A.S. Melbourne.

H.M.A.S. Melbourne, which has been in reserve at Garden Island since the end of last year, has been placed in commission again, and the cruiser is to leave shortly for the Mediterranean Sea in exchange for a unit of the Royal Navy.

With the Melbourne in commission again as an active unit of the Royal Australian Navy, H.M.A.S. Brisbane has been placed in reserve, and the complement of the latter cruiser has been transferred to the Melbourne. H.M.A.S. Melbourne will probably leave Sydney on October 20, and will proceed to Mediterranean waters, where she will remain for about six months. A unit of the British fleet will visit Australian waters during her absence.


Other units of the Australian fleet will leave Sydney during the month on a spring cruise in southern waters. H.M.A.S. Playpus with targets for Jervis Bay, and H.M.A.Ss. Sydney and Tasmania have already left.



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(W.W.R.)

A SIGHT not often given to mortal eyes, is a full dress rehearsal of the Aurora Australis or, as it is sometimes known, the "Southern Lights."

For days the ship had been hove to under three lower topsails, foretopmast staysail and mizen staysail. She was a big, stiff vessel loaded to the Plimsoll mark, and bravely stood up to the terrific squalls as they charged ahead of the body of the hurricane, driving the crests of the thundering pounding seas in stringing blinding showers across her decks. She rode up monotonous seas with her bowsprit pointing to the meridian. At last one awful sea made all the men on that ship stare aghast, as huddled in dripping oilskins on the poop they saw her bow swing and fall away in a mighty hollow and drive blindly into the crumbling wall of a racing wave mightier than all its predecessors. In a twinkling all on board was confusion indescribable. The head of the sea curled over the foreyard, with the bowsprit stabbing deep into its gigantic body. Where the deck had been a raging sea revelled with broken boats and other wreckage which dashed against the masts, swept wildly under the seamen clinging for life in the mizen rigging, and eddied swiftly astern. The avalanche of water, burying out of sight fore-castle head, decks, port and starboard rails and all the poop, gave a steadiness and stillness to the ship far more fearful than the screaming gale overhead and the surging seas without, for sail on board felt as though she was being sucked slowly down and down to the suffocating depths below. Another vicious sea cascaded between the masts and bore the ship over to port—when with giant uplift she shook from keel to truck and drained her streaming decks.

Up aloft the topsails cracked down wind in a hundred ragged ribbons, while the foretopmast staysail had disappeared. The storm staysail on the mizen alone had held through that awesome involuntary submergence, and this now kept her head to the screaming tempest. Rolling green seas crested in a smother of angry looking foam still pressed on relentlessly to the urge of the ungovernable voice of the wind, which seemed to roar defiance through a million hollow reeds.

Upon that wild spot at 4 o'clock in the afternoon the darkness fell. Darkness, stirred in murk, through which broke shins of hail rattling through the rigging, rebounding from jolting spars, bouncing on the decks and piling up white for a few moments on the lee pin rail, to be swallowed in the next briny torrent.

At midnight the final squall let loose its strength. Slippery, slanting decks denied a foothold. Fury,

vehement fury born of an untameable sea-fiend goaded to madness in an age-long imprisonment in that desolate wilderness of sea snouts and ripped the air, quelling the riotous waves. God asleep: man awake in the vice of fear, unutterable sinking hopes clutching his heart strings to release a burning thought:—"It must get better now." And better it got. Next night deserted by the disturbing wind, a sickly sea, ashamed of its violent agitation, looked up to a soft starry sky, serene and darkest blue save where one lagging convoy of clouds sailed safely in the lengthening wake of the aerial battle fleet.

Even when the day wind attained its greatest velocity, a great white albatross swung through the throat of the squalls without flutter of wings or shake of tail, and then, as if in scorn banking against the storm and turning would sweep down wind without apparent wing or body movement—a perfect glide—at two miles a minute!

The storm forgotten; discomfort gone. The ship on her course; new topsails bent; the "watch" under the fore-castle head in the watch on deck counting the days to the "Line" from the "pitch" of the Horn, and calculating the sum that will be theirs in wages at £3 per month able seamen, and £2 5s. a month ordinary seamen, when the ship pays off at the final port in the U.K. or on the Continent.

It was the hour the Aurora swung its foam of rosy light heavenward, hesitated, then downward toward the horizon's rim shook out roll on roll of opalescent glory, which seemed to wave like gossamer curtains in a summer breeze. Back to the zenith like the beams of colossal searchlights in tones of saffron, orange and rose, then bending suddenly seaward in wisps and delicate fronds of exquisite light. Maybe rays from heaven in practice sent for the final night when stars are rent and the moon is dark, for the sun had fled; or, the souls of men released from the dead drifting on chaos 'twixt evil and good. Maybe 'twas only the breaking heart of a celestial blush rose dusting our old world with the radiant petals of its sweetness, or it may have been a glorified iceberg shooting its feathery fan-tailed arrows into the field of night.

For fifty minutes the Aurora burned its inspiring and mysterious glories on our souls in colours which the Supreme Artist alone could mix, for time will never efface them.

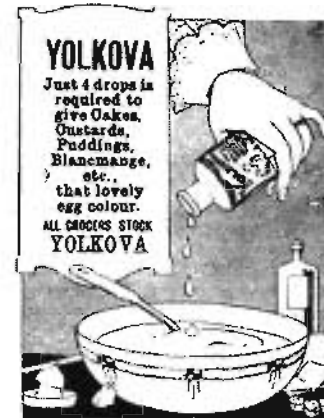
Man, with infinite patience, labour and expense has pictured colourful and beautiful scenes on the screen; has given weird and wonderful displays of pyrotechnics, but all pale into feeble insignificance compared with a full dress rehearsal of the Southern Lights.



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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge
Hon. Secretary Mr. S. COOPER
Mr. EDGAR FISHER

NORTH SYDNEY—Actg. Sec. in C.
Hon. Secretary Mr. W. L. HAMMER
Miss MORRIS

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

DRUMMOYNE—Officer-in-Charge
Hon. Secretary Mr. S. KIRKALDIE
Mr. A. WALKER

RICHMOND—Officer-in-Charge
Hon. Secretary Mr. S. H. WADE
Mr. J. D. ANTLIS

EASTERN SUBURBS—Officer-in-Charge & Actg.
Hon. Sec. Mr. S. J. HOPKINS

DRUMMOYNE.

(Contributed by Mr. A. Walker.)

Drummoynes Company is still forging ahead, and is enrolling cadets from Gladsville and Five Dock, as well as Drummoynes, which portends a very promising future for the Sub-Branch. The attendance of cadets on drill nights and Saturday afternoons is very gratifying to the officers, and serves to spur them to greater efforts.

On Thursday evening, September 21th, Mr. H. Shelley, accompanied by Messrs. Cochran and Beale, paid the depot a surprise visit and tendered some good advice to the cadets, afterwards Mr. Shelley presented the boys with mementoes of the visit. This visit was greatly appreciated by the Company and Committee, and when leaving hearty cheers were accorded the visitors.

On October 3rd 34 cadets, in charge of Messrs. W. and C. Hooper, left the depot and proceeded to the Quince Tree Flats on Lane Cove River, where a camp was formed according to Navy League procedure. At 7.30 on Saturday evening all cadets in camp, with the exception of camp guards, went to a party at Mrs. Jilk's residence, North Ryde, and spent a very enjoyable evening. Sunday morning Church Parade was held, the afternoon being spent by cadets according to their

individual inclinations. Monday morning was set apart for rowing exercise, each cadet being allowed to show his prowess in the gigs. Camp was broken at 2 p.m. Monday, the boats arriving back at depot at 4.30 p.m. after a very enjoyable and successful camp, but owing to the late arrival at depot were unable to compete in the regatta held on the Parramatta River on Monday, but O.C. Kirkaldie allowed the cutter to compete to enable the race to be held.

The Ladies' Committee is preparing for a dance to be held in the Masonic Hall, Drummoynes, on October 29th.

NORTH SYDNEY.

Mr. M. MacDonald was presented with a handsome case of stainless knives by the officers and cadets of the unit and a few friends on the occasion of relinquishing his appointment of Hon. Officer-in-Charge of the North Sydney Company. During Mr. MacDonald's long association with the boys they have had a remarkable series of victories in inter-Company boat races and signalling. Owing to the requirements of business Mr. MacDonald found he could not continue to give the requisite amount of time to the welfare of the Company, and so in its interest he decided to resign. The Executive accepted Mr. MacDonald's resignation

with regret, and the Hon. Secretary forwarded a letter of appreciation and thanks for his splendid services in the past.

The N. L. Executive has appointed Mr. W. L. Hammer as acting Officer-in-Charge of this Company from October 12.

Mr. A. E. Hamilton is the 1st Officer of the Company.

During the past month several overseas ships lying in the Harbour have been visited by cadets of this unit in their gig and whaler. Among the vessels boarded were the R.M.S. Orama, S.S. Surrey and Huranui.

Rowing practice has been indulged in a good deal recently, and the boys are shaping very well.

The attendance on drill nights has been fair. Various instructional classes have been held regularly, while games have not been forgotten.

A bazaar is being held for the purpose of raising funds to clear the debt with which the Company is saddled.

This Sub-Branch's best thanks are accorded to its Hon. Treasurer, Mr. C. P. Bartholomew, for his kindness in meeting the Company's obligations out of his own pocket, pending the raising of funds for the payment of rent, etc., of the depot.

EASTERN SUBURBS.

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

The Clovelly Surf Club Hall presented an animated appearance on the night of the 29th September, when the Buche Party and Dance in aid of the funds of the above Sub-Branch was held.

Mrs. Reg. White, supported by a Guard of Honour from the local Company, performed the opening ceremony. The tenor of her remarks indicates that she has a wide knowledge of the Navy League activities and its requirements, and that she will at all times do her utmost on behalf of this great movement.

The function was a great success from a financial standpoint, as our funds will benefit to the extent of £42, thanks to the great work put in by Mesdames Hoy and Smith, joint Hon. Secs., and other ladies who assisted, Mr. R. Laycock who officiated as M.C., and Sergeant Davies who acted as Hon. Treasurer.

Our thanks to one and all who helped to ensure the success of our initial efforts, also to the tradespeople and supporters who made generous donations.

Our camp at Woronora River for three days was a great success. The boys had a good time boating, swimming, etc., and are looking forward to the next camp at Xmas.

Since receiving our gig the boys have spent the

week ends on the harbour rowing and sailing to Nelson Park and Clifton Gardens, and as an outcome of the practice were able to run into first place in the race put on by the Motor Yacht Club at Rose Bay on the 10th inst.

The Commodore, Mr. Waymouth, presented the prizes—a beautiful silver cup and nine watches—one each for the boys, to the Officer-in-Charge of the boat, Mr. F. Hopkins.

Thanks to Commodore Waymouth, his Committee, and the donors of the prizes for their hospitality and generosity.

Each boy was regaled with cakes and plenty of soft drinks, and all hands had a good time.

Our congratulations to Mr. Stuart Doyle on his success with "Lady Betty" in the Speed Boat Contest. Mr. Doyle is one of our Patrons, and Mrs. Stuart Doyle has consented to assist us in our social activities.

Other keen supporters who cheered the Eastern Suburbs' boat on to victory include Mrs. P. Worth, Mrs. Blackmore, and Mrs. Foster (wife of Ald. Foster, M.L.A., Mayor of Woollahra).

Mrs. Wirth placed her car at the disposal of the officers and Company, and in numerous ways has shown her desire to forward the interests of this Sub-Branch.

We are pleased to acknowledge with thanks donations from Sir Alfred W. Meeks, K.B.E., M.L.C., £2 2s., Sir Henry Braddon £5 5s., Mr. R. G. Catton £1 1s.

BALMAIN.

(Contributed by Mr. S. Cooper.)

The Balmain Company is going strong, and our numbers are being added to every week. Of late we have been doing cutter and whaler practice, and our boys have had swimming instruction. Recently on taking the names of cadets unable to swim, we found there were only six in this Company. Mr. Orr, of Balmain, has kindly placed his swimming bath at the disposal of the boys, which is a great boon to us.

We are to have a swimming carnival shortly, and have already got the medals. There will be four races to suit all ages. One of the Balmain Ladies' Welfare Committees, which consist mostly of the cadets mothers, has presented three gold medals and three silver with goldcentres. Mrs. Cooper, Mr. Cooper, and Mrs. E. Fox have also given three silver medals to be competed for in the swimming carnival.

We have been doing the round of the Churches lately; held church parades to St. John's, Presbyterian.

This Company played a cricket match on October 3, with Glebe Continuation School, at Wentworth Park, and won 86 to 81. Mr. Starkey

Continued on page 19

HOW TO FORM A SEA CADET COMPANY.

ADDITIONAL RULES TO BE OBSERVED BY SUB-BRANCHES AND COMPANIES.

Obtain the use of a hall. This can generally be done free of charge in the neighbourhood.

Call a preliminary meeting and invite all boys in the neighbourhood over the age of 11 to attend. If possible, obtain the services and help of a neighbouring Company of the Navy League Sea Cadets in uniform.

Explain at this meeting the object of the organization, and appoint a day on which boys may attend to enroll themselves as cadets. The age of enrolment is between 11 and 16.

The available time for instruction in Seamanship, Drill, Signalling, etc., should be carefully apportioned, and no instruction should last too long, as it wastes the boys. Several classes may be going on at the same time according to the number of instructors available.

The books which should be kept are: Attendance Register, and an Account Book. The entry form letter should also be carefully kept by the O. in C.

No attempt should be made to put the boys into uniform, nor should any material expense be incurred, until the Company is formed. The reason for this caution is that many of the boys join only for the interest of wearing the uniform, which, therefore, they should not obtain until keenness and continuous interest has been aroused and the parents have signed the form of enrolment.

Companies must be maintained by local effort, but any reasonable assistance will be given by the Executive Committee of the Navy League.

Training depots for which rent is paid must be held by the Company not less than one night a week, and also on Saturday afternoons.

Officers in Charge are appointed by the Executive and their appointment shall be gazetted in the Navy League Journal, the official organ of the N.S.W. Branch of the League.

All other officers and instructors shall be appointed by the Officer in Charge, in consultation with the local Committee where such body exists.

Officers who fail to attend recognised drills must furnish the Officer in Charge with a satisfactory reason, otherwise they may be superseded.

The Officer in Charge should make one of his Officers responsible for the care of boats, equipment, etc., which is on loan, gift, or property of the Navy League Executive. Boating should be indulged in as much as is practicable, as this is one of the greatest incentives to boys to join up as Sea Cadets.

At all boat races, sports, reviews, public gatherings and the like, in which cadets representing every Company for every available Company take part or are present, the Officer of the Day shall have complete charge of all the cadets and be responsible to the Navy League Executive for their dress (i.e., if a cadet in parade is dressed partly in mufti and partly in uniform the Officer of the Day shall have power to discipline him from that particular parade) and behaviour.

Officers in Charge of Companies shall act in rotation as Officers of the Day, and shall continue as in the following order:—Richmond, Balmain, Drummoyne, North Sydney, Lane Cove, Eastern Suburbs.

Note.—This system will come into operation on Nelson Day, 1925.

A meeting of all Company Officers shall be held at Navy League Headquarters six times a year, for the purpose of discussing matters concerning the training of the cadets.

Where cadets have performed services of outstanding merit, names with a record of accomplishments should be forwarded to Headquarters for record purposes.

Complaints of a serious nature should be notified to Headquarters.

When sub-branch Committees are formed it is necessary to elect a Chairman, Deputy Chairman, Hon. Secretary and Hon. Treasurer.

At local Committee Meetings the attendance of five members is necessary in order to form a quorum.

Meetings shall take place not less than six times a year. Members of local Committee who receive notices to attend meetings and fail to do so on three consecutive occasions (without reasonable cause) shall forfeit their right to sit with such Committee.

Every member of a Committee must be an accredited member or fellow of the Navy League, N.S.W. Branch.

All moneys collected, donated or raised in any way for or on behalf of a sub-branch or Company must be paid to the Hon. Treasurer of the sub-branch, who shall give an official receipt for same. The Hon. Treasurer shall then pay the money into the Bank in the name of the Navy League sub-branch. The only persons authorised to sign jointly, Navy League sub-branch cheques shall be the local Navy League sub-branch Chairman and Hon. Treasurer.

Every Local Committee shall hold its Annual Meeting in December, or before if the necessity should arise, for the purpose of electing committee officers for the ensuing year.

For purposes of administration the Sea Cadet Company shall be attached to the sub-branch.

Under no circumstances whatever shall the above rules be departed from.

BY ORDER OF THE NAVY LEAGUE (N.S.W. BRANCH)
EXECUTIVE, SYDNEY, OCTOBER, 1925

Lane Cove 12-ft. Sailing Skiff Club.

On Saturday afternoon, November 7th, under the auspices of the above well-known club an All Comers' Race, in Service Cutters and Gigs, will be rowed by the Navy League Sea Cadets; starting from off Northwood wharf, Lane Cove, at 3.25 p.m., at which time the course will be clear of ferries, and finishing at Longueville wharf.

Immediately after the finish the Club will start its usual Championship Race for its worthy 12-footers. Thus the Club helps the Navy League Sea Cadets in pleasant and picturesque surroundings.

PLEASE ASK A FRIEND TO JOIN
THE NAVY LEAGUE.

CANADIAN NAVY LEAGUE SEA CADETS.



THE MERCHANT MARINE OF THE GREAT DOMINION FREQUENTLY DRAWS ON THE LEAGUE FOR ITS YOUNG SEAMEN.

BALMAIN—Continued.

and Mr. G. Bain coached our boys. Mr. Starkey, our new sports officer, is a very live wire, and has numerous sports in the offing. His first move was the swimming carnival, and he wishes it to be known if any other units would like to meet Balmain in any sport—such as swimming, cricket, boxing, running, soccer, rugby, or bicycle tours or racing, we shall be glad to accommodate them. We want all the sport we can get, and if we can help any other units in any way we shall be glad to hear from them.

The Ladies' Welfare Committee mentioned above has given 2 doz. caps, 1 doz. collies, and donations of lanyards, and is holding a bazaar at the home of the O. in C. on October 31. There will be grocery stalls of all kinds, novelty stall, Navy League Stall, where you can buy lanyards, sea caps, collies, or school requisites. Fancy stall—ladies' and children clothing, jazz aprons, a speciality. Flower stall—pot plants and cut flowers of all kinds. Dips at all prices; competition of all kinds. Dancing from 2.30 to 5 p.m. in cadet. Tramway Band will play during the afternoon.

Mr. Edgins Fiddens writes:—"The Bazaar and Juvenile Ball promoted by the Balmain Ladies' Committee of which Mrs. A. Fox is the honorary secretary, proved a social and financial success. You will see by the letter from the hon.

secretary that an amount of £42 17s 8½d. was the result of their splendid efforts. The ladies have not yet decided how they desire the money shall be expended; they have been assured it will be earmarked for any particular purpose they may wish." Mr. Fiddens has been putting great work in lately, and has thoroughly renovated the Balmain units' canteen in anticipation of the race on the 24th inst.

Mr. S. Cooper's appointment as officer-in-charge of Balmain Company dates from October, 1924.

Company 25 from 1st October, 1925.
Mr. Buckland is 1st officer, and Mr. W. Watt 2nd officer of the Company.

It was most unfortunate that Balmain, Drummoyne and Lane Cove crews were prevented from taking part in the boat race on the 10th inst., by circumstances over which they had no control. We sympathise with the Companies, the officers and boats crews, and trust that they have better luck on the 24th October and on the 7th November.

Thanks to Mr. R. H. Wade and to Mr. H. Cochrane for their services.

Nelson Day will be celebrated at Royal Naval House on 21st October, at 8 p.m. All cordially welcomed. Cadets should arrive at 7.30.

To tell the Time by the Stars.

BY F. DANIEL POWERS, P.A.S., CHIEF COMMISSIONER
ROYAL NAUTICAL RESERVE

THE apparent time can be told on a clear night by means of the stars. Take the well known Southern Cross for instance. This constellation apparently revolves round the true South in the direction of the hands of a watch, and takes twenty-four hours to complete the circuit. The following table gives the time when the Cross is standing vertically, right end up, on the first of each month:—

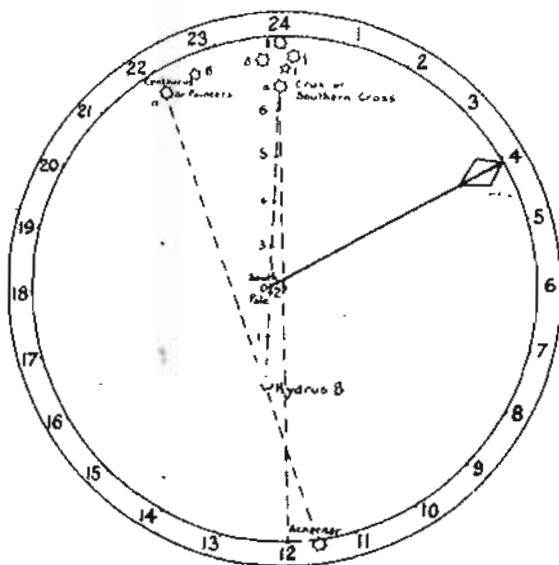
Jan. 6 a.m.	July 6 p.m.
Feb. 4 a.m.	Aug. 4 p.m.
Mar. 2 a.m.	Sept. 2 p.m.
Apr. midnight	Oct. noon
May 10 p.m.	Nov. 10 a.m.
June 8 p.m.	Dec. 8 a.m.

This means that the Cross is two hours earlier coming to the vertical position than it was the month before, or that it gains four minutes per day, or one hour every fifteen days, so it is only necessary to remember that the Cross is right-side up at midnight on April 1st, after which the time when it is in a similar position during other months is easily calculated. If you imagine the longer axis of the Cross to be extended four and a half times its length from the star at the foot of the Cross, it will end a little to the right of the true South. Imagine the face of a large clock divided into twenty-four hours instead of twelve, with its centre at the South Pole, then the longer axis of the Southern Cross can be looked on as the hour hand. Read the imaginary time towards which the head of the Cross points, and add to it the time belonging to that day of the month when the Cross is vertical. For instance, supposing on the 15th of July the head of the Cross pointed toward 4 of the 24 hour clock (i.e., the position of 2 o'clock of the ordinary watch); add 5 to that (because the

Cross would be vertical at 6 p.m. on the first of that month, but the 15th, being half way through, another hour must be deducted), making it 9 p.m.

TO FIND THE NORTH AND SOUTH LINES.

There are two Norths, one or both of which should be shown on all maps. One is known as the "true," which is permanent; the other is called the "magnetic" and varies. To convert one into the other you have to add or subtract the



variations as the case may be. The true bearing should be placed on all maps which are expected to be in use for any length of time, the reason being that most compasses have variations of their own due to imperfections of manufacture, independent of the magnetic variation. The method of determining the North with a watch is very unreliable, and should never be used in the tropics. The compass can be checked with the sun as follows:—Rest a pole on two crossed sticks fixed

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firmly in the ground at some level spot exposed to the sun, in such a manner that the upper portion of the pole points approximately towards the South. From the top of the pole suspend a plummet line so that it reaches the ground. From the point thus formed as a centre, and with any convenient radius, describe a semi-circle towards the South. Watch until the top of the shadow touches the semi-circle a short time before noon, and mark the place. The shadow will continue to shorten until the sun crosses the meridian when it will lengthen again. Watch until the shadows of the tip again touches the semi-circle, and mark this spot. Bisect the arc between these two marks and draw a line from the centre of the circle to the point of bisection. This gives the direction of the true North and South line.

To determine the South by means of the Stars, a rough and ready way is to first find the Southern Cross, and imagine the longer axis of the Cross to be extended four and a half times its length from the star at the foot of the Cross. This line will end a little on one side of the true South: when the Cross is right side up, the line will terminate on the right hand side of the true South.

A more accurate method is to draw an imaginary line through the longer axis of the Cross and produce it between nine and ten times the length of the axis from the foot of the Cross. A little to one side of this imaginary line will be found the bright star Achenar. Draw another imaginary line from Achenar to the Pointer furthest from the Cross, Centaurus A. At a third of its length will be seen a small star, Hydrus B. Now draw a third imaginary line from Hydrus B to Crux A, the star at the foot of the Cross. At two lengths of the Cross from Hydrus B along this line is the true South.

"Navy Leaguer" asks about the ship "Dunbar."

The Dunbar was lost shortly before midnight on Thursday, 20th August, 1857. The weather was wild and thick when she drove ashore near South Head to become a total wreck. 119 people perished with the ship, a seaman named Johnson was the sole survivor.

Ask a Friend to Join the Navy League

AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are:-

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

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(BY CAPE BARREN.)

SEA power made possible the settlement and peaceful development of Australia. And it was to the sea rather than to the land that much of the enterprise and activity of the very early days was turned. Seal-skins and seal oil, whale oil and whalebone were the staples of Australia's first export trade.

It was not until 25 years after the arrival of the first fleet that the Blue Mountains were crossed. By that time the sealers had explored and exploited the whole southern coast of Australia. They had found their way to every rock and island in Bass Straits, round the coast of Tasmania, and around the South Island of New Zealand. The remote, storm-beaten sub-Antarctic islands, Macquarie Island, Campbell Island, the Auckland, the South Antipodes, and others were far more frequented than they are today.

Side by side with this activity at sea went the growth of shipbuilding. It was to supply the schooners in which the sealers faced the dangers of Bass Straits and the New Zealand coast, and the scarcely larger vessels in which they sought the southern islands that the first rude ship-yards of Sydney worked overtime. A little later it was largely the demands of the whaling trade that made the Derwent for a while one of the world's great shipbuilding centres, with an output—hard as it is to realise it to-day—greater than the Clyde.

The real pioneers of both sealing and shipbuilding in Australia were the eleven men (with William Leith in charge) whom William Raven, master of the *Britannia* (a vessel owned by the great whaling firm of Enderbys) left at Dusky Sound in New Zealand in 1792. Raven landed them there while on a voyage from Sydney to Capetown that they might collect seal-skins for the China market. That they might be able to get away in case of accident to the *Britannia* he left them tools for ship-building.

It was nearly a year before they were picked up, and in that time they not only collected 4,500

seal-skins, but they began the building of the first sea-going vessel built in Australasia out of Australasian materials. This they left unfinished, but it was completed in 1795 by William Hatherleigh, the carpenter of the *Endeavour*, which had been run ashore at Dusky.

This *Endeavour* had, of course, nothing to do with Cook's *Endeavour*, with which it has sometimes been confused, but was an 800-ton vessel commanded by Campton Bampton, which had been trading between Sydney and India.

Captain Bishop and the First Tasmanian Potatoes.

In 1793 the captain of an American vessel which touched at Sydney on its way to the north-west coast of America, remarked that he had seen great numbers of seals on his way round the coast to the southward, and expressed surprise that no effort was made to obtain their skins. It was not till 1798, as far as we know, that any attempt was made to follow up Raven's pioneer sealing venture.

This time enterprise was directed to Bass Straits, which was for a few years the great sealing ground of Australasia. When Bass and Flinders sailed from Sydney on October 7, 1798, to circumnavigate Tasmania, their little *Norfolk* was accompanied by the 60-ton brig *Nautilus*, commanded by Captain Bishop, and with a crew of 19 men.

Bishop, who afterwards became the partner of Bass in a trading venture, went no farther than Cape Barren Island, where he made his headquarters at Kent Bay.

At Kent Bay Bishop and his men built huts on shore, and made themselves comfortable for a stay of five months. They were the pioneers of the Tasmanian potato trade—for, in their garden at Kent Bay, they grew potatoes and peas, the first grown within the limits of what is now Tasmania. Curiously enough, these were not the first potatoes grown in Tasmanian soil. When Portlock (of the *Assistant*) accompanied Bligh on his second voyage

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to Tahiti, in 1793, they put into Adventure Bay, Bruny Island. Here Portlock collected some soil in which he grew a dozen potato plants on board his vessel.

Whatever may have been his success as a vegetable grower, Bishop obtained only moderate results as a sealer. He collected in the five months 9,000 skins, a small number when compared with those collected by some of the pioneer gangs on the southern islands.

It is possible that William Reed of the 30-ton schooner Martha, was even earlier in the field than Bishop. The records of shipping entering Port Jackson are not available till after November 3, 1799. On December 14 of that year the Martha came in with a cargo of 1,300 sealskins and 30 tierces of seal oil. There is, too a statement made by Governor King in 1802 that King Island was first seen by Reed in the Martha in 1798. If he is right in his date, the sealers may have anticipated the official explorers in the discovery of Bass Straits, as they certainly did in the discovery of Lake Alexandrina.

When first discovered, King Island and the off-lying islands and rocks swarmed with sea elephants as well as seals. Strangely enough, the sea elephants do not seem to have visited the other islands in Bass Straits.

The "One English Cat" which Captain Campbell Found.

In under three months the crew of the brig Harrington, William Campbell master, killed 600 sea elephants and 4,300 seals on New Year's Island, just off King Island. This was early in 1802; and during his visit Campbell found a great deal of wreckage near the southern end of King Island. "We did our utmost," writes Campbell, "to discover if any of the people had escaped from the wreck, but found only one English cat."

This was the first of many wrecks on King Island, that graveyard of the ocean on which lie the mortal remains of many hundreds who perished when their vessels went to pieces. What vessel this was from which the cat was the only survivor is a mystery that was apparently never solved. The same is true of the ship of which the remains were found on Macquarie Island soon after its discovery in 1810.

In 1802 there were 200 men in the sealing gangs on the islands in Bass Straits. They were employed by merchants in Sydney, especially Kable and Underwood, Simeon Lord and Campbell and Company. Small schooners of about 30 tons were used to take the gangs to the islands, and to bring back the skins and oil. The sealers were landed with arms and ammunition, with clubs and sealing knives, with dogs to hunt game, and with a certain amount of provisions.

The so-called half-castes of Cape Barren Island (really a race of mixed blood with a somewhat intricate ancestry), who are something of a problem for the Tasmanian Government, are a legacy of the sealing days. The sealers stole or bought aboriginal women from the tribes both of the north-east of Tasmania and of the Australian mainland. George Briggs, the sealer who accompanied James Kelly on his boat voyage round Tasmania in 1815, had two "wives," who were the daughters of Tasmanian "chiefs."

Even as early as 1802 the sealers were beginning to look beyond Bass Straits. Peron tells us that in that year the French exploring expedition met off the east coast of Tasmania a schooner from Port Jackson bound to Maria Island in search of seals. The French advised them to try the rock between Maria Island and Schouten Island, which they had called Ile Des Phoques, or Sea Island, but which is now named White Island.

Early in 1803 Joseph Oliphant, master of the Sydney schooner Endeavour, after landing a sealing

gang on the Sisters, near Flinders Island, ran to New Zealand, and went sealing round Dusky Sound. From that time on, the centre of the sealing trade began to move more and more to the South Island of New Zealand to Stewart Island and to the Southern Island. For some time after its discovery by Frederick Hasselberg, in 1810, Macquarie Island was one of the world's greatest sealing grounds.

Half-castes, Mutton Birds, and Federal Politics.

The removal of the organised sealing gangs did not mean that the islands of Bass Straits were altogether deserted. Sealers working for their own hands, beach combers, deserters, and fugitives from justice formed a strange society of their own in these remote islands, with aboriginal women as their companions. One "half-caste" family is descended from a naval veteran who had fought at Trafalgar.

While the half-castes of Cape Barren are regarded—rightly or wrongly—as a rather shiftless lot, and little given to industry, there are citizens of Melbourne concerned in the fishing business, and distinguished for intelligence, industry, and thrift, in whose veins runs some of the blood of the lost aborigines of Tasmania, as well as of the sealers of the Straits.

There are still seals in the Straits, but they have long since ceased to play any important part in the life of the inhabitants. Their place has been more than supplied by mutton birds.

Continued on page 30.

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These birds nest in swarms in burrows on the smaller islands of the Straits, and the season in which they collect the eggs and the young birds is the real harvest of the half-castes. The eggs and flesh of the birds supply the staple food of the islanders, and the smoked or salted mutton birds along with feathers and down are their chief export.

Of late mutton birds have even been added to the menu of the Federal Parliament, where they have been received with mixed feelings. Some members contend that, while they are not forced to eat them, the very smell of them about the place is enough to put a diner off his food. Others less sensitive receive with resignation the addition to the food list, at the instance of a patriotic Tasmanian member, of this tit-bit from the Straits.

The pioneers of sealing on Kangaroo Island seem to have been the Americans. In 1803 the 99-ton *Union*, belonging to Fanning's of New York, sailed for the South Seas. She spent some months at Kangaroo Island, where her crew built a 40-ton schooner—the *Independence*—the first vessel built within the limits of what is now South Australia.

The *Union* and *Independence* reached Sydney from Kangaroo Island in June 1804, bringing 12,000 (one account says 14,000) seal-skins. It was, by the way, a gang later landed by the *Union* on the Antipodes, that collected 60,000 seal-skins in a year or so, the greatest haul made in the history of Australasian sealing.

For many years Kangaroo Island seems to have been a sort of headquarters for the sealers who worked in small schooners or in open whaleboats right along the southern coast of Australia, and even round the Leeuwin and up to Rottnest Island and the Swan River.

Abyssinia and Major Lockyer's "Complete Set of Pirates."

In 1813 the head man on Kangaroo Island bore the strange name of Abyssinia. Probably he had been a hunter in Tasmania, and took his nickname from the place still called Abyssinia. The name had been given by Hugh Germein, a kangaroo hunter, who took it from Johnson's *Rasselas*.

The sealers lived scattered about the island, but gathered at Nepean Bay once or twice a year when a schooner put in to trade. They traded in salt

—as early as 1815 William Stewart took a cargo of salt from American Lagoon to Launceston—as well as in seal-skins and in kangaroo skins. In return, the sealers received clothes, provisions, rum and sovereignty. The sovereignty they used not as money, but to make ear-rings for themselves.

Sealers established themselves long before any other settlers arrived, not only on Kangaroo Island, but on Thistle Island and other islands in Spencer Gulf, and also farther west on the islands of the Recherche Archipelago (Western Australia). It appears from an incidental reference that even before 1829, and before Sturt had made his great boat voyage down the Murray, the sealers were aware of the existence of Lake Alexandrina, at the mouth of the Murray.

When Major Lockyer founded at King George's Sound in 1826—the first official settlement in Western Australia—he found that the sealers had been there before him. When the short-lived settlement at Western Port (Vic.) was founded in the same year, a party of sealers from Port Dalrymple (Tasmania) was found on Phillip Island. They had even turned farmers, and had two acres in with wheat, the first wheat grown in Victoria, apart from a little patch which Lieutenant Grant had planted on Churchill Island in Westernport a quarter of a century before.

Lockyer had a good deal of trouble with the sealers who had murdered a native, marooned several others, and carried off several women. It is interesting to notice that one boat's crew included not only a Maori but a Sydney black named Pigeon. Many of the Maoris were born boatmen and sailors, but the Australian aborigine is not often associated with seafaring, though the last full-blooded male Tasmanian aborigine, William Lane, was a whaler.

Lockyer's diary gives an interesting account of the sealers. He wrote, on January 17, 1827:—

"From the lawless manner in which these sealers are ranging about requires some immediate measures to control them; from what I know and from what I have learnt from themselves, they are a complete set of pirates, going from island to island along the southern coast, from Rottnest Island to Bass Strait in open whale boats, having their chief

resort of den at Kangaroo Island, making occasional descents on the mainland, and carry off by force native women, and when resisted make use of the firearms with which they are provided. The sealers were rough and sometimes brutal men, living a wild life in an age far harder and more savage than our own. They had, at least, the virtues of courage, enterprise, and resource. Like the bay whalers, they did their part in paving the way for us who have come after them."

There is that in our characters which never can be seen except in our writings; in fact, if you told your best friend half of what you put upon paper, he would yawn in your face or he would think you a fool.

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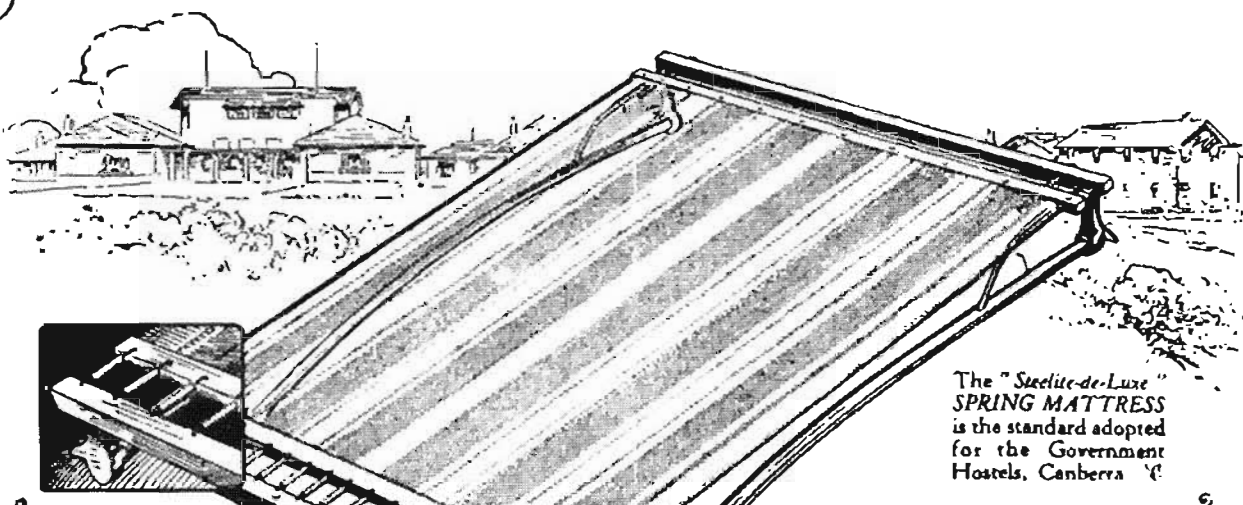
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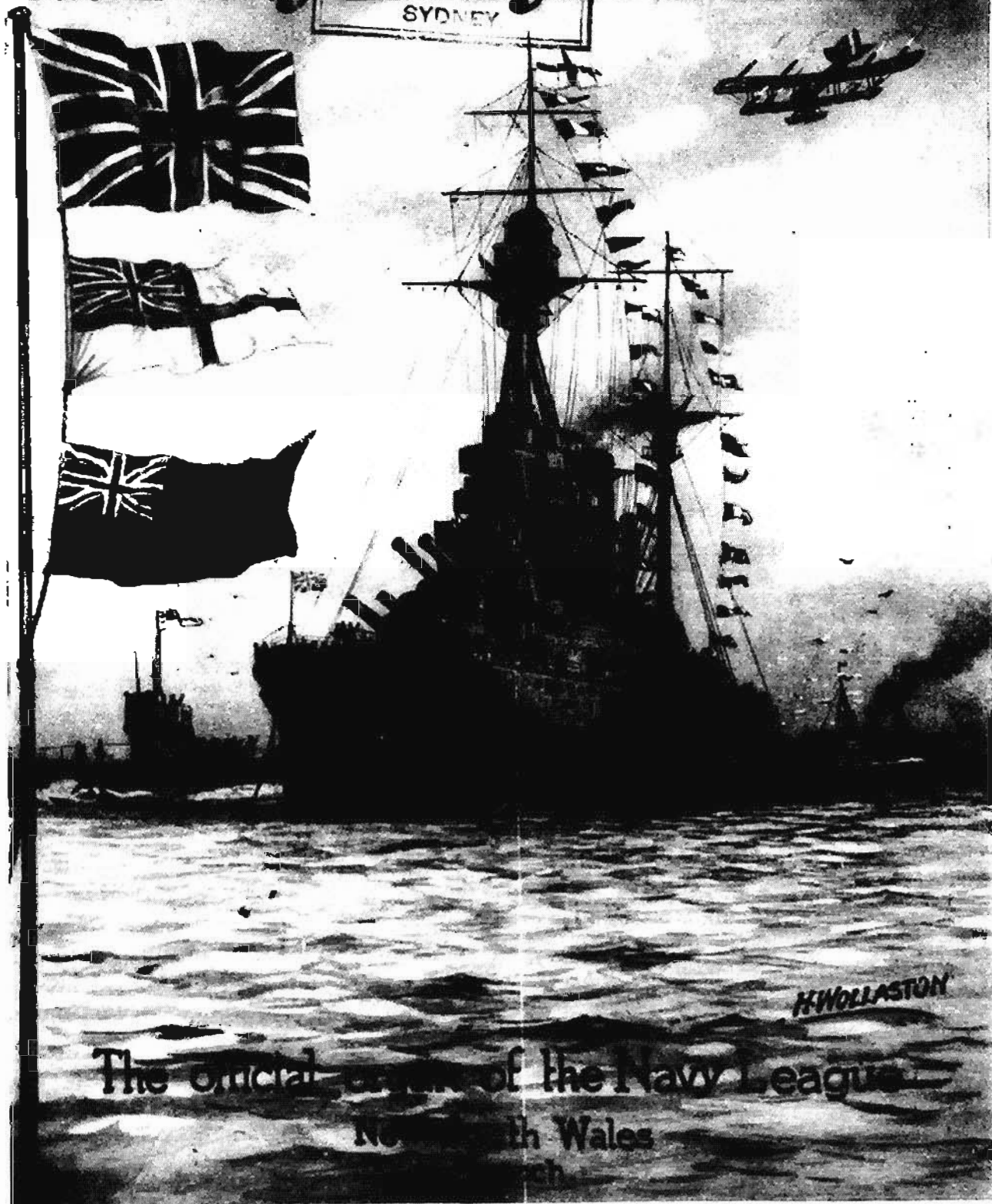
VOL. 6. No. 7.

NOVEMBER, 1925

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The Navy League Journal

CHESTER
24/11/25
SYDNEY



The official organ of the Navy League

New South Wales

March

MARK TWAIN SAID

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The Navy League Journal

VOL. VI. No. 7.

SYDNEY, NOVEMBER, 1925.

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LEST WE FORGET.

BRITISH MERCHANT SEAMEN.

IN the preface to volume II. of "The Merchant Navy," Mr. Archibald Hurd, the author, says:—"It is perhaps not generally realised that the blockade (of Germany) . . . was actually enforced by merchant ships which, though under the command of naval officers . . . were principally manned by merchant seamen. The spirit in which these operations were prosecuted in fair weather and in foul, and in high latitudes, where cold and fog prevail, constitutes the supreme vindication of the character and seamanlike qualities of the Merchant Navy, which was to be re-enforced before the war came to its close by thousands of incidents of splendid and daring heroism in face of hopeless odds, and noble self-sacrifice in the common cause. . . . The record of the sufferings of the merchant seamen, as set forth in official and other docu-

ments . . . constitutes an epic of the sea to which history provides no parallel.

Merchant seamen not only maintained in efficiency the antennae of the blockade operations, while, at the same time, supporting the Navy and the armies confronting the enemy overseas, and supplying the 45,000,000 people of the United Kingdom with food, but also formed the backbone of the Auxiliary Patrol."

In the light of recent happenings the above makes strange reading, as also does Admiral Lord Jellicoe's "There is nothing in the world too fine for the British Mercantile Marine for the work it did during the late war."

Thinking men are beginning to ask where the Empire stands to-day in relation to its merchant seamen?

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666!!!

Mystic Number of the Apocalypse.

Ex-Kaiser, the "Dragon," and Revelation.

Predicts Asiatic Invasion.

Punishing Anglo-Saxon Bloc.

"Four Horsemen of the Apocalypse!"

Hope of the Hohenzollerns.

Role of Japanese Navy.

Hohenzollern Intrigues in Asia.

Australia Must Be Prepared.

By E. GEORGE MARKS

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

WILLIAM II., ex-German Emperor, has been upon this earth 66 years, is still a consummate intriguer; a dangerous enemy.

Haunted by the defeat of his once formidable legions, he fled precipitately to Amerongen, Holland, in November, 1918; now sojourns at Doorn an Imperial affluence; Allied surveillance a misnomer.

What a prodigious difference between the treatment of the ex-Kaiser—the sham Napoleon—and the real Napoleon!

William II. of Germany instigated Armageddon; saw the white peoples of the world revel in the most appalling, the most heinous, slaughter; saw the skeletons of 15,000,000 white men pyramid in sepulchral ghastliness to the skies; saw 20,000,000 wounded white men writhe in their agonies; saw the blind, the maimed, the halt—saw the shambles of Western civilisation!!

Now, from his comfortable seclusion at Doorn, he philosophises upon the yellow peril!!!

Isn't the yellow peril the inevitable, the inescapable, corollary of his precipitating Armageddon?

His Apocalyptic interpretation of Asiatic portents towards Western civilisation may be prompted by his knowledge of the mystic number 666—found in Rev. xiii., 18!

As early as the second century ecclesiastical writers found that the name Antichrist was indicated by the Greek numbers expressive of the Apocalyptic number 666.

Antichrist is the great personal opponent of Christ—expected to appear before the end of the world.

In precipitating Armageddon, William II. of Germany nominated himself for the leadership of Antichrist; substituted barbarism and brutality for Christianity; by making a shambles of Western civilisation—by pyramiding the skeletons of the white man to the skies—he invited the untold hordes of Asia to steadfastly view, as in the mirage, the debauching of Christianity; to overrun Europe; to supplant Christianity with the false deities, with the fanaticism, of the East.

Yet he philosophises on the yellow peril!!!



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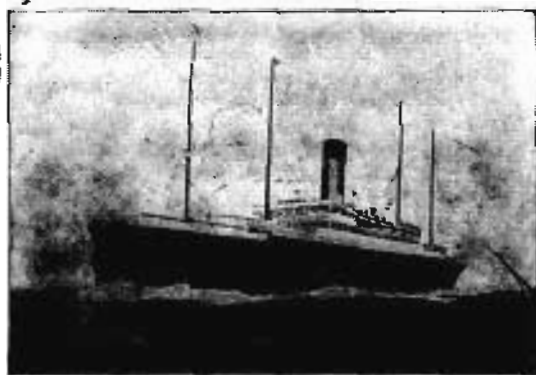
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REVELATION.

Mark the significance of this quotation from
Revelation which the Kaiser variously inter-
preted:—

*And I stood upon the sand of the sea and
saw a beast rise up out of the sea,
having seven heads and ten horns, and
upon his horns ten crowns, and upon his
heads the name of blasphemy.*

*And the beast which I saw was like unto a
leopard, and his feet were as the feet of
a bear, and his mouth as the mouth of a
lion; and the dragon gave him his power,
and his seat, and his great authority.*

*And I saw one of his heads as it were
wounded to death; and his deadly
wound was healed; and all the world
wondered after the beast.*

*And they worshipped the dragon which gave
power unto the beast; and they wor-
shipped the beast, saying, who is like
unto the beast and who is able to make
war with him.*

The crushing of the Central Powers by the
Allies dispersed the "ten crowns" of Germanic
princelings—satellites of the Kaiser.

From the Fatherland William of Hohenzollern
has now been absent seven years—a year more
than the period of the exile of Napoleon at St.
Helena.

Where is the relentless Sir Hudson Lowe to
torment the fallen Emperor? The guards? The
vigilant sentinals?

Only to the captivity of the real Napoleon did
they belong!

The sham Napoleon who pyramided the
skeletons of the white man to the skies is the
monarch of all he surveys.

VISION OF THE EAST.

His vision goes out to the teeming millions of
the East; there he sees the dragon of the Apo-
calypse which, according to his prophetic mind—

*"Is to give him power, his seat, his great
authority."*

William of Hohenzollern, with mystic vision,
delves further into Apocalyptic prophecy.

Sees his "wounded head" healed, leaving all the
world wondering at his restoration!

*"And they worshipped the dragon which
gave power unto the beast."*

Is the dragon of Asia to restore to power the
"beast" of the Apocalypse—the Kaiser—arrogant
Teuton who pyramided the bones of the white
man to the skies.

"Who is able to make war with him?"

Wouldn't the restoration of the "beast" of the
Apocalypse, through the hosts of the dragon of
Asia, render him impregnable?

*And upon "his heads" (hydra-heads of the
"beast" of the Apocalypse) the name of
blasphemy!*

Is it Asia and blasphemy to Christianity's God?

ANGLO-SAXON BLOC.

A recent utterance of William of Hohenzol-
lern:—

*The long foreseen triple alliance in Asia
against the white races—primarily the
Anglo-Saxon bloc—has become a reality.*

Reality of his dire creation!

Reality of the four horsemen of the Apocalypse—
"War"! "Famine"! "Fire"! "Pestilence!"

Did he not unleash them to madly career over
the white world's most sacred domains?

In their furious stampede the white man was
killed, wounded, maimed, disfigured, rendered
impotent, made the prey of the despised colored
man!

Are not the dread horsemen of the Apocalypse
being got ready in the East to lead the girded
strength of the colored races against the white
man's expended strength?

Little wonder the Kaiser recognises the menace
—these furious Apocalyptic steeds were ever-present
with him! His minions!

Another quotation from Germany's ex-Emperor:

So real is Asia's menace to the Anglo-Saxon.

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bloc that I am aware that 200,000 men, under Soviet rule in Russia, and armed and equipped by Japan, are held in readiness for China's protection in case of emergency against the foreigners!

How does the seer of Donm, the Apocalyptic interpreter, know of this Asiatic menace? Has he been informed by Field-Marshal von Hindenberg, the pseudo-Republican President? By truculent Ludendorff? By Prince Rupprecht? By the ex-Crown Prince of Germany? By Bolshevik leaders in Moscow? By Chinese insurgent generals? By Japanese militarists?

Positive in his statement; he must have been apprised from the seat of the Asiatic conspiracy!

Always an intriguer, permeated with war, the thoughts of war, William or Hohenzollern sees his revenge upon the Anglo-Saxon bloc by the stirring up of the warlike passions, the warlike ambitions of the Asiatic Triple Alliance.

Who can doubt that his hand is not behind the gigantic intrigue—the hand of Germany, too!

The Locarno protestations of world peace, future proposals of disarmament, cannot stay the coming avalanche from the East.

The Kaiser is accustomed to the signs of coming events; hears, in his martial brain, the war drums of the East; sees his favourite horse-men of the Apocalypse chafing at the bit—once more to trample down the fair fields of the white man's haunts of civilisation.

JAPAN'S ACTIVITY.

Still another citation from Germany's former War Lord:—

Japan is not only rapidly building great warships for herself but her ally Russia; China is raising an army of nearly 11,000,000 men. They will be commanded by Japanese and Russian officers!

Here, again, William Hohenzollern speaks with definite knowledge.

Conceded it is by statesmen of Europe that the ex-German Emperor was amongst the world's best informed international authorities when he held

sway at Potsdam; his study of the Chinese, the Japanese, and allied Asiatic people, was intense.

So imbued was the Mikado with the methods of the Kaiser, at the zenith of his power, that he modelled his army upon that of the German War Lord; to a considerable degree, modelled many of the Japanese war craft upon that of the German navy.

Always hopeful was the Kaiser of utilising the Japanese of assisting him to carry out his Eastern designs.

Japan's naval alliance with Great Britain was a tremendous disappointment to the German Emperor; added to when Japan assisted the Entente Allies against Germany during the Great War.

Secretly elated he was when the naval alliance between Japan and England ended; indignant when apprised that Japan had been given the mandate over the former German strategic islands at the gateway of the Pacific—the Marshalls, the Carolines, the Pelew and the Ladrone Islands; elated when apprised that Japan and Russia had entered into an alliance—this was the great step in his estimation, to the attack upon the Anglo-Saxon bloc.

William Hohenzollern is conscious how an alliance between Japan and Russia could menace India; could divert the world's gaze from Western Europe; could give to Hohenzollerns a real chance of restoration to power.

Does not the German military colerie know all that is transpiring in the East; all that is transpiring between Japan and Russia; between Russia and China; between Japan and China; between Japan, China, Russia, and the disaffected in India?

The ex-Kaiser is diligently apprised by his son, the ex-Crown Prince, and his former military satellites of all that is transpiring in the four corners of the world, especially that capacious corner which contains the seething millions of Asia; Japan's 70,000,000; China's 428,000,000!

MIXED HOPES.

William of Hohenzollern's navy has gone; van-ished like autumn leaves; his dream—like that of

Napoleon—of wresting the supremacy of the sea from Great Britain can never be realised; he perceives that a Russian navy created by Japan, supported by Japan's own formidable navy, must inevitably harass Great Britain's interests in the East.

German propaganda, at the instance of the Kaiser, supported by his camarilla, fostered the Russian revolution; brought about the extermination of the House of Romanoff; set up the despotism of Lenin and Trotsky; now he is hopeful that the Bolshevism of Russia; allied to the ambitions of Japan; to the upheavals in China; the unrest in India; in Morocco; in the Balkans; in Syria; will greatly embarrass the Anglo-Saxon bloc; will add another chapter to Armageddon; will bring about the ascendancy of Asiatics; of Russia's Bolsheviks; of India's fanatics.

When the ex-monarch of Doorn finds that the aftermath of his original designs of 1914 will be the punishment of the white nations that hurled him from the throne of the Hohenzollerns his revenge will be satisfied; it matters not to him if Europe is overrun with barbarians as fierce as the Saracens; as ruthless as the Mamelukes; consumed he is with a passion for revenge—especially upon England; upon the Dominions that helped to vanquish the German hosts.

A delight to the ex-Kaiser it would be to see England and Japan embroiled in a war in the Pacific; a delight to see Japan's ships careered south from the strategic islands in the mid-Pacific; to menace the commerce of Australia; the commerce of New Zealand.

Through the hosts of Asia—the leadership of Japan, on the sea, on the land—he hopes for a full measure of revenge against the Anglo-Saxon bloc; what matters it to him if the skeletons of the white man are a second time, through his agency, his intrigues, pyramided to the skies—only a fulfilment of his Apocalyptic dream of revenge—of his restoration to power through the dragon of the East.

DOESN'T BELIEVE IN LEAGUE OF NATIONS.

William of Hohenzollern despises the League of Nations. Has it not given mandates over former

German colonial possessions? That is the basis of his antipathy.

Happy he is in the realisation that the League does not take any notice of the war in Morocco; in any war in fact; that it does not mind Japan—a member of the League—building the world's most formidable auxiliary navy; does not mind Japan helping to create a navy for Bolshevik Russia; does not mind if members of the League this year build over 300,000 tons in war craft—the equivalent of 12 pre-war Dreadnoughts; looks with complacency upon what has happened since the Washington Disarmament Conference—the construction of two battleships, four aircraft carriers, 53 cruisers—Japan leading—44 destroyers, and 154 submarines: entailing an expenditure of £300,000,000!!!

WHAT HE SEES.

From his look-out at Doorn, the ex-Kaiser sees the world again armed on land, on sea; sees the squadrons of the East preparing; the four horsemen of the Apocalypse firing their steeds with brimstone; sniffing the coming battle from afar: the dragon of the East joining the eagles of Russia, of Germany, of Austria; impatiently he awaits the coming of the horsemen of the Apocalypse to resurrect his Empire; the Empire of Austria; restore the German princelings; restore Prussia to her heritage of arrogance!!!

What has the League of Nations done to prevent the resuscitation of the military spirit in Germany; to prevent the setting up of Field Marshal Hindenberg as the proxy of the Kaiser; proxy of the House of Hohenzollern; to prevent the return to the Fatherland of the Crown Prince; to prevent the restoration of the German Junkers?

Absolutely nothing.

Every move by Germany for military restoration has been connived at; every move of Germany for the restoration of the Empire has been connived at; the Kaiser's influence in Germany is still immense; a nation of 70,000,000 people cannot be Republicanised immediately because of military defeat.

The Kaiser knows this; the Junkers know it; the German people know it; the East has but to seriously menace the Anglo-Saxon bloc and the position in Western Europe must inevitably change in favor of Germany.

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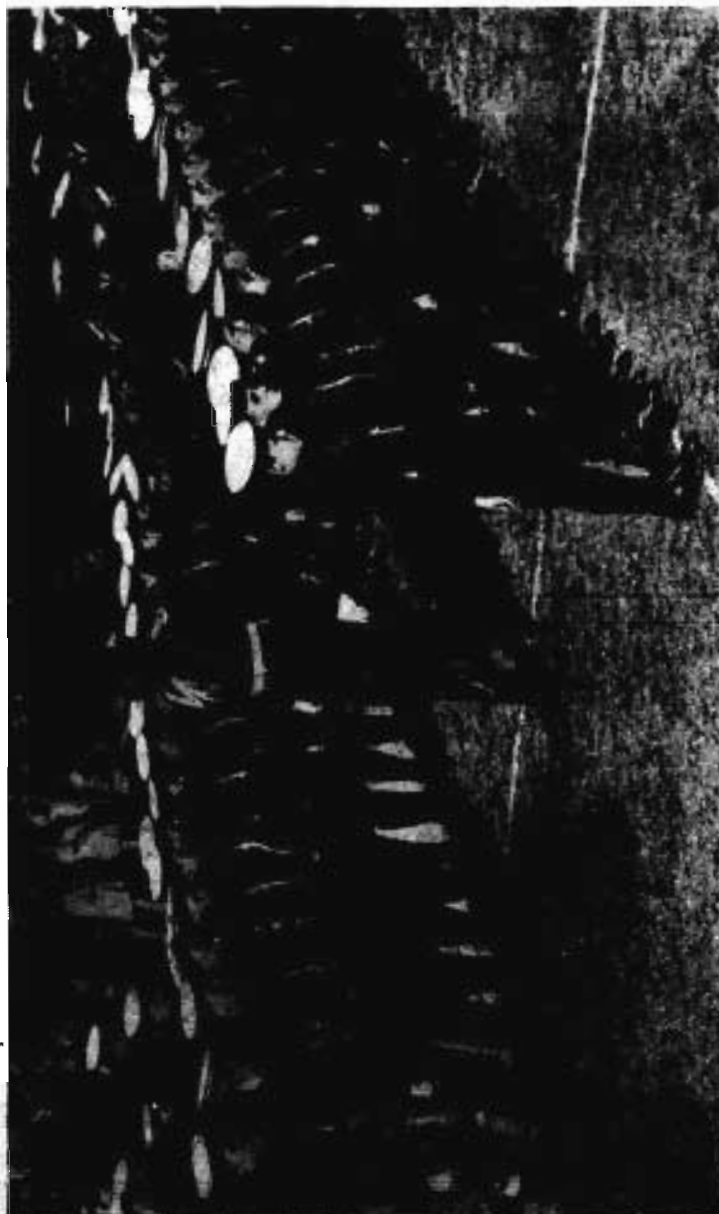
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Lord Foster, ex-Governor-General, the late Sir Walter Davidson, Governor of New South Wales, and the late Rear Admiral Dumaresq inspecting the first Navy League Sea Cadets in Australasia.

Hence the Kaiser with a delightful subtlety philosophises about the yellow peril; about Japan's navy; about the Bolshevik menace!

He has the framed picture before him.

MORE REVELATION!

Another quotation from Revelation:—

And it was given unto him to make war with the saints, and to overcome them; and power was given him over all kindreds and tongues and nations.

And he exerciseth all the power of the first beast before him, and causeth the earth and them which dwell therein to worship the first beast, whose deadly wound was healed.

Doesn't this mean, according to Apocalyptic interpretation, that the beast of the Apocalypse, whose war wound has been healed, will war with Christianity by means of foreign nations whose tongues he has known not?

Is this "beast of the Apocalypse" the Hohen-zollern military fanatic who pyramided the skeletons of the white man to the skies? Who feverishly thirsts for revenge upon the Anglo-Saxon bloc?

Did he not aver and re-aver that "Germany must have a place in the sun!"

His historic utterance of September, 1907:—
"The German nation is the block of granite upon which the Lord our God can build up and complete his work of civilising the world!"

Now he would welcome another Saracenic invasion so long as it punished, defeated the Anglo-Saxon bloc; so long as it chastised the French nation.

SARACENIC INVASION.

Was not the Saracenic invasion of Spain, Sicily, and France pre-told precisely by Apocalyptic interpretation?

When the invasion of Europe by the Mohammedans of Syria and Palestine, the Arabs and Arabi-Berber races of Northern Africa, the Seljuks of Iconium, other truculent races, was foretold, the peoples of Western Europe laughed: soon the four horsemen of the Apocalypse madly careered through their peaceful domains and turned their laughter into tears of blood.

The "dragon" and the "rising sun" were Apocalyptic signs in the Saracenic invasion of Europe!

"The dragon" and the "rising sun" are again Apocalyptic signs in the East's coming collision with the Anglo-Saxon bloc!

In 711 the Saracens ravaged Spain; in 732 they poured like a torrent into Gaul, where their victorious progress was arrested by Charles Martel, near Poitiers. But early in the tenth century they extended their invasions far into the Burgundian territories.

After prodigious exertions by the peoples of Western Europe the Saracenic "beast of the Apocalypse" was wounded; his hydra heads were buried for centuries.

"PLACE IN THE SUN!"

Was it not at Hamburg in August, 1911, that the Kaiser, then puffed up with arrogance and a hatred of the British navy, said: "We will so strengthen Germany's navy so that no man dare dispute with us a place in the sun!"

Doubt there is not that this intense hater of England is intriguing through his camarilla with Bolshevik Russia, with Japan and China, with the disaffected in India.

A war between the East and the West he feels must restore his power; must put Germany on the map again; a naval war with the U.S.A. and Great Britain engaged in deadly holds against Japan would suit him; Germany and Russia could then make serious demands upon the Powers that bind them to international law; to international conventions.

Should the Kaiser and his camarilla succeed in fulfilling Apocalyptic prophecy; should their intrigues with Russia, Japan, China, India, and Morocco fructify; then the second stage of Armageddon will be more appalling than the 1914-18 phase—will be a phase in which not only white nations will vie once more in deadly strife for supremacy, but their division will leave them open to be defeated in detail by the hordes of Asia who are straining at the leash to assert their superiority over the white man.

AUSTRALIA MUST BE READY.

Australia and New Zealand, the other Dominions, too, will all be sucked into the maelstrom,

although they don't want to participate in the intrigues of old world politics.

Once the clash of East to West comes, once the four horsemen of the Apocalypse madly career to all points of the compass, once the gigantic fleet of the Mikado moves in deadly earnest to lead the Asiatic to battle, the position of the peoples of the Southern Seas must inevitably become perilous.

Australia's only chance of saving her national integrity is to be prepared on land and sea.

The man, who in these ominous, these troublous times, would scrap the Australian navy, would abolish military training, is an enemy of the safety of the country.



The Em-EMPEROR of GERMANY.

SECOND PHASE OF ARMAGEDDON.

William of Hohenzollern predicts an onslaught from the East upon the Anglo-Saxon bloc. He is no novice in diplomacy; no novice in reading the portents of the times; he sniffs coming events as the war-horse sniffs the battle from afar; he wants a clash between East and West; it suits his policy restoration; the policy of his canarilla.

The war "wound" of the "beast" of the Apocalypse has healed; he is ready for the second phase of Armageddon!

Will the skeletons this time pyramided to the skies be those of the colored man or the white man?

If they were those of the white man again, then the East will have displaced the West; the "beast" of the Apocalypse will have won; will have revenged himself upon the Anglo-Saxon bloc; upon the whole of white civilisation!!

THE MAGIC NUMBER.

Mark well this opposite verse of the Apocalypse.

Here is wisdom. Let him who hath understanding count the number of the beast; for it is the number of a man; and his number is six hundred three score and six.

William of Hohenzollern has lived of the Apocalyptic number 66 years!

What else has he to do with the mystic number of the Apocalypse—

666?

LET ASIA ANSWER!!!

"The Lure of the Sea."

(W.W.K.)

THIS is a book containing a collection of capital stories and poems of the magic of the sea, of ships, and of the men who manned them. The invigorating tang of the ocean salts almost every page, and whets the appetite for more and still more of the stuff that has seasoned our race for a thousand years and more. It contains extracts, grave and gay, which breathe the sea spirit of John Masfield, Basil Lubbock, David Bone of the "Brassbounder," the poet Thomas Hood, Mark Twain, Joseph Conrad, Rudyard Kipling and others whose fame in the realm of literature is imperishable.

In inspired verse or in noble prose all these have sensed that swamping spirit and sublime majesty of the timeless deep and lifted the fringes of its mighty mystery—they have expressed what many have felt or seen, but who failed to give it such intelligible utterance. Meet them in this book.

Mr. F. H. Lee, the Compiler, is to be congratulated on producing, in conjunction with Messrs. Harrap, the Publishers, such a fascinating anthology as "The Lure of the Sea."

(Our copy from Messrs. Angus & Robertson, Sydney).



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ARMISTICE DAY.

(W.W.P.)

THOSE people who were in London on the night of November 11, 1918, are not again likely to witness such unprecedented happenings. Never in its long and varied history has the old grey heart of the Empire been overwhelmed by such a tidal wave of human emotion. It seemed as if all the world had invaded the city to give expression at its deliverance out of the awful abyssal pit of torture and death into which it had flung and lost itself over four years before.

To attempt a description of the unparalleled crowds—of the mad, the tearful joy; of widowed hearts; of limless men; of maimed in soul and body; of the bitter tears of memory; the song, the laughter, the hopes, the fears, the prayers,—would be to attempt the impossible.

The sluices of a sobbing world's emotion had burst and poured over the quivering broken walls of human reserve, the like of which the wondering stars had never before looked down upon.

The 11th day of this month of November was the 7th Anniversary of that stupendous period pointed in the book of finite and imperfect life. Let us uncover and pray for the gift of more common sense and understanding, and there shall be no more war.

NORTH SYDNEY.

(Contributed by Miss Murray)

Mr. W. L. Hammer has been appointed acting officer-in-charge of this Company. He is very confident that the unit will regain its former numerical strength and efficiency. The appointment of additional junior officers and petty officers will be necessary, and to meet the need recommendations will be made and considered at an early date.

Mrs. J. T. Ralston has very kindly consented to act as President of the local Committee during the absence of Mrs. Amos—present in England. She is receiving the whole-hearted support of Mrs. T. W. Heney, Miss F. Glasson, and several other ladies, and it is anticipated that the Company bazaar to be held in the Friendly Societies Hall, Lane Cove Road, North Sydney, on the 21st November, will provide a measure of financial help to our unit of Sea Cadets. The bazaar will hold many attractions, including a Jumble Stall, stalls for sweets, cakes, flowers, lucky packets, etc.

Members of the League, Cadets from all Companies, and the general public are cordially invited to attend and thus ensure the success of the bazaar. Note the time and date: Saturday afternoon, 21st November, 1925.

GLEN AUDLYN.

AFTER MANY YEARS.

To be in Glen Audlyn now
Where gracious trees their shade allow
To those who seek a deeper calm
Than can be found in lands of palm,
Of myrtle, and of orange groves,
And gaily birds and shining coves.

To be near Audlyn's pebbled bed
Forgetful of the tears I've shed,
And dream afresh of things so be—
Of sweeter life when men agree
To form a world-wide brotherhood,
Far stronger than the ties of blood.

To dream of life when pride of birth,
And rank, and wealth are of no worth;
When opportunity to learn
Is shared alike by all who yearn
For intellectual strength and light,
And Truth, to set Religion right.

For me these things may never be
Ah! crowded strife, I'd gladly flee
For leafy streams and changeful skies
That with my soul do harmonize;
But well I know my heart must weep
Till earth shall call it home to sleep.

Navy League Outing.

The Executive of the Navy League (N.S.W. Branch) extends a hearty invitation to members of the League and to all N. 1. Sea Cadet officers and their wives, and to all sea cadets and their parents to be their guests on the afternoon of Saturday, 28th November.

Arrangements have been made for a steamer to leave the wharf at Fort Macquarie at 2 p.m. sharp on that date for Shark Island, and for a trip round the harbour. Members and parents are invited to assemble at the wharf not later than 2 p.m. Light refreshments will be provided, and the guests will be landed at the island for an hour or so.

A cadet all-comers' boat race will be held off the island, and ashore inter-company tug-of-war will take place.

Officers in charge of Companies are asked to see that every available cadet musters in uniform at Fort Macquarie wharf not later than 1.45 p.m. on Saturday, 28th November.

Navy League boats with reduced crews for towing should assemble at Shark Island at 2.30 p.m. and make ready for the race. Particulars regarding towage will be issued by letter.

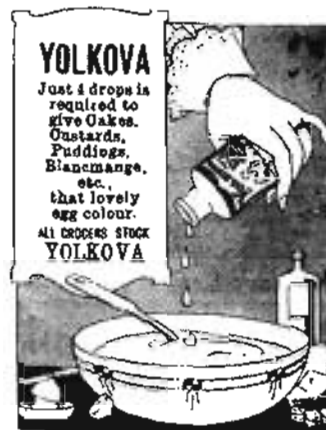
Let us hope for a fine day, and the officers will make success certain.

FOR NAVY LEAGUE—RING B 7808

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NAPHTHA, SULPHATE OF
AMMONIA



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge: Mr. E. COOPER
Hon. Secretary: Mr. EDGAR FIDDER
NORTH SYDNEY—Asst. Sec. in C.: Mr. W. L. HAMMER
Hon. Secretary: Miss MURRAY
LANE COVE—Officer-in-Charge: Mr. F. GURR
Hon. Secretary: Mr. F. L. HODGES

DRUMMOYNE—Officer-in-Charge: Mr. G. KIRKCALDIE
Hon. Secretary: Mr. A. WALKER
RICHMOND—Officer-in-Charge: Mr. R. H. WADE
Hon. Secretary: Mr. J. G. ANTILL
EASTERN SUBURBS—Officer-in-Charge & Asst. Sec. in C.: Mr. S. J. WOPKES

BALMAIN COMPANY'S BAZAAR.

(Contributed by Mr. S. Cooper.)

Mr. Albert Lane, M.L.A., accompanied by his daughter, opened the Bazaar at 2.30 p.m. on October 31.

Mr. Lane, in his address to the cadets, spoke many cheery words. He mentioned one episode of Lord Nelson's life, without mentioning the great admiral's name, and then asked casually, "Whom am I speaking of?" and a volley of voices came from the cadets, "Lord Nelson, sir," which showed that the history of that great naval chief had been read by the lads.

Leading Seaman Cadet Robertson presented Miss Lane with a posy of flowers representing the Navy League colours.

When the bazaar opened every one was ready for business. Plenty of buyers made things very brisk. Hard work for all until 9.30 p.m. The ground was decorated with different coloured lights at night which gave a very pleasing effect. Dancing and games were indulged in till 11.30 p.m.

The patrons included Mr., Mrs. and Miss Kelso King, Mrs. M. Mayne, Mr. Hopkins, senr., Mr. Hopkins, junr., of Clovelly, Mr. Wade, Miss Wade and cadets of Richmond Coy.; Mrs. Frank Gurre, Mr. Sommerville (Chief Officer of Lane Cove), Mr. Sommerville, Mr. and Mrs. Oakes (Lane

Cove), Mr. and Mrs. Stewart (Hunter's Hill), Mr. and Mrs. Louis Hansen (Glebe Point), Mrs. and Miss Buckland, of Lakemba.

Donations were received from the following:—Dr. Stopford, M. J. Burns (Oberon), Mrs. Bennett, Mrs. Johnson (Moss Vale), Mrs. T. H. Silk, Mr. Mason, Miss Hansford, Miss Humphreys, Mr. Harry Shelley.

Capt. Beale was unable to be present owing to a prior engagement in the interests of the Navy League.

The following ladies and gentlemen were responsible for the glorious success of the day:—

NOVELTY STALL—Mrs. E. Fox, Mrs. Lampherd, Mrs. Kilcoyne, Miss Adam.

FANCY STALL—Mrs. Hayward, Mrs. Wells, Mrs. Duffy, Mrs. Walker.

GROCERY STALL—Mrs. Allen, Mrs. Harvey, Mrs. Murray, Mr. Murray, Mrs. Ibbotson.

REFRESHMENT STALL—Mrs. Starkey, Mrs. Robertson, Mr. Starkey (Sports Officer), Mrs. G. Bain, Mrs. McDougall, Mrs. Frankland, Mr. J. Bain, Mrs. Bain, Senr., Mrs. Bain, Junr.

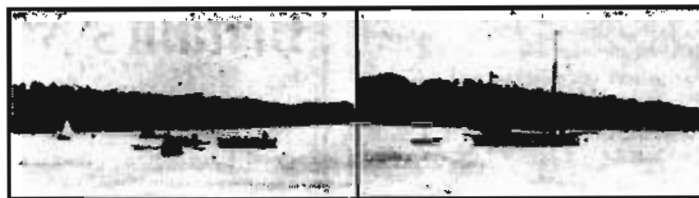
SWEET STALL—Mrs. G. Bain, Misses Ferguson, Cooper, Fox, White, Allen, Buckland, Watson, Frankland, Nance Robertson, Flo Fox, Sister Frankland, Miss Kilcoyne, Miss Ibbotson.

FLOWER STALL—Mr. Lampherd, Mr. E. Fox, P. O. Cadet A. Bzzy, Jack Lampherd.

NAVY LEAGUE STALL—Mrs. Cooper, Mrs. Mayne, Mr. Kilcoyne and cadets.

ON THE LANE COVE RIVER.

"SEA SCOUT."



Assembling for the Race.

Mr. Harry Shelley's Yacht which towed the Navy League boats to the line.

ROWING RACE.

The handicap race for the Cochrane Shield took place on the Lane Cove River on the 7th inst.

The event was held under the auspices of the Lane Cove Sailing Skiff Club, and was rowed over a course off Northwood Wharf to a finishing line abreast of Longueville. Crews of Navy League Cadets representing Richmond, North Sydney, Drummoyne, Balmain, Eastern Suburbs and Lane Cove Companies competed for the first time in craft of different classes—service cutters, gigs, whalers and cutter-gigs.

The inlanders from Richmond, coxswained by Mr. R. H. Wade, the Officer-in-Charge, won a well deserved and popular victory. They had three lengths to spare from Balmain whaler, which was half-a-length ahead of Drummoyne's gig in third place. The place getters were chased home by North Sydney, Eastern Suburbs (gigs), Drummoyne and Lane Cove's cutter gigs and Balmain cutter. Better weather could not have been desired, a fair wind helping the competitors over the course.

Mr. Harold Cochrane, a member of the Executive Committee, donated a handsome Bronze Shield, which will be retained outright by the crew

which is successful in winning the event three times.

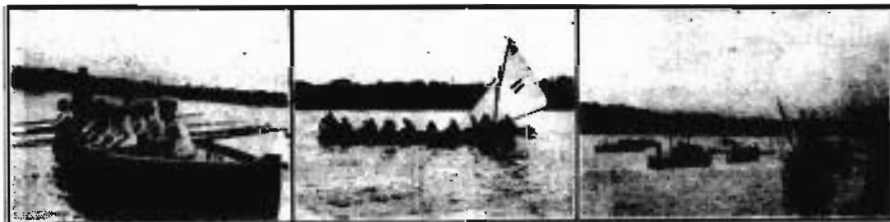
The race was started by Mr. Buckland, of Balmain Company, who, with the timekeeper, Mr. Sommerville, of Lane Cove Coy., were accommodated on Mr. Cochrane's launch "Viking."

Mr. Harry Shelley, one of the Hon. Treasurers of the Navy League, materially helped to make the occasion an unqualified success by again using his fine yacht "Sea Scout" as a tug boat and towing several of the boats to Northwood, picking them up again at about 5 p.m. for the homeward journey.

After the race the cadets landed at Longueville, when nearly two hundred of them were regaled with refreshments in the pretty reserve overlooking the river. Mrs. Gurre and several mothers of cadets, together with Sea Cadet officers, including Messrs. R. H. Wade, F. Gurre, W. L. Hammer, G. Kirkcaldie, W. Hooper Senr., W. Hooper Junr., E. Starkey, W. Watt, A. Hamilton, C. J. Hopkins Senr., and C. Hopkins Junr. lent a willing hand.

Another such afternoon is eagerly looked forward to by the cadets.

Captain O. Smith, Chairman of Drummoyne Sub-Branch, Mr. Walker, Hon. Secretary, and the Organising Secretary of the Navy League were also present.



Eastern Suburbs Rig.

Drummoyne gig.

Five Longueville boats went alongside at Longueville after race.

"THE UNPUNCTUAL CADET."

(By "Viking")

Does the unpunctual cadet ever reckon what a nuisance he is to his officer, his mates, and every-one with whom he comes in contact?

Late on parade, some of the work has to be done over again. Late at boat drill, he keeps the crew shivering by his laziness, and on arrival has to take the worst oar; whilst on gala days the late comer gets the smallest bun and the flat ginger-beer.

For punctuality during the next six months "Viking" offers every N.S.W. Navy League Sea Cadet Branch a serviceable watch to the most regularly punctual cadet.

Officers-in-charge to formulate the competition, which shall be won by merit—not favouritism.

CUTTER RACE.

The annual race for the trophy presented by the Royal Sydney Yacht Squadron took place on the opening day of the yachting season under the auspices of the Royal Sydney, Prince Alfred, and Prince Edward Yacht Clubs. The event was rowed over a course of three quarters of a mile, and was won by Drummoyne from Balmain, with Richmond third. The crew of North Sydney Company's boat finished in second place, but was disqualified for interference. The race also carries prizes of £3, £1 10s., and 10s. for 1st, 2nd and 3rd respectively.

Mr. Shelley regaled the crews with refreshments, and also towed the competing boats to and from the race.

"COCHRANE SHIELD."

For the next race for the Cochrane Shield the following handicaps have been declared and approved, viz:—

Cutter-gigs, limit.

Balmain Cutter starts 35 secs. later.

Richmond Cutter 3 secs. after Balmain.

Drummoyne Cutter "

30ft. Cutter 6 secs. after Richmond-Drummoyne.

Balmain Whaler 6 secs. after 30ft. Cutter.

28ft. Gigs start 30 secs. after Balmain Whaler.

For each of the races for the Cochrane Shield the boats will be re-handicapped.

It is anticipated that the above handicaps will bring the boats closer together than was the case on the 7th instant.

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SUCCESS.

Mr. Cooper, the Officer-in-Charge, Balmain Company, has furnished the following signed statement of receipts and expenditure in connection with the Bazaar held at his house on the 31st October in aid of the Company funds, viz:—

STATEMENT.

RECEIPTS.	
From Grocery Stall	£13 14 1
Fancy Stall	21 16 3
Sweet Stall	16 16 14
Refreshment Stall	14 17 8
Noisily Stall	10 0 0
Flower Stall	5 6 6½
Navy League Stall	13 4 4
Donations to Navy League Stall	7 1 6
	£102 16 6

EXPENDITURE.

Printing	£0 12 6
Stamps	0 10 0
Presentation Bouquet	0 5 0
Retaining Cases and Faces	0 5 0
In hand	101 4 0
	£102 16 6

Signed { Mrs. E. Fox, President.
Mrs. HAYWARD, Hon. Treas.
Mrs. COOPER, Hon. Sec.

This effort has produced far greater financial results than any previous function organised to benefit any one particular unit of the Navy League Cadets. The Officer-in-Charge and all those who associated themselves with him are to be congratulated on such a splendid achievement.

TRYING OUT N.L. BOATS

The 1st of November was a day of hard work for most of the Officers of the Sea Cadets Corps. Different classes of boats including cutters, gigs, whalers and cutter-gigs were pulled against the watch over a half mile course. Information of a useful nature was gleaned from the times taken to complete the course and it was possible to use them as a basis for the first Navy League handicap race on November 7.

The work of the officers on the 1st inst., coupled with the results of the race, permitted of a readjustment of the handicap scale, which it is hoped will prove satisfactory in the second race which will take place at an early date.

The experience and knowledge obtained from a couple of races should, under normal conditions, enable us to bring all the boats within sinking distance of one another in the rowing events in future.

The officers present who worked so strenuously for the benefit of the Cadet movement were:— Messrs S. Cooper, Buckland and Starkey of Balmain Company; Messrs. Gurre and Sommerville, Lane Cove Coy.; Messrs. Hooper & Paton, Drummoyne Coy.; Messrs. Hopkins, Senr., and Hopkins, Junr., Eastern Suburbs Coy.; Mr. Edgar Fidden, Hon. Sec., Balmain Coy., and Mr. W. Hooper, Senr., of Drummoyne, acted as time-keeper and judge respectively.

"THE LURE OF THE SEA."

This is one of the most readable books about the sea that we have seen.

It is obtainable from Messrs. Angus & Robertson, Booksellers and Publishers, Sydney.

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BEAUFORT SCALE OF WIND FORCE.

Beaufort Number.	General description of wind.	For Coastal use.	For use on Land.	Statute miles per hour.
0	Calm	Calm	Calm; smoke rises vertically	Less than 1
1	Light air	Fishing smack just has steering way	Direction of wind shown by smoke drift but not by wind vanes	1 to 3
2	Slight breeze	Wind fills the sails of smacks which then move at about 1.2 miles per hour	Wind felt on face; leaves rustle; ordinary vanes moved by wind	4 to 7
3	Gentle breeze	Smacks begin to career and travel about 2.4 miles per hour	Leaves and small twigs in constant motion; wind extends light flag	8 to 12
4	Moderate breeze	Good working breeze; smacks carry all canvas with good lift	Raises dust and loose paper; small branches are moved	13 to 18
5	Fresh breeze	Smacks shorten sail	Small trees in leaf begin to sway; crested wavelets form on inland water	19 to 24
6	Strong breeze	Smacks have double reef in mainsail. Carrequited when fishing	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty	25 to 31
7	High wind	Smacks remain in harbour	Whole trees in motion; inconvenience felt when walking against wind	32 to 38
8	Gale	All smacks make for harbour if near	Breaks twigs off trees; generally impedes progress	39 to 46
9	Strong gale		Slight structural damage (chimney pots and slates removed)	47 to 54
10	Whole gale		Seldom experienced inland; trees uprooted; considerable structural damage occurs	55 to 63
11	Storm		Very rarely experienced; accompanied by widespread damage	64 to 75
12	Hurricane			above 75

Mr. HALLAM PUGH forwarded the above in the belief that it will prove instructive to our readers.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital £1,000,000
Capital Paid-up and Reserves £1,000,000
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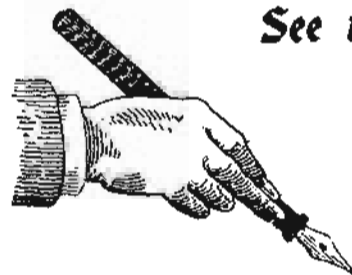
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Anniversary of Trafalgar.

THE one hundred and twentieth anniversary of Trafalgar and the death of Nelson was celebrated by the Navy League at Royal Naval House, Sydney, on the night of October 21. The Chair was occupied by Mr. Alfred G. Milson.

Mr. Walter M. Marks, M.P., was the Speaker. He was listened to with the greatest attention by the 200 sea cadets present. Mr. Mark's description of the old Victory as he saw her during a visit a few months ago was very instructive and his anecdotes of Nelson were enthusiastically endorsed by the audience.

At the conclusion of Mr. Marks' address Mr. W. T. Waddington, who by the way is an ex-sailor of the sail—a "Cape Homer," and also an ex-soldier, for he served throughout the war, gave a number of popular and excellent selections on the violin, accompanied at the piano by his young daughter. They were accorded well deserved and oft repeated applause.

Miss Joyce Fidden and Miss Marjorie Dillon recited to a most appreciative audience and Miss Pansy Shimell took the hearts of the boys by storm with song and dance delightfully rendered. The humour of Mr. Chas. Lawrence was a feature of the evening and for fifteen minutes he had the audience in continuous laughter.

The proceedings terminated with the singing of the National Anthem.

Among those present were noticed Mr. Kelso King and Miss King, Mrs. Walter Marks and Miss Travis, Mr. and Miss Goddard, Mr. Harold Cochran, Mrs. M. Mayne, Miss Frances Glasson, Miss Murray, the Officers-in-Charge of Balmain, Drumoyne, North Sydney, Lane Cove and Eastern Suburbs Companies of Sea Cadets, Mrs. Fidden, Mrs. Gurre and several old naval veterans.

Local Committees.

In the October issue of the JOURNAL (page 18) the paragraph in black type, column 2, should read:—

"Every member of a Committee must be an accredited member or fellow of the Navy League, N.S.W. Branch, either through Headquarters or through a recognised sub-branch."

AIMS AND OBJECTS OF THE NAVY LEAGUE.

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

Its objects are:

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

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RESERVE FUND	£2,830,000 0 0
RESERVE CAPITAL	£3,500,000 0 0
	<u>£9,830,000 0 0</u>

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PROGRESSIVE TOTALS OF THE BALANCE SHEETS

1855	£1,335,071	1875	£4,781,854	1895	£12,108,532	1915	£29,706,823
1865	£7,216,524	1885	£10,669,722	1905	£16,829,856	1925	£45,217,845



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The Nelson and Australia.

By FRANK C. HUIWEN

Author of "Ships for All," "The King's Navy," "The Golden Age of Sail," &c., &c.
(Written for the "The Navy League Journal").

THE choice of the name *Nelson* for the first British battleship to be laid down under the conditions of the Washington Agreement is of particular interest to Australians, for the two previous ships of the name that have featured on the navy list have both been intimately associated with Australian waters, and are still very well remembered.

The first *Nelson* was laid down at Woolwich in December, 1909, from a design drawn up by the surveyors of the navy, which was supposed to be a great improvement on the ships that had fought at Trafalgar. She was the world's largest line of battleship when she came out, and was practically a sister to the training ship *St. Vincent*. Her figurehead was a bust of Nelson, supported by Britannia on one side, and Fame on the other, with the famous Trafalgar signal as a motto. She had a tonnage (by the old measurement) of 2,617 on dimensions 205 x 53, 8 x 24 ft draught, while her crew numbered 1,900. She mounted 120 guns, and six light cannonades for the defeat of boarders, which were not counted in her armament. By the time that she was launched, in July, 1814, the Napoleonic wars were over, so that she did practically no active service, and a large part of her early career was spent in the reserve. During the Crimean war such men as were available were far more valuable in screw ships, so that she was laid up at Portsmouth; but in 1859 she was fitted with screw engines of 500 horse power, while her armament was cut down to 72 guns. The work was completed in 1860, but by that time the first ironclad had been built, and had completely revolutionised naval design, so that she was again laid up at Portsmouth until 1867, when she was transferred to the colony of Victoria to train men for the turret coast defence ship *Cerberus*, which was then under construction, and which was to defend Melbourne.

After a spell employed on training duties she was used as a reformatory; and in 1895, when

Captain George Neville brought out a scheme for the reduction of expenditure, it was suggested that she should be used as a refrigerating hulk for meat and dairy produce awaiting export. This scheme was not carried into effect, however, and in 1898 she was sold to a Sydney firm for £2,400, with her ballast and ammunition on board, to be scrapped.

The second *Nelson* was built by John Elder, of Glasgow, in 1876, and was intended as a reply to the Russian armoured cruisers which were designed to especially prey on British commerce. She was only partially protected on the water line, and her designer (Barnaby) regarded her as his ideal of a cruising and fighting ship. In order to reduce the danger of collision her ram was built to be unshipped when necessary, and it was intended that she should spend a large part of her time under sail. She had a displacement of 7,640 tons, a compound armoured belt nine inches thick amidships, and mounted four 18-ton muzzle loading rifles, eight 12-tonners, and two 14-inch torpedo tubes. Her maximum speed was 14.4 knots, and she was a far better sailer than most of the ironclads of her time.

In 1881, as soon as she was completed and shaken down, she was commissioned as the flagship of the Australian station, and was still there when Rear-Admiral Tryon—afterwards to lose his life in the *Victoria* disaster—took over the station. She came home in 1889, and was laid up in the Reserve at Sheerness. £50,000 was spent on her refit and modernisation two years later, improvements which included the provision of some quick-firing guns in addition to her old muzzle loaders. Her hull rig was replaced by pole marks at the same time, and she was then commissioned as guard ship at Portsmouth, being laid up there in 1894. She remained there until 1901, with the exception of four months' commission on the occasion of the Kaiser's famous telegram to Kruger, when she was struck off the effective list and con-

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verted into a training ship for stokers. A big house was erected over her deck, and owing to the fact that she carried a wet canteen she was one of the most popular ships in port. In 1910 she was purchased by Dutch ship-breakers.

Besides these two *Nelsons* there has been a *Lord Nelson*, which was built on the Tyne immediately before the Dreadnought era, and a *Lady Nelson* which carried out one of the earliest surveys of the Australian coast.

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Policing the Seas.

(Reprinted from "Cape Times," Cape Town, South Africa).

THE Cape District Branch of the Navy League of South Africa recently instituted the first of what it is hoped will be a series of "Navy League Essay Competitions." The selected subject in the adult class this year was "Policing the Seas: Its Significance to South Africa." The judges have just made their award, and the prize in this section has been assigned to Mr. D. Sloan, Pretoria, whose excellent essay we reproduce below:—

Wisdom prepares for the Worst; but Folly leaves the Worst for that day when it comes.

—R. Cecil.

The sea-borne trade of South Africa increased two-fold during the last 20 years, and now approximates £140,000,000 annually. There are many who think that the next ten years will witness an increase equal to that of the last two decades, and though this estimate may appear to be too sanguine and optimistic, an examination of the position will prove it to be well founded.

Take, first of all, the wealth of our mines. It has been stated by an authority that the gold in the Union yet to be mined may be moderately set down at £1,000,000,000, and the coal resources of the Union at 50,000,000,000 tons. The production and export of diamonds is limited only by the demand, and, though the market has been depressed during the past few years, there is now every indication that it is again on the up grade. Copper, tin, asbestos and other metals are being produced in undiminishing volume, while the recent discoveries of platinum in the Transvaal promise to make South Africa the world's largest producer of that rich mineral. The future of the Union, from the point of view of mineral wealth, is undoubtedly assured.

Wool Production.

From the agricultural and pastoral aspects, the position is not less favourable. Our annual wool production now exceeds £12,000,000, and with the improvements introduced in the breeding of flocks, and also in the methods of clipping and

sorting the wool, it may confidently be asserted that South Africa will, ere long, come within measurable distance of Australia itself in the matter of wool production.

Maize production, now that it has been stimulated and encouraged by the provision of elevators, will reach proportions undreamt of a few years ago. The export of citrus and other fruits will increase enormously, while other articles produced either directly or indirectly from the soil, such as Angora hair, hides and skins, ostrich feathers, wattle bark, sugar, cotton and tobacco, will add more and more each year to the volume of our overseas trade.

A beginning has been made in building up an export trade in fish and fish products. That South African waters are prolific in edible fish has been abundantly proved by the surveys carried out by the trawler Pickle and the sloop Protea, under Government control, and well-informed persons are confident that South Africa will soon take a foremost place amongst the fish-supplying countries of the world.

Overseas Markets.

It is self evident that South Africa, with its small population, is vitally dependant on overseas markets. We cannot consume all our own products; nor would it, indeed, be a healthy state of things if we could. Factories have, it is true, sprung up within the Union which absorb some—though, comparatively, a very small—portion of our raw materials and turn them into articles which are utilised and consumed within our own borders. Boots and shoes, saddlery and harness, blankets, jams and preserves, etc., are being manufactured in South Africa in largely increasing quantities every year. This is a sign which is pregnant with hope for the future, for not only are the factories giving employment to an ever-growing number of the population, but they are also doing much to bring down the cost of living to a normal and reasonable level.

When allowance has been made for all our manufactures, however, there still remains the

necessity of disposing of the great bulk of our products—mineral, agriculture and pastoral, in markets outside of the Union.

Union's Imports.

And what of our imports? There are many articles necessary to the progress and development of our land which must be brought from elsewhere. Materials for use in railway construction, machinery for our mines, agricultural implements, petrol and oil for our power-driven transport, and many other articles must be imported. They are as necessary to us as the food we eat.

All our imports and the very great bulk of our own products must be carried over thousands of miles of the ocean's highway to the markets of the world. What, then, if this sea-borne traffic of ours were to be interfered with and brought to a standstill? Would not this South Africa of ours be in a parlous condition? Our products would rot in our barns or on our wharves; agricultural and mining development would cease, and business would be paralysed; unemployment would become general; chaos and ruin would take the place of order and prosperity, and the grim spectres of misery and want would stalk through the land.

But, it will be objected, how is it possible for our sea-borne traffic to be interfered with and brought to a standstill?

The only true guide to the future is the careful study of the past; and in his reading of history the wise man will take cognisance not only of the out-

come of events, but also of those "might-have-beens" which but for some lucky turn of fortune's wheel would have been actual realities.

Where Danger Lies.

We are in this age happily far removed from the days of the Barbary Pirates when ships were in constant danger, even in times of peace, of being forcibly boarded and captured and their crews sold into slavery. The danger to South African shipping—thanks to the work of the Royal Navy in the past two or three centuries—lies not in that direction. Where, then, does the danger lie?

A war between any two or more great Powers to-day—even if the British Empire were not involved—would seriously interfere with our sea-borne trade. The old question of contraband would arise; the right of search would be exercised, and delay, inconvenience and loss would result. These disabilities could be borne, no doubt, with more or less equanimity if the rights of neutrals were respected by the belligerents; unfortunately, however, there is a precedent in the sinking of neutral ships by Germany in the Great War which might conceivably be adopted by belligerents of the future. We may hope that this dastardly precedent will not be followed; but we must be prepared for the worst.

If, however, the Empire itself were involved in a war of any magnitude—and not even the existence of the League of Nations nor the Washington Agreement has rendered such a contingency impossible—the safety of our sea-borne trade would

be wholly dependent upon the efficient policing of the seas by the Royal Navy. It is important that this fact should be realised by every one of us, for, if it is clearly realised, that spirit of fair-mindedness which is the traditional inheritance of British and Dutch alike must inevitably lead to South Africa shouldering her fair share of the burden of naval efficiency, and to the citizens of this great self-governing Dominion identifying themselves with an "Empire Navy," a Navy which will be as much the pride and possession of the King's subjects of South Africa as of their fellows born and bred in the heart of England.

History's Lesson.

A single page from the history of the Great War will be sufficient to convince the most unbelieving amongst us that the Royal Navy was in very truth the support and bulwark of South African prosperity during the period 1914-1918.

When Admiral Sir Christopher Craddock, with the ill-fated officers and men of the *Good Hope* and the *Mossmouth*, perished at *Coronel* on the 1st November, 1914, there prevailed something

like dismay and consternation among responsible men in South Africa. What was now to hinder the victorious German Admiral, Von Spee, from steaming into the Atlantic Ocean, and with his fast cruisers preying on South African shipping? What, indeed, was to prevent him coming to the relief of South-West Africa or of bombarding Cape Town itself? There were many who were convinced that such a course would of a certainty be followed.

It was to the British Navy that South Africa looked for help. Nor did she look in vain?

On the 11th November—two days after the news of *Coronel* reached England—Admiral Sturdee set out from England on his task of "policing the seas." His work was to bring the German Admiral to book as quickly as possible. Admiral Sturdee reached the Falklands on the 7th of December, having steamed eight thousand miles, and proceeded to coal his vessels as a preliminary to beginning the search for Von Spee, whose whereabouts were shrouded in mystery.

Where should the search begin in the vast

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expense of the oceans? Months might be spent in fruitless searching, and Von Spee during that time might do infinite damage.

Then it was that a turn of Fortune's Wheel delivered the German Admiral into the hands of the avengers of Coronel. Von Spee, confident that no British force of any strength was nearer than the North Sea, arrived with his fleet at the Falklands, on the 8th December.

All the world knows how within a few short hours the Battle of the Falklands had been fought and won, and all the German ships, with the exception of the Dresden, which escaped for the time being, were lying shattered beneath the waves of the Atlantic. Admiral Sturdee's work was accomplished, and the vessels carrying our produce could once more proceed without fear "upon their lawful occasions."

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MEDITERRANEAN CRUISE.

TO undergo a year's service with the Mediterranean Fleet of the British Navy, H.M.A.S. Melbourne will leave Sydney on November 20. A British cruiser will visit Australian waters and become for the time being a unit of the Australian Fleet. The interchange of units of the British and Australian Fleets has now become part of the Imperial naval policy.

Although the Melbourne is expected to be with the Mediterranean Fleet for a year only, her midshipmen will remain abroad for four years. It is intended that they shall see service aboard British men-o'-war, and so obtain the full knowledge of the manoeuvres of a combined fleet—conditions which are impossible in Australian waters, where the number of active units is generally limited to three cruisers and a similar number of destroyers in one flotilla. The Mediterranean Fleet is the most powerful squadron in the British navy, and the crew of the Melbourne will have every chance of learning the fine points of naval manoeuvres on a large scale.

The crew of the Brisbane, with a few exceptions, has been transferred to the Melbourne. The men, who have been on leave for the past month, will man the Melbourne throughout her cruise.

The cruiser Brisbane is now laid up at Garden Island undergoing repairs to a damaged boiler. These are expected to occupy six months. A further six months is expected to be occupied in overhauling the electric services on board, and in installing new wires throughout the ship.

The remainder of the active Australian Fleet, comprising the Sydney, Adelaide, Anzac, Stalwart, Tasmania, and auxiliary ship Platypus are engaged on the usual spring cruise in southern waters. Several of the vessels have participated in a series of exercises in connection with aircraft from the Australian Air Force. All the vessels except the Adelaide are visiting Melbourne. The Adelaide went on to Adelaide. The vessels will be absent from Sydney several weeks.

The two mine sweepers, Mallow and Marguerite, have been engaged on training cruises at Port Stephens and Broken Bay respectively.

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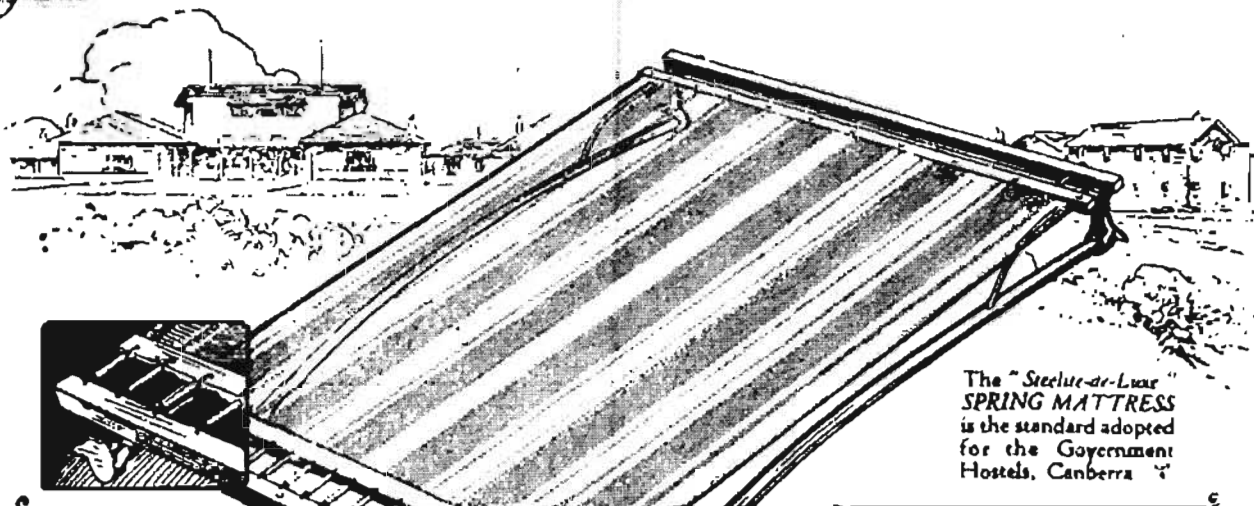
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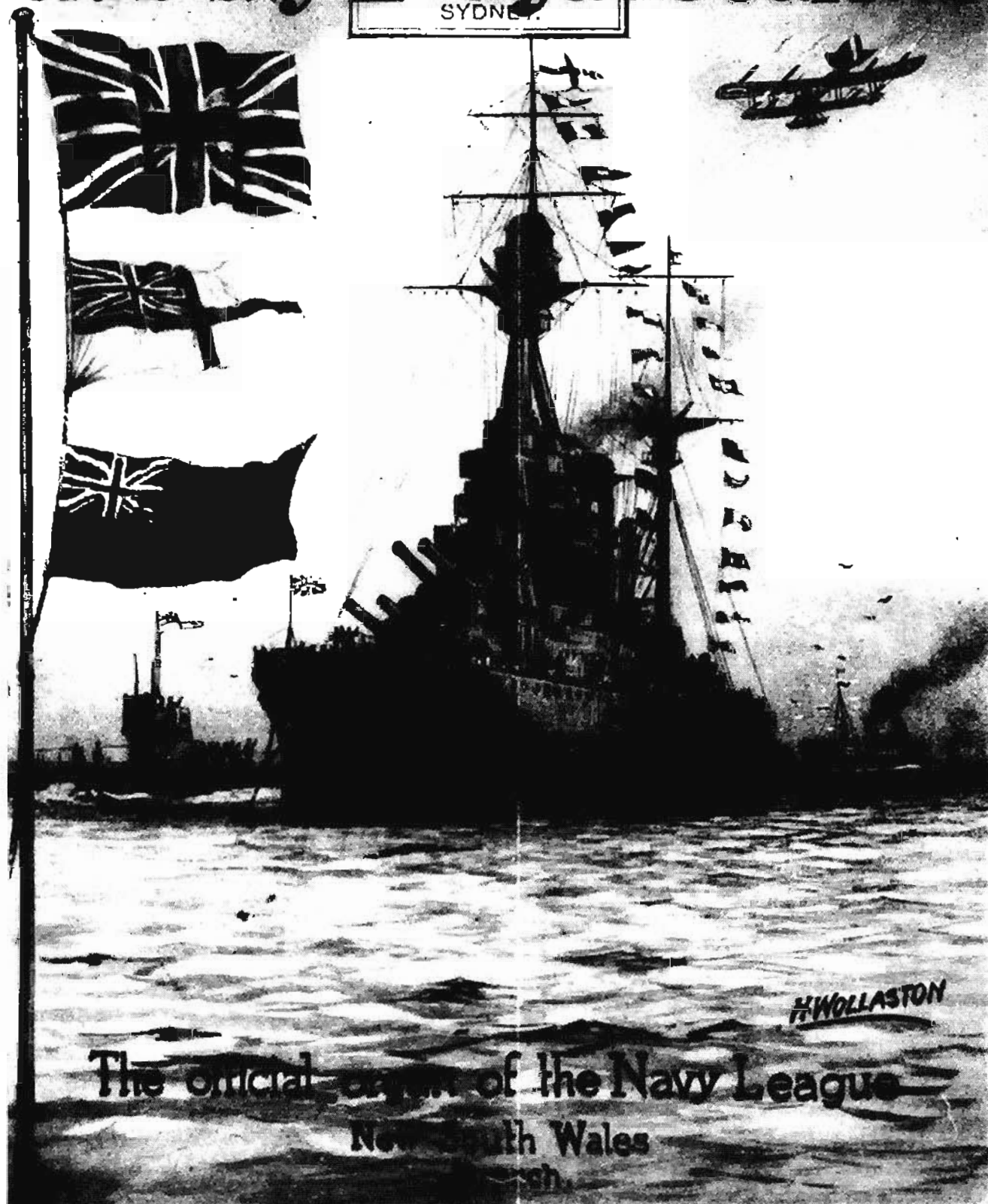
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VOL. 6, No. 8.

DECEMBER, 1925.

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The Navy League Journal



H. WOLLASTON

The official organ of the Navy League

New South Wales

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The Navy League Journal

Vol. VI. No. 8.

SYDNEY, DECEMBER, 1925.

PRICE 3d

THE NAVY LEAGUE'S MISSION.

PARENT BODY'S MESSAGE.

"IT is a hundred and twenty years ago since Nelson and his "band of Brothers" won for the British people a century of peace by sea, the great leader himself sealing the compact with his blood. History records the veneration with which the maimed body of Nelson, silent in death, was received when it was brought back to England. The victory was hailed as a great national deliverance; and yet it must seem to us that the use of the sea meant comparatively little to the men and women of 1805. The whole population numbered only about ten million people, who obtained practically all they required from their own soil, buying from overseas, in the main, only the luxuries of life. In the favourable atmosphere of peace, the nation flourished amazingly in subsequent years. The industrial revolution was completed and great industries were established, with the result that, in spite of the influence of emigration, the population increased more than fourfold, without corresponding expansion in the quantity of home-grown food or production of more raw materials required in factory and workshop.

If peace at sea was of inestimable value to our forefathers, how shall it be assessed to-day? Thirty million men, women, and children would starve if our merchant shipping from any cause—

enemy action, industrial disturbance, or the violence of nature—ceased to enter our ports with bountiful supplies of food raised in other lands. These same ships must bring us, day by day, plentiful stores of cotton, wool, ore, and other raw materials, or at least half the population would be condemned to idleness. We are involved in a race against starvation, because those cargoes from overseas have to be paid for. We endeavour to pay for them by means of our manufactured goods and our coal, but these do not suffice to balance the account. Hitherto we have made good the deficiency, amounting in recent years to between £300,000,000 or £400,000,000, by the services which we render to international trade, carrying the ocean-borne commerce of other nations, financing their economic development, and engaging in world-wide operations in insurance, banking and merchanting. The cheapness of our food and raw materials, and the success with which we render these various services to the world depend upon our prestige, and that rests, in the last analysis, upon the sufficiency and efficiency of our sea power.

The Navy League believes that it has a mission. It is to keep alive the old spirit of a race of seafarers who have planted great and virile Nations in the oceans of the world."

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AUSTRALIA'S VAST WEALTH.

Value of Sea Communications.

Thursday Island, Torres Strait, King George Sound.

Safety For Sea-Borne Products.

"Lonely Sentinel of Pacific!"

Australia Must Look to the Sea.

Naval Discipline a National Asset.

Checks Physical Deterioration.

What Our Country Producers Owe to the Navy and
Mercantile Marine.

By E. GEORGE MARKS

(Author "Napoleon and the War" (Two Vols); "How Each Makes War!"; "Merit and Democracy!"
"Watch the Pacific!" (Defenceless Australia), &c., &c., &c.
Specially written for "The Navy League Journal.")

WRITERS who conscientiously endeavour, to warn the inhabitants of this great island-continent that treaties, pacts, alliances, conventions, rapprochements between nations subsist only so long as they suit the signatories, must not be stigmatised as Chauvinists, militarists, and extravagant patriots.

Australia, a member of the League of Nations, has inevitably become an appanage of that amazingly complex body with its babel of tongues, its multiplicity of interests, its cliques, its coteries!

What will be the corollary of Germany's admittance into the heterogeneous League of Nations under the Locarno Security Pact? Will it not be the initiation of an intrigue by Germany for the restoration of the former colonial possessions—distributed under mandates from the League.

Australia, New Zealand, too, must be on the qui vive; surveillance, watchfulness, superintendence of the mandates exercised by them will be vital.

Under Roman law *mandatum* signified an express undertaking to do something under contract without deprivation of contractual rights, except by adequate reparation and compensation.

After the Great War, the term *mandate* was given an important international significance, certain territories conquered from the Germans and the Turks were entrusted to one or other of the Allied Powers as mandatory of the League of Nations.

SOVEREIGNTY IN THE LEAGUE.

Mark this important stipulation—the sovereignty of these conquered territories were vested in the League of Nations, which gave the country in question a mandate to administer them; a written document or mandate defined their powers, obligations, duties.

Great Britain holds from the League of Nations mandates for Mesopotamia, Palestine, German East Africa, now Tanganyika Territory, and parts of Togoland and Cameroon.

In other instances, the mandate was conferred

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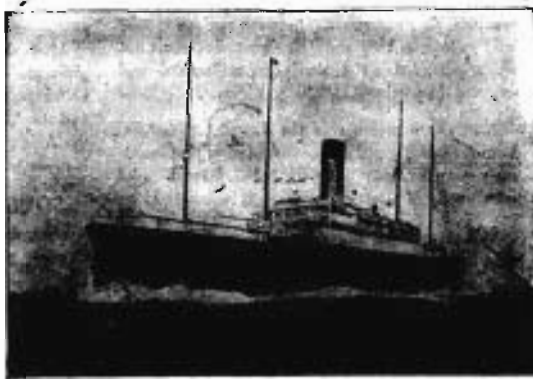
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upon his Britannic Majesty for and on behalf of
one of the Dominion Governments.

These included south-west Africa for the Union
of South Africa, the former German islands in the
Pacific south of the Equator, except Samoa and
Naru, to Australia, and Western Samoa to New
Zealand.

France received mandates for parts of Cameroon
and Togoland and also for Syria.

Belgium's mandate was for districts in the
Tanganyika Territory.

Japan received a mandate for the former Ger-
man islands north of the Equator, including Yap,
but the U.S.A. refused a mandate over Armenia.

*These mandated territories are of vast
importance from the point of sea communi-
cations, especially the Marshalls, the Caro-
lines, the Ladrões, and the Pelew Islands,
in the Western Pacific; they are held by
Japan; they are athwart our trade routes;
they could be impediments to the expansion
of our island trade.*

IN JUSTICE TO DOMINIONS.

Under the Locarno pact a big injustice was
done to the Dominions: they were not consulted;
that pact contains as many germs of war as it does
peace.

With Germany as a member of the League of
Nations, the peace of the world will not be
assured; that ambitious nation will never rest till
she has had revenge for her defeat in the world-
war.

Contemplate what would happen under the
Locarno pact were German intrigues for the resto-
ration of the balance of power successful? France
would be spurred into an act of aggression against
Germany; if France refused to be disciplined by
the League of Nations then that body would
summons its members to compel her to do so by
force of arms.

*Australia, New Zealand, too, other Dom-
inions also, would be drawn into the conflict,
although their acquiescence in the Locarno
pact was never sought, never obtained.*

Germany will strive hard to influence the

*League of Nations to restore to the Fatherland
the lost colonial Empire.*

Assuming that Germany becomes a powerful
member of the League of Nations and demands
that Japan restore to her the Marshalls, the
Carolines, the Ladrões and the Pelew Islands, in
the Western Pacific.

What would happen? Japan would defiantly
refuse; plead the uti possidetis of international
law; then precipitate a conflict in the Pacific.

The U.S.A. is not a member of the League of
Nations, but, like Japan, is vitally concerned with
the complex problems of the Pacific. These two
bignations are becoming more and more estranged;
a naval war in the Pacific will decide the racial
dispute. Whenever that clash comes Australia
and New Zealand will seriously feel its effects from
a commercial standpoint—the interference with its
communications.

Thus it will be seen that the problems involved
in the Locarno pact; the problems of Germany's
intrigues for the restoration of the lost colonial
Empire of the Fatherland; the problems of the
U.S.A. and Japan for naval supremacy in the
Pacific and racial supremacy are all of momentous
importance to the British Dominions—because
they live and thrive by virtue of sea communi-
cations.

SILENT PRESSURE OF THE NAVY.

Sea communications are not maintained, kept
open, and preserved by diplomatic manoeuvring;
Britain's sea communications are preserved by the
silent, steady, remorseless pressure of the British
navy—the sleepless watch-dog of the nation's
right.

Australia is rich in flocks and herds; her wool
clips are world renowned; her blood stock is com-
parable with the world's best; she is embarrassed
with magnificent timber deposits; her mineral
wealth and her coal are inexhaustible.

The squatter, the man on the land, the great
wool, hide, and tallow producers, the timber pro-
ducer, the mineral producer—all exporters and
importers in varying degrees—should reflect on
the vast importance to them of unimpeded sea
communications.

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districts—in their multiplicity of different callings—should never forget what sea communications mean to them all.

EXTENSIVE SEABOARD.

Australia—lonely sentinel in the Pacific, the envy of Asia's seething millions—does not subsist and flourish because the outlying States of the Commonwealth are linked up by steel highways; this young and fertile land looks to its extensive seaboard; depends, to a large extent, upon its coastal-mercantile marine.

Australia has reason to feel proud of the great enterprises which has placed at her disposal such a magnificent coastal fleet. The Commonwealth would feel still prouder if there was a larger proportion of native born Australians serving in these vessels.

Australia is young, rich, and alluring; she must in the future live or die by means of the sea. Hence, every phase of our population should foster the keenest interest in the sea; the country producer has even a bigger interest at stake in connection with internal and external sea communications than the average city man.

Wealthy graziers, other affluent men of the great country districts, should use their best endeavours to impress upon all the young men with whom they come in contact the immense value the sea and sea communications must always inevitably be to its large but poorly populated continent.

Native-born recruits for Australia's coastal mercantile marine and Australia's navy should be drawn from all classes of the community—sturdy lads from the country are always welcome; they are readily moulded and disciplined.

Discipline in its highest form is found in the British navy; in the Australian navy, too—that form of discipline which develop true manly spirit, courageous rearing, self-control, initiative, and patriotism. Discipline of this character is essential in a country so situated as Australia—she must have trained naval reserves—she must have the right stamp of marine to keep open her sea communications in the days of stress and trial in the Pacific.

Anything which tends to check physical deterioration should gain the nation's approval. The

excellent results of voluntary training is reflected in the bearing of the boys of the Navy League Sea Cadet Companies in and around Sydney.

SAFE COMMUNICATIONS FOR COMMERCE.

Australia's trade continues to expand; its trade routes become of more and more importance; its internal and external communications more and more vital to the maintenance and the prosperity of this young democracy.

All conceivable hidden natural dangers should be guarded against. The coasts of the world have been charted by the Royal Navy; the Admiralty charts are the recognised guides for ships the world over—never mind how difficult the routes; how tortuous the communications.

Australia's sea communications are by no means devoid of danger; there is still work for the Navy's Survey branch—to search for and catalogue all dangers to navigation, thus assisting the safe carriage of sea-borne products and the expansion of Australia's commerce and industry.

FOOD FOR SCEPTICS.

Digest these significant figures; then sceptics will perceive the value of unimpeded trade routes; the supreme value of an Australian sea sense and an Australian navy.

The total overseas trade during 1923-4 was £260,195,457, as compared with £249,827,882 during the preceding year.

Increased trade was mainly due to imports. The balance of trade during that year was greatly in favour of imports, the value of which (£140,618,293) exceeded that of exports (£119,487,164) by £21,000,000.

Exports of wool and wheat accounted for 50 per cent. of the total value of exports during the year, the value of these two commodities exceeding £70,000,000 sterling.

The large purchase in Australian ports of bunker coal and other stores for vessels owned outside Australia was also a factor of importance in 1923-4.

The value of imports from the U.S.A. to Australia generally exceed the value of exports to that country, but the difference was very marked

during 1923-4, when the value of imports from the U.S.A. was no less than £27,000,000 in excess of the value of the Australian exports.

Australia's exports to Eastern countries include Japan, China, India, Ceylon, Dutch East Indies, and Timor (Portuguese), Philippine Islands, Malaya, (British), and Hong Kong.

The value of wool exported to the East by each State of the Commonwealth during 1923-4 was—New South Wales, £3,613,634; Victoria, £1,122,201; Queensland, £1,193,426; South Australia, £6,998; Western Australia, £2,181; Tasmania, £890.

Exports of primary produce for 1923-4 represented 94.7 per cent. of the total exports. The pastoral groups with 50.7 per cent. of the total, showing the highest percentage, followed by the agricultural and mining groups with 23.3 per cent. and 12.4 per cent. respectively. Exports of goods classified in the manufacturing group represented only 5.3 per cent. of the total.

Of the total primary production during the period 45.6 per cent. was exported. Over one-third of the agricultural production and, approximately, two-thirds of the pastoral production were sent abroad.

Sixty per cent. of the total production of the mining industry of the Commonwealth and 20 per cent. of the produce included in the dairy and farmyard were sent abroad.

The percentage of manufactured goods exported during that period was comparatively small, only 4 per cent. of the production being sent abroad.

OVERSEAS VESSELS.

In 1923-24 approximately 79 per cent. of the shipping entering Australian ports was British. The Australian tonnage which entered Australia from overseas during that period represented 9.90 per cent. of the total tonnage entered.

In normal times the large exports of coal from New South Wales afford special inducements to vessels in search of freights. The tonnage in ballast into New South Wales is mainly for coal cargo; into Victoria for wheat; into South Australia for wheat and ore; into Western Australia for timber and wheat.

Most of the foreign tonnage entered is employed between its home ports or the colonies of its own country to Australia, e.g., French shipping is engaged chiefly between Australia, France, and New Caledonia; Dutch ships are employed almost entirely between Australia and the Netherlands, the Netherlands East Indies or Straits Settlements.

Norwegian shipping is always an exception to this rule. The greater portion of Norwegian tonnage engaged in trade with Australia is composed of vessels operating under charters of the 173,311 tons of Norwegian shipping which entered Australia during 1923-4, 31,603 tons (18.26) were in ballast.

During that period Japanese tonnage of an extensive character was engaged principally between Australia and Japan, the U.S.A., the Philippines, and the Pacific Islands.

WATCHDOGS OF COMMERCE.

Here are the ships of the Royal Australian Navy designed to protect our commerce, our trade routes, our communications, over which are shipped the immense wealth embodied in imports and exports:—

*Ships of the Royal Australian Navy, June, 1925:

Vessel	Description	Displacement tons	Power H.P.
Adelaide	Cruiser	5,500	25,000
Anzac	Flotilla Leader	1,000	36,000
Brisbane	Cruiser	5,400	25,000
Cerberus	Motor Boat	61	120
Penguin	Depot Ship	5,880	Nil
Geranium	Sloop	1,250	2,000
Huon	T. B. Destroyer	700	11,301
Mallow	Sloop	1,200	1,800
Marguerite	Sloop	1,250	2,200
Melbourne	Cruiser	5,400	25,000
Moresby	Sloop	1,320	2,500
Parramatta	T. B. Destroyer	700	9,000
Stalwart	T. B. Destroyer	1,075	27,000
Success	T. B. Destroyer	1,075	27,000
Swan	T. B. Destroyer	700	10,000
Swordsmen	T. B. Destroyer	1,075	27,000
Sydney	Cruiser	5,400	25,000
Tasmania	T. B. Destroyer	1,075	27,000
Tattoo	T. B. Destroyer	1,075	27,000
Flinders	Boys' Training Ship	1,800	Nil
Torrens	T. B. Destroyer	700	10,000
Warrago	T. B. Destroyer	700	9,000
Yarra	T. B. Destroyer	700	9,000

Fleet Auxiliaries:

Bluelia	Fleet Collier & Oiler	5,700	2,300
Kuramba	Fleet Oiler	3,970	2,300

* (Some of the sea-going vessels named are more or less obsolete, and possess little or no fighting value.—Ed.)

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PERRY OFFICER: "What shall I give this last R.A.N. chap to do?"

BOSSALL: "What is he in private life?"

PERRY OFFICER: "Says he's an Artist."

BOSSALL: "Well give him a pot of paint and let him paint down the funnel."

Strength of Naval Forces (Permanent and Reserves) May 15, 1925:—

Royal Australian Navy (sea-going): Officers 406; Men, 4,219.

Cadet Midshipmen undergoing training at R.A.N. College: 49.

Boys undergoing training on H.M.A.S. "Tingira": 256.

Royal Australian Naval Reserve (sea-going): 58

Royal Australian Fleet Reserve: Men, 131.

Royal Australian Naval Reserve: Officers, 145; Men, 5,804.

Royal Australian Naval Volunteer Reserve: Officers, 3; Men, 31.

WASHINGTON AGREEMENT.

The Washington Conference of 1921 had a big effect on Commonwealth Naval Defence schemes; all warships building, all naval base construction, was suspended. Fleet personnel was reduced from 4,383 in 1921 to 3,500 in 1923; ships in commission reduced from 25 to 12.

H.M.A.S. Australia was sunk, in accordance with provisions of the Washington Treaty, on April 12, 1924.

A change has come; the incessant naval preparations of Japan being a big factor in spurring the Commonwealth Government to a sense of national responsibility.

The decision to build two 10,000-ton cruisers—the maximum size at present allowed under the Washington Agreement—two ocean-going submarines, and a seaplane carrier, are indications that Australia's local navy is to be reasonably maintained.

The order for the two cruisers was placed in Scotland; they should be in commission in 1928. The two submarines, which will be built in England, should be delivered to the Commonwealth Government in 1927. Approximately 6,000 tons, the seaplane carrier is to be built at Cockatoo Island Dockyard, Sydney, by the Commonwealth Shipping Board.

MOULDING AUSTRALIA'S YOUTH.

The naval college established at Geelong in 1913, and transferred in 1915 to Captain's Point, Jervis Bay, New South Wales, is moulding our young manhood into valuable assets for Australia's future protection.

The course is similar to that of the naval colleges in England. A boy whose 13th birthday falls in the year in which the entrance examination is held is eligible to compete, provided he is the son of natural-born or naturalised British subjects. From amongst the qualified, the selection committee chooses the number required.

The Commonwealth Government bears the whole expense of uniforms, victualling, travelling, as well as that of the educational course.

About 140 officers who have passed through the college are now serving with the navy.

"TINGIRA" BOYS.

H.M.A.S. Tingira, moored at Rose Bay, Sydney was commissioned in April, 1912, to train boys for the personnel of the Royal Australian Navy. The age of entry is 14½ to 16½ years. Only boys of very good character and physique are accepted, after a strict medical examination; they must engage and serve until they have reached the age of 30.

The training lasts about one year, and trainees are then drafted to a sea-going warship of the Australian fleet. Recruiting is promising; 260 boys were under training this year.

Besides the sea-going forces, there is a R.A.N. Reserve, which is composed of citizen naval trainees. The personnel of the sea-going forces, which was originally largely composed of Imperial officers and men, is now mainly Australian, and will become more and more so as time advances.

CHEAP AND IGNORANT SNEER!

A nation without sentiment, without tradition, must sink into oblivion "unboused and unsung."

Tradition is a marvellous factor in the uplifting of a country; the valiant deeds of Nelson are an inspiration to the British Navy; the consummate military genius of Napoleon an inspiration to French soldiers.

Our great battle cruiser, "Australia," is at the bottom of the sea. She bore the name of the nation; she saw service with the Grand Fleet during the world's most gigantic war; she gained honor and prestige for this young Commonwealth; the name of H.M.A.S. Australia should forever be an inspiration to Australians.

Public men should endeavor to build up tradition; not destroy it.

Many an Australian's blood boiled when he recently read of a Sydney alderman contemptuously referring to a relic of the "Australia" as a "piece of ironmongery!"

The souvenir of our first great battle-cruiser has been handed over by the City Council to the Returned Sailors' and Soldiers' Association—a body of men who will guard it from cheap sneers and ignorant taunts of "little Australians"—men who do not believe in the value of tradition.

COMMANDING OUTPOST.

Too much study cannot be devoted to the internal communications of the Commonwealth and their external links.

Thursday Island is little more than an isolated outpost but occupies a commanding position on the northern route of Australian commerce. In the event of a conflict in the Pacific involving Australia it must inevitably be occupied and tenaciously held in order to afford security to merchant vessels carrying great cargoes of wool and wheat and other valuable Australian products.

The ever-increasing strategic value of Thursday Island is primarily due to the fact that it lies in the trade route between Japan, China and the Eastern States of the Commonwealth.

Torres Strait, too, is commercially and strategically, of vital importance to the Commonwealth.

Unquestionably it is a vulnerable link in our communications; it should be rendered impregnable.

As a manifestation of the pivotal importance of Thursday Island—from a point of vital communications—the distances from that outpost to the undermentioned places should be noted and reflected upon:—

From Thursday Island to Saigon, 3,000 miles.

From Thursday Island to Singapore, 2,500 miles.

From Thursday Island to Ceylon, 4,000 miles.

From Thursday Island to Batavia (Java), 2,200 miles.

From Thursday Island to Port Darwin, 700 miles.

From Thursday Island to Point Parker (an important strategic point on the Gulf of Carpentaria), 400 miles.

From Thursday Island to Brisbane, 1,400 miles.

From Thursday Island to Sydney, 1,800 miles.

From Thursday Island to New Caledonia, 1,500 miles.



MR. E. GEORGE MARKS.

From Thursday Island to the Caroline Islands (occupied by Japan), 1,800 miles—the same distance as Thursday Island is to Sydney!

Australian exporters of wool, wheat, gold, copper, tin, coal, hides, tallow, frozen and preserved meats, butter and cheese, should agitate for the rendering of Thursday Island one hundred times more secure to merchant vessels as a haven in the event of a clash in the Pacific!

Its vast importance as a trade route—a link on our internal and external communications that must not be severed between Japan, China, and



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the Eastern States of the Commonwealth, cannot be gainsaid.

Schemes for the protection of Australian commerce; for the protection of our internal lines of communication; our harbours; points d'appui or fuel depots for shipping of the Australian navy: on the assumption of trouble in the Pacific are practically non-existent. Immediate consideration is of paramount importance.

POINTS D'APPUI.

What are the principal harbours points d'appui of vital communications in Queensland—

Thursday Island, Torres Strait, Cooktown, Townsville, Keppel Bay (Rockhampton), Moreton Bay (Brisbane).

IN NEW SOUTH WALES—Port Jackson (Sydney), Newcastle, Botany Bay, Wollongong, Port Stephens.

IN VICTORIA—Port Phillip (Melbourne), Portland, Warrnambool, Belfast.

IN SOUTH AUSTRALIA—Glenelg (Adelaide), Port Victor.

IN WESTERN AUSTRALIA—Fremantle (Perth), King George Sound.

IN TASMANIA—Hobart, Launceston.

IN NEW ZEALAND—Auckland, Wellington, Port Lyttleton (Christchurch), Port Chalmers (Dunedin), Bluff Harbour.

KING GEORGE SOUND.

From points of internal and external communications King George Sound is of transcendent strategic importance. By sea the Sound is about 300 miles from Fremantle, the port of Perth.

Commanding, as it does, the trade route from the westward, King George Sound is essential to the keeping of steam communication with Western Australia.

Unless adequately defended, it would inevitably in the event of a war in the Pacific, involving the Commonwealth, be occupied by hostile raiding cruisers, which would cut off our steamers and merchant ships.

Strongly defended, King George Sound would be a highly valuable naval post for Australian war

craft acting on the defensive; protecting our steamers and merchant ships.

This great strategic point of our communications demands immediate attention; attention as urgent, as vital, as Thursday Island and Torres Strait.

Mark these distances of communications—

King George Sound to Perth 350 miles.

King George Sound to Adelaide 1,020 miles.

BE PREPARED.

Every section of the Commonwealth must inevitably be vitally concerned in the adequate maintenance of our internal and external sea communications; none more so than the great exporters of wool, wheat, and other important products.

The Pacific is pregnant with trouble; suppressed, stifled, for the moment.

War comes with terrific suddenness; put our defences upon a thoroughly sound and efficient basis.

Do not neglect our vital communications! To do so means Disaster, Ruin, Humiliation!!!

CHARACTER BUILDING.

(BY VIKING)

In the training of the Navy League Cadets, character building is placed foremost, because ultimate success of life depends on character moulded during days of youth. And what is the surest index to character? Is it not Cleanliness? The cadet who comes on parade clean and neat in personal appearance will be likewise in his habits, his work, his thoughts, and the choice of his companions. The world judges us by our appearance, looks in our eyes for honesty, at our chin for firmness, and to our finger-nails for cleanliness. We are masters of our own fate, and win success by our personal equipment of character.

"Viking" offers each unit of the Navy League (N.S.W. Branch) a suitable prize for cleanliness—commensurate to age and inclination of the winner—during the ensuing six months. Officers-in-charge to formulate the competition, which shall be similar in all units.

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SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. J. COOPER
Non-Secretary Mr. EDGAR FIDEN
NORTH SYDNEY—Officer-in-Charge Mr. W. L. HANMAN
Non-Secretary Miss MURRAY
LANE COVE—Officer-in-Charge Mr. F. GUNDS
Non-Secretary Mr. F. L. REDDES

DRUMMOYNE—Officer-in-Charge Mr. G. KIRKDALDIE
Non-Secretary Mr. A. WALKER
RICHMOND—Officer-in-Charge Mr. R. H. WADE
Non-Secretary Mr. J. O. ANTILL
EASTERN SUBURBS—Officer-in-Charge & Asst. Non-Sec. Mr. G. J. HOPKINS

To All Navy Leaguers.

THIS being the last issue of the JOURNAL for 1925, we desire to extend to all members, officers, cadets, advertisers and readers our best wishes for a Jolly Christmas and a happy, healthy and prosperous New Year.

We also take this opportunity to extend our grateful thanks to all those who have accorded their practical support to the Navy League and to the JOURNAL in the past. May their generous help remain as constant as it is welcome.

A Navy League all comers boat race will take place in January on Anniversary Day. Officers-in-Charge are invited to arrange for the manning of every boat with a crew of cadets.

The competitions for the Miss Charles-Fairfax Flag will be held on Saturday, 27th February next. The "Oswald McMaster" Gold Medal will be competed for on Saturday, 27th March, 1926.

The Navy League Excursion to Shark Island on November 28 last, which was attended by more than 500 cadets and their parents, was a pronounced success, and it is hoped to have a similar "outing" annually.

Nine Navy League boats competed during the afternoon for the "Cochrane Shield" donated by Mr. Harold Cochran, a member of the League's Executive, which was won by the Richmond crew under Mr. R. H. Wade, for the second time in succession. Balmain Company finished second to the winners and North Sydney third.

The inter-company tug-of-war was won by North Sydney cadets from Drummoynes after the keenest struggle. It was one of the best matches we have ever seen.

Thanks are due to Messrs. A. G. Milson and Harry Shelley for towing the cutters, whalers, and gigs to and from the Island, also to Messrs. Kelso King, J. W. Hixson, G. E. Fairfax, C. M. C. Shannon, Harry Shelley, and A. G. Milson, for most generously defraying the cost of the excursion.

A XMAS CAMP.



Navy League Sea Cadets in Camp near Middle Harbour.

North Sydney Unit's Bazaar.

Thanks to the help of Mrs. J. T. Ralston, Mrs. F. W. Hency, Miss Murray, Mrs. Hamilton and several other ladies, the sum of £36 4s 10d. was handed to the Hon. Treasurer (Mr. C. P. Bartholomew) as a direct result of the bazaar.

It is a pleasure to note that this unit is showing a marked improvement in all directions.

Mr. S. Cooper, officer-in-charge Balmain Company, desires to thank the many parents who are taking such a keen interest in the work and welfare of the cadets, and who show their practical sympathy with the movement by attending the functions arranged to benefit the Company.

DRUMMOYNE.

(Continued by Mr. C. R. Boyes)

The friendly spirit existing between the Boy Scouts and the Sea Cadets of this district is most marked and productive of good results.

Several combined marches have taken place, and on occasions the officer-in-charge of the cadets places one of the Company's boats at the service of the Scouts, and our brothers the Scouts are ever ready to reciprocate with acts of usefulness and

friendliness. This good fellowship is a very real thing, and we hope to further cement it as time goes on.

Our boats, the "Quambi," the gig and the cutter, are in use regularly, the cadets delighting in rowing and sailing and getting down the harbour to fraternise with the cadets of other Companies—even as far away as the Eastern Suburbs boys at Rose Bay.

Our Chairman, Capt. G. Smith, and the local sub-branch committee are ever ready to assist any scheme which has the welfare of the cadets as its pivot. Thanks to this help and to the valued assistance of Mr. Kirkaldie and the officers, the Company is doing splendidly.

Mr. S. Cooper has enrolled 28 new members to Navy League Headquarters. How many have you enrolled?

A slender acquaintance with the world must convince every man that actions, not words, are the true criterion of the attachment of friends; and that the most liberal professions of goodwill are very far from being the surest marks of it.

—GEORGE WASHINGTON.

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

THE EMPIRE CRUISE.

BY

V. C. SCOTT O'CONNOR,

Author of "The Silk Road East"; "The Scene of War";
"A Vision of Morocco," etc.

THIS volume relates the story of a circumnavigation of the Globe, and of a visit to Dominions and Colonies of the British Empire, as well as to the South African Republics, the Hawaiian Islands, and the Pacific Coast of the United States, by a Squadron of the Royal Navy; which was 300 days on the way, which traversed the equator six times, and covered 41,000 miles of sea travel.

The life of a Squadron at sea is described, and the Author's personal impressions are recorded of 16,000 miles of travel by land.

The Rt. Hon. L. S. Amery, M.P., His Majesty's Secretary of State for Dominion Affairs and for the Colonies, has written for this book an introduction elucidating the sea policy of the Empire. He has expressed the following opinion of the book:—

"A sea-passage of Empire, written in a spirit and in language worthy of its theme. The variety, the beauty, the immense possibilities of the British Dominions; and underlying all these the ceaseless unflinching vigil of the Navy, without which the whole Imperial edifice would dissolve forthwith 'like the unsubstantial fabric of a dream'—these things have impressed themselves deeply on Mr. Scott O'Connor's mind and live in his pages."

The writer himself claims no more than that he has opened a window on this world in being. He believes that the Empire, though shaken, yet purified, by the conflict from which it has emerged—Victorious, stands to-day upon the edge of an expansion that will fill the history of this century and make for the lasting good of mankind.

"There is, My Lords," said Lord Birkenhead recently, in a memorable speech, "no 'Lost Dominion': there will be no 'Lost Dominion' until that moment, if it ever comes, when the whole British Empire, with all it means for civilization, is splintered in doom."

That is the faith in which this plain and matter-of-fact story of a Cruise has been written.

The book contains 300 pages and 65 splendid illustrations. Cost net 16s.

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Eric and His Shipmates.

On Board a Sailing Vessel Twenty Years Ago.

BY W. W. JAGGER.

AFTER we have beaten round the Cape Horn of life we are apt to look back along the wake of years, and in the haze that overhangs the distant shore, the wraiths of our experiences appear.

Sometimes we see the ghosts in the gloomy solitude of a mountain glen; sometimes on a winter's night when lights are dim, they sit and nod in the little red caverns of the fire. But they hob-nob with every human heart that has floundered through the black deeps or scaled the glittering heights of the University of the World and lived, and felt, and wanted, and helped.

The ghost that drifted in to-night—an uninvited guest, pictured a tall ship gracefully sparred, lying at anchor in a tawny river under the dripping sky of a winter's morn. From the foremast head drooped the Blue Peter presaging the day of sailing; the main was graced with the Company's house flag, and from the gaff hung the Red Ensign of England, foul of the halliards and soaked with rain. On the decks all was bustle and noise. The bearded chief mate, big of frame, and kindly of eye, in dripping sou' wester and black oilskin coat shining in the wet, gripped the rail running round the fore-castle head and looked over the bow. The anchor was being dragged out of the Clyde mud to the clack, clack of the pawls and the song of the motley crowd of seamen as they breasted the capstan two at a bar and circled round. Link on link the cable crept slowly up the hawse pipe and round the windlass. Two cadets with chain hooks dragged the cable clear, and with canvas draw bucket and plenty of Clyde water washed away the Clyde mud. Once at sea the heavy chain would be stowed in the chain locker.

As the martial air played by a military band stirs the soul, so, too, does the weird and wonderful chorus of a full throated chanty. Led

by the sonorous singing voice of the bosun with:
The chain's up and down, the bosun did say.
Chorus of Seamen: Away, Rio.
Bosun: Heave to the hawse pipe, the anchor's
aweigh!
Seamen: For we're bound to Rio Grande
And away; Rio, aye, Rio!
Sing fare you well my bonnie young lass,
We're bound to Rio Grande!

Yes! that champagne sea-song on board a deep sea sailing ship makes old blood young and young blood leap. Its very memory makes one smell the smell of tarry rope and bite the tang of flying spume again.

The old wine of the chanty's tune sent the hands and the old cook round the capstan with a run. The anchor soon showed, and the tow boat began to move the ship through the water.

Eric Comes on Board.

How things come back to one! A fussy little launch nosed alongside aft and a boy of about sixteen years in brand new uniform, accompanied by a cleric in black gaiters, clambered up the rope ladder hanging over the side, and stepped on to the main-deck. The boy was the new cadet whom we were to know as Eric.

About two weeks later the ship was furrowing across the broad shimmering caress of the setting sun and straining south to the urge of the humming breeze. She reared and plunged and shook like a sentient thing, like a thoroughbred hunter that feels the rushing air fill his nostrils with throbbing life. Soft clouds floated across the face of the sunset and received the blessing of departing day. The doors of paradise seemed to open and a flood of crimson glory edged with gold, poured over the sea and caught the swelling pyramidal sails till the coarse canvas looked like cloths of richest velvet dyed in blood.

The Sailmaker Gives Advice.

"Look! laddie, look!" said the old Scots mil-

maker to me, as he pointed to the western sky, "Look, look at the wall of ruby and gold with pink rose petals and autumn leaves flaked all over it. Laddie, when people tell ye there's nae God, dinna believe them," he solemnly concluded. When ashore "sails" had bouts of religion and drinking alternately.

The sublime grandeur of the heavens drew a dozen members of the crew to the rail till the colours faded and the sun surrendered sky and ocean to the cool reflection of its white majesty in the mirror of the risen moon.

In the 8ft. x 6ft. x 6ft. half-deck aft where four 15 to 18 year old boys ate, slept and read, a cadet was playing "Home, Sweet Home" on his violin. Under the arched foot of the foresail on the forecabin head the look-out man could be seen pacing to and fro, and the starboard cathead caught the glow of emerald from the sidelight which had just been placed in the lighthouse.

The second mate leaned over the rail at the break of the poop, smoking and listening to the fiddle. Overhead blocks clacked and creaked, and masts and sails in harmony with the hull swayed beneath the sapphire dome of sky and the first twinkling stars of night. The ship's cook stepped briskly out of the galley and emptied the washing-up water over the lee side into the softly swishing sea. A few moments later and a tell-tale puff of backwind from the foresail made all aware that he was foraging in the brine of the harness cask for the salt beef that would soak in a tub of sea water all night, and then be boiled for dinner.

The ruby glow of a large Havana cigar indicated that the captain was behind it. He was sitting on the skylight abaft the charthouse on the poop. Since we had lost the trade winds north of the Line, the "old man" was in the habit of spending most of his time on the settee in his cabin. He read much from files of old newspapers and magazines, interspersed with readings from the Epistles of Saint Paul, and frequent throaty gurgles over a bottle whose label read: "Genuine Old Jamaica Rum." To the man at the wheel he often appeared in his pyjamas and gave Pauline advice in extenso, but of the old brown Jamaica, which more than one helmsman yearned for most, he never offered the smell.

Sometimes he visited the grey bearded sailmaker as he sat on his form on deck in the shade of the mamsail, busy patching old sails. At times he took up a needle and palm and sewed in unison with "sails." One day after inserting a few stitches in an ancient staysail, he thought he sensed the birth of a breeze. Throwing down the canvas with the large steel needle sticking through it, he left the main deck for the poop. It happened that the sailmaker then changed his own position and inadvertently sat heavily on the keen perpendicular needle. "Sails" did not sit long. His antics for a minute or more can be more easily imagined than described.

The Steward Renders First Aid.

The steward happened to be passing at the time and ran to the sailmaker's aid. After subsiding from what looked like a Highland fling, and sounded like a series of battle cries of the old time Picts, "Sails" was manoeuvred into position and the none too gentle steward caught hold of the twine hanging from the eye of the needle, gave it a turn round his hand, and forcibly extracted the cause of the pain and squirming from its two-inch sounding in the old chaps' flesh. The row brought out the "watch below" from their beds; some offered advice, some hurled imprecations at the unfortunate disturber of their slumbers.

A stiff tot of precious rum from the captain, followed by a double dose of black draught from the ship's medicine chest in the after cabin, together with a plentiful application of carbolic oil on the wound, and "Sails" retired limping to his bunk to think matters out.

The Doldrums and Hen-coops.

There was not a capful of wind to sketch a cat-paw on the polished sea. Canvas flopped backwards and forwards slowly to the motion of the ship. Pitch smoked and bubbled between the deck planks; paint blistered and peeled in the vertical glare of the blazing equatorial sun. Even the small marine molluscs, known to sailor men as "Portuguese men-of-war," seemed to feel the sweltering heat as the last one that floated into sight had hauled down its transparent triangular sail and submerged to a cooler place. The watch worked about the decks splicing rope and chipping rust flakes from the windlass. A couple of hands were out on the bowsprit end bending a newly patched flying jib to the stay. The carpenter ("chips") was busy knocking off the barnacles from a fine Oregon spar picked up from the sea a few days before.

At this time the ship was in latitude 6 degrees South and longitude 27 degrees West. A "doldrum" sky seemed to be closing down upon us and choking out the sweet breath of the world. I was employed carrying some of the Captains' two dozen fowls, one fowl under each arm, from the hen coop under the forecabin head to their new home in the port longboat on the after skids, which he had made ready for their reception. The heavy clammy air and the encircling gloom depressed with a nameless dread. I wanted to drop the fowls and shout: to shout at the dirty yellow oppression encompassing the ship and blotting out the brightness of the day and the blueness of heaven. No sound passed my lips. I continued carrying fowls along the maindeck up the poop ladder and back across the fore and aft bridge, depositing them safely under the wire netting frame covering that fitted between the gunwales of the boat. I passed and repassed shipmates toying at different jobs, doing next to nothing and yet the sweat beaded their burnt faces or trickled down to their open necked shirts—as it did mine. And I forgave them that I was expending greater energy than they. The great heat was becoming unbearable; my knees began to sag; I wanted to scream or

jump overboard out of that accursed oven when— splash! on my cheek. Thank God! A large cool pearl of rain! One. Two.

A Tropical Storm.

Lightning! Everybody saw it and blanched. Lightning, sudden, vivid, terrifying, swift as thought it flashed downward its arm of fire till, above the masts its hidden hand flew outstretched in fingers of dazzling flame and vanished in the sea.

"God Almighty! Did you see that?" called a voice from the main rigging.

From the misty mouthed cavern of space thunder spoke. The ship shook from truck to keel. The valleys of the ocean four miles below seemed to hear that awful voice for soon the muffled echo answered, and the thunder ceased. The air moved and grew chill. The thunderous shock had seemed to shake the inside out of the enveloping gloom, for immediately there was better visibility and cooler atmospheric conditions.

The nearness of the lightning and thunder had appalled most of the crew, quickened the heart beats, and surprised fear staring from the eyes of not a few.

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and mention the
"Navy League."

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

The vivid lightning lit the pyramidal sails in wonderful silhouette and shadowed them on the screen of sea which faithfully reflected every detail.

The few drops of rain were followed by millions more pattering swiftly on the broad smooth back of the sea. Like resounding small feet of countless dogs pattering across linoleum it trod the water and over-ran the ship. Men rushed across the decks to get sou' wester and oilskins. Most were drenched so quickly that they turned back and made for scupper holes which they plugged with wood and canvas to prevent the welcome glorious rain water escaping to the sea. The atmosphere seemed to turn to water for an hour or so and it was possible to lower a bucket overboard into the sea and draw it up full of water almost free from the customary salt of the ocean. The deck soon presented an extraordinary spectacle. Rain-water three or four inches deep swished about with the motion of the ship. From various doorways sailors emerged—moustached men in the flush and vigour of early manhood, fresh-faced boys making their first voyage, and old shellbacks bearded and grizzled, tanned and seamed by the years and the weather of the seven seas. Some tumbled out arrayed in colourful shirts and minus nether garments, others wore underpants without top hamper, and a few more daring or more primitive revelled in the deluge in the nude. Every man jack of them carried or dragged blankets and rugs, and these they stretched out on the watery decks and without more ado rubbed them with bar soap, cake soap, soft soap, or somebody else's soap, and then with bare feet proceeded to energetically trample upon them when, after rinsing, they were effectively cleansed. Before nightfall the rain ceased and a fresh breeze sprang up, the upper topgallant sails and the royals were set, and we squared away steering a little to the west of south.

Sail Ho!

From the main royal yard one of the boys made out a ship hull down and right astern. She had come up with the breeze and appeared to be overhauling us. Towards the end of the middle watch the gleam of her red port sidelight could be seen off our quarter, and at breakfast time she was distant not much more than a mile, and just abaft the beam. She was a four-mast barque with every stitch of canvas drawing from the flying jib to the spanker, and from the main royal to the courses. The oblique rays of the morning sun gilded her

straining wings to silver, and, as she lifted her fore-foot displaying the red under her black and white painted ports, her wet side glistened and shook off a shower of sparkling gems. Through the telescope we made out her name—it read "Marlborough Hill." Flag signals were exchanged, and the ships kept abreast for several hours. Her officers could be seen looking at us through their glasses, and we must have presented an even more magnificent picture to them than they did to us, as we were full-rigged and exceptionally lofty.

To the sailor at sea the close proximity of another ship is an event that creates excitement and considerable interest.

The first dog-watch saw our friend dropping astern. The breeze had appreciably freshened, and we were now outsailing her. Next morning from aloft only her royal and topgallant sails could be seen off our starboard quarter, and that was the last we saw of her.

Catching Fish.

In the calms I had caught a sixteen-foot shark from the tail rail. Using a long one-inch rope with a double-ended marline spike and a strong wire seizing on the end covered with fat salt pork as bait, I had successfully induced one of the evil-eyed monsters following us to get it athwart his jaws, and that was the beginning of the end of him. With the help of the second mate and another cadet we gleefully drowned him, and with the aid of a bowline hoisted him up level with the main-deck rail. Just behind the shark's dorsal fin, and clinging to his back by suction, was a sucker, a dirty yellow fish about fourteen inches long and as odorous as a dead whale. These suckers are to a shark what a flea is to a dog. When the shark was hauled out of the sea several lovely very pale-shaded green pilot fish with chocolate coloured hoops round their bodies made off. The pilot fish were each about a foot in length. After we had extracted the teeth and the backbone from the dead shark we let him splash back into the sea.

Several members of the crew with line and hook and red bunting attached had caught numbers of albacore and bonita weighing up to about 30lbs. Those that were found to have clean livers were cut up and pickled. But as edible fish they were not a conspicuous success, being dark coloured and coarse and strong.

What we looked forward to most were the flying fish. A tub was lowered over the weather bow,

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and a hurricane lamp was lighted at dusk and placed over the tub. Attracted by the light the flying fish lobbed against the side of the ship, and many of them fell into the tub. One night in the tropics the lamp and the tub were responsible for about seventy fishes. That same night a flying fish eighteen inches in length accidentally sped through the open port into the mate's darkened cabin. The weather was warm, and the mate was lying asleep on the top of his bunk when the speeding fish hit him in the pit of the stomach, and in addition to waking and winding him gave him a great scare. At breakfast in the morning the fish was on the mate's plate, and he said "revenge was sweet." For nearly all hands fried fish constituted the only item on the menu at every meal that day. We boys at least right heartily enjoyed it after the fare of salt junk, tinned Queensland mutton, and salt ling fish which had come on board four years before with a number of casks of salt pork marked—1854—the figures, said one of the crew, indicated that the pork was barreled in that year! It was also remarked it was Government pork originally intended for service in the Crimean War. Anyhow we did not allow the whiskered age of the pork nor the ripe aroma of the ling to interfere with our appetites for flying fish. We talked flying fish, cleaned and split flying fish and helped the cook to fry them on the galley stove. At breakfast, dinner and tea we ate them together with square biscuits, tile hard and tile thick. Boiled preserved potatoes, looking like boiled sawdust and soap, and almost tasteless save for the flavouring of margarine in lieu of butter, served as vegetable. Apart from the flying fish, which were quite good—something like the fresh herring without the herring's succulence, the one excellent foodstuff we indulged in was pea soup. It was really delicious, and more than one boy did actually pray to God that pea soup days would be all days and not merely twice a week. To get an extra whack of pea soup a boy would often give up his tot of limejuice prescribed by the grandmotherly and benevolent British Board of Trade, for daily consumption in the tropics. Marmalade in lieu of margarine, was another bargaining asset on pea soup days. Boys often surrendered their ration of marmalade for a ship-mate's portion of pea soup.

In the "Dog Watch."

The ship was surging along before a lulling quartering breeze and the grey headed waves at a good ten knots. A group of seamen on the fore

hatch were enjoying the cool change and discussing Eric, whose trick it was at the wheel.

"E sez 'is prayers," said big George, jerking a thumb in the direction of the helmsman. "The other night I went down to the 'arf' deck to borrow a bit o' bacca an' I see 'is nibs on 'is benders sayin' 'is prayers or somethink; no one else was there so I beat it, quiet like. Prayin' reminds me o' me old mother—my earliest and best friend, God bless her! She's dead now, but I never forgets her. In me last ship we had a parson's son and —"

"Dry up, George," interjected the cook, "We've heard you tell that yarn before."

"So 'elp me," George exploded, "I never told you this one. Anyhow, cookie, you needn't listen. I tells what I sees to sailor men and not to pot wallopers."

"George sees double," chimed the carpenter, "but he's right about Eric sayin' his prayers. I've seen him myself." "I bet," concluded Chips, "he's the only cove aboard here as says them regular and writes poetry into the bargain."

"What harm if he do say his prayers and write poetry. He's better by a cable's length than any of you chaps," said 'sails.' "What's mair," he continued, "he acts up tae his religion. What Eric believes, and does, came tae him in his mither's milk. He's got genius. It's the kind o' stuff that mak's the David Livingstone's and Henry Drummond's of life. Education can only polish it, it can't create it. I tell you chaps—you needna laugh, it's the urge of God and them that's got it generally die young. Mark my words, young Eric will not grow white like me."

"Shut up, 'Sails,' you're barmy. You give us the creeps. Go an' turn in and talk to yourself for a bit. It's two bells and time you was in bed," said an A.B.

"Thanks," answered 'Sails,' "I'd rather talk to mysel' than tae the likes of you."

"What do you think of Eric, Waddy?" asked 'Sails' of another A.B.

"Well, as you have asked me, I'll tell you," said Waddy. "He is one of the best. His actions speak for themselves. The day we sailed from the Clyde, Scotty, as you all know, was lugged on board in a state bordering on D.T.'s. All his worldly goods were in a red handkerchief and on his back. It was the first night at sea and Eric was pretty sea sick. I had just relieved the wheel in the

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eight to twelve watch—a rotten dirty night it was, black as pitch with rain and sleet, and the wind chopping all round the compass. The mate himself had just pulled Scotty out of his bunk and sat him in the wash deck tub of icy cold water to wake him so that he could do his watch with the others. It woke him alright. I heard the mate tell the old man that Scotty must have thought the rail round the deckhouse was the rail round a bar in a pub as he held fast to it and kept shouting for a pot of ale. Anyhow, Eric came to know that Scotty had only the clothes he was baptised in by the mate and, sick though he was, he crawled into the half deck and from his own gear he took boots, socks, underclothes, dungarees and a warm monkey jacket and put them in Scotty's bunk. He made Scotty take his fibre mattress and a couple of blankets, for himself he kept a 'donkey's breakfast' which had been left behind by an apprentice of the previous voyage."

"Waddy is right," it was the cook who spoke. "I was aft talking to the steward that night," he said, "and I heard the mate giving the whole thing to the skipper." "Besides," said he, "Scotty told me himself. And when he got the togs, he borrowed a bucket of water from the galley to bath himself in, an' he's not paid it back yet—Scotch I calls him."

"I wondered w'ere he caddged the water from," said big George. "I see 'im take it under the fo'castle 'ad in the dog watch the first Sunday at sea and 'ave a needed wash. I recollects 'im borrorring me Lifebuoy soap—I 'ad to borror it back—an' I see 'im dryin' 'isselt with a noo singlet before 'e put it on. Ay," concluded George, "Eric must be the goods alright, to give 'arf 'is clobber away, and no slop chest on board."

"He's one of the best shipmates I ever sailed with," vouched 'Chips.' "This sort of life is not for the likes of him. The other night," he continued, "I couldn't sleep, so I lights my pipe and mooched up on to the fo'castle head for a blow. "Hello, Chips," says he. "Can't you sleep?" "No, I says, the bugs and cockroaches won't let me, they can bite one another for a while." "Never mind, Chips," he says. "Let us walk up and down and talk of home and drink in the beauty of this perfect night."

"The beauty of a drink—a long one of beer, would be more in your line, Chips," ventured the sailmaker, as he scraped his mellowing calabash pipe.

"What do you mean, you old hypocrite," Chips warmly replied. "When we was working by the ship in Glasgow the mate told me that you used to put on a black hat and tie on Sunday and go to Church. On Monday you were drunk—drunk as drink could make you, anyhow. Aye, chaps, the mate said old 'Sails' had a stomach like a camel and hollow legs. 'Drink,' said the mate to me 'he'll drink a bottle of whisky neat without taking breath.'"

"It's a lie, a lie," roared 'Sails.' "Oh, shut up," said the cook. 'Eric's Scotty. 'E'll tell us about Eric. 'Ere Scotty, come and sit down fur a bit."

"Bide a wee," called Scotty, "till I gets ma pipe."

"I expeks," said big George, "he's gone to cadge in the 'arf deck—'e alwis is."

"That," spoke Waddy, "accounts for you doing your own cadding in the fo'castle."

"You can go to 'ell, Waddy. I couldn't cadge your old bootlaces."

"Give me a pipe o' bacca, somebody," begged Scotty, as he sat on the hatch. "You chaps," he went on, as he filled his wrack of a well browned clay pipe from some ebony tobacco belonging to the cook: "You chaps mind me o' a mission meetin', sittin' about wi' faces as long as eiders o' a kirk what had lost a Sunday night's collection money."

"'Sails' must have been there that night," suggested someone.

"Anyhow," proceeded Scotty, "who hae ye been gassin' about?"

"We was talking about the wee laddie at the wheel," said 'Sails,' as he carefully polished the African calabash with his shirt sleeve.

"Eric!" exclaimed Scotty. "Say naething about Eric, he's ma best frien'. The other night I wzur keepin' ma lookout, an' he cam up an' talked to me about hame. He asked me what I did when I whaur hame, an' I felt him because I couldna help masel—an' him but a wee laddie, an' me old enough to be his dad. Ay, he told me lots o' things in his quiet way, an' I had to wipe ma eyes like a smacked bairn. What he said was true—ay it was. It made me think o' ma drunken spree an' the way I knocked ma wife about. I felt queer all owre, ay, I felt a flood tide wi' sea weed freckling it runnin' from ma stomach and chokin' ma throat an' dimmin' ma eyes, an' all I

could see was ma gude wife at hame lyin' on the floor whaur I knocked her the night before I joined this packet. An' I could hear the bairn shoutin' 'mammy,' an' see him cryin' his eyes out, wi' an arm round his mither's neck on the floor an' the other holdin' ma leg. Ay, an' I lifted him away with ma foot, an' slammed the door an' left. An' I didna leave ma advance note nor nae money. Ay, I'm sorry I am; I'm reformed noo, though, nae mair drink for me—I've promised Eric."

"Haw, haw," chuckled big George unbelievably, "no more drink for Scotty. Soon as we gets to 'Frisco an' 'e can 'op ashore, 'e 'll get drunk alright and get locked up by the blarsted Yankee 'Johns'."

"Alright," said Scotty, "ye'll see. I'm finished wi' it."

"Gawd," said big George, as the party rose from the hatch, while an A.B. struck eight bells forward, "Scotty will be growing white fevers an' be a hangel afore we gets round Cape Stiff."

Aloft in the Fog.

About three weeks after the little party had gathered on the fore hatch, the ship ran into cold dirty weather with fog. The wet blanketing mist limited visibility to the ship's length. From the poop the bowsprit could just be seen awaying about, and the wet dripped from every sail. Overhauling buntlines aloft was a weird and ghostly experience; from the royals the deck and the sea were invisible, and as the ship rolled and plunged I felt I was alone in a drowning world. In front, behind, above and below the fog blotted out all signs of life. In that awful solitude of fog, 160 feet above the unseen deck, it was a comfort to feel the ship rolling. I felt that the ship was alive even if all else was dead. I thought of other ships which had been lost—posted as missing, no trace. I saw imaginary ice-burys blink through the mist and felt the sickening crash, heard the bows of steel crumpling, waited for the deathful plunge and the blotting out under the cold wet immensity of the engulfing depths. It seemed very real and very near, and in the grey dripping cold I sweated. The sharp cry of a Petrel, alarmed at the sudden sight of the ship, gave me comfort and calm and the security of company. Up there aloft the melancholy voice of the fog horn, which was being sounded on the fo'castle head—R-a-a-r-r-r-r, came fitfully. It seemed to come from a different direction at each blast, and was as howl-

dering as some forms of nightmare. I was glad to get down on deck and see a shipmate again—glad to feel something substantial under my feet for I had been perched on an unsteady footrope swinging with the motion of the ship in what seemed a bottomless grey pit peopled with vague ghosts. I seemed to have been away for a long time, but in reality it was not more than fifteen minutes since I started for the main royal yard.

Next day the fog cleared and the sun looking cold and ill, showed its wan face long enough for the captain and mates to get sights. Our position was ascertained to be to the south-east of Cape Horn, which was distant about 200 miles.

Off Cape Horn.

At nightfall the weather became threatening and the barometer was falling. All hands answered the roll call at eight bells, and before relieving the wheel and the lookout we shortened sail to topsails and foresail. Our watch then went below. When we came on deck again at midnight the ship was labouring heavily. Though there was was not much wind the old man was on deck and he ordered the mate to make the foresail fast. This was accomplished by both watches, after which the watch below left the decks and we took in the upper topsails. The wind now began to blow in gusts from the north, but soon hauled round to the pitch black west, causing a nasty confused sea to run making things decidedly uncomfortable on board. Before daybreak a raging gale was making the old Cape Horn greybeards throw up their heads and race eastward sweeping the ship in their stride.

Hard squalls of wind accompanied by hail and sleet, driving obliquely over the dreary grey waste of sea, found the weak places in our oilskins. The lurching and labouring of the ship in the heavy seas, and the huge quantities of water shipped over the bows and over the weather and lee sides kept the decks awash—sometimes level with the rail. To get forward or aft, without tobogganning along on one's haunches on the back of the rushing water, was a feat that few accomplished.

The old ship had now been hove to for about twenty hours—the last four under a weather cloth in the mizzen rigging. The gale seemed to be increasing in fury. Everything that was loose aloft and below rattled fearfully; the steel doors of the wash ports slammed and banged, and added to the

uproar. When the ship topped a ridge of rolling sea the wind shrieked. In the rigging, next minute we were wallowing deep in a mighty mouthed hollow below the rear of the wind whipped wave peaks. From the poop it was an awe-inspiring and magnificent spectacle to see the lurching ship swing her streaming bows down and still down as though preparing to shoot the oncoming ridge of breaking water. The onlookers on the poop held their breath in anticipation of the plunge and what would follow when the towering grey head of the bearded sea crashed on board. A miracle happened; the roaring monster was denied its expected prey. Under the ship's forefoot it collapsed in hissing foam and flung the bow upwards on the breast of the following wave till the jib-boom pointed its long brown, shaking finger at the menacing clouds overhead. Round the sinking poop the sea boiled up, and the moments, for they were only moments, of tense suspense, unvoiced from any mouth, seemed grafted into eternity. Washed from the wheel into the lee mizen rigging, the half-drowned helmsman held on with the grip of despair. The captain, second mate, and I were forced off our feet at the weather rigging and completely immersed, but we held on grimly to the friendly stays, and the subsiding water left us spluttering and trembling. The second mate splashed aft to the deserted wheel, but it hadn't moved a spoke. Soaked and thoroughly scared, the helmsman returned, to be greeted with "What the b— did you let go for, you Dutch hoodlum. Let go again and you'll be shot dead." Soaked to the skin and shivering with the cold, we were arranging to go for a change of clothing when the ship reared up perilously on the side of another watery mountain, and plunged with a sickening

crash partly on her side. An avalanche of water roared on board smashing the galley door to matchwood and flooding the galley. Like a rat in a wire trap, the old cook was caught. In the confusion caused by the upsetting of pans on the stove, the extinguishing of the fires, and the clouds of steam, the cook was severely scalded. Soaked to the skin and covered with ashes and flour he struggled out on deck howling with pain. Clutching the life-line, and half-carrying, half-dragging the cook, some of the crew got him aft into the cabin where the captain attended to him. All the time the ship was being buffeted unmercifully. Squall followed squall with increasing violence, howling and strumming through the gear aloft like a string orchestra gone mad. One particularly fierce gust carried away the gaskets, and blew the main upper topgallant sail free. Some of the watch—including Eric—volunteered to make it fast again. Bumped and flattened by the wind against the ratlines as we struggled upwards, we at last got to the yard and worked out along the foot-rope, with the maddened sail ballooning and slatting and nearly knocking us off the yard. It began to hail. We were pelted in the face and almost blinded. The foot-rope lifted and sagged; our faces smarted to the bite of the wind and hail; our hands were almost numb and our fingers ached with the cold and the strain, still we worked with a sort of mechanical strength and got the sail fast.

"In the Midst of Life—"

Sliding along the foot-rope towards the rigging, something happened. Eric had fallen. Nobody actually saw him let go of the yard, but we all saw him with a sense of sickening horror strike the lower topsail braces and somersault inboard and crash on to the after hatch.

Unnerved by the tragic happening, its awful suddenness, with results which we knew must be fatal, we descended from aloft and hurried to the after hatch. There the officers and most of the crew were gathering round the prostrate form of Eric. He lay on his side, his head and fine unmarked face resting heavily on the arm of the kneeling carpenter. The whole body had crumpled at the force of the impact, the face alone being uninjured.

As chips and Scotty prepared to lift the dying lad and bear him from the storm beset deck, the heavy unbroken screen of clouds to windward seemed pierced from behind, and through the gaping wound an unmasked ray of sunlight flowed to kiss the eyes and mouth of our young shipmate.

The cloud wound closed and hid the sun when Eric died. Before he died he tried hard to speak. At last his pale lips moved and breathed his last words in this life: "Mother—dear—mother."

In life, in death the fruit of his heart had its roots in remembered mother love. Neither pain, nor distance, nor death could erase the urge of that great love immortal—its faithful unforgetfulness was graven on the hearts of those who watched him die—"Mother—dear—mother."

The dead boy was tenderly laid in the sail-room.

His English face bore a look of serene contentment such as is only seen on the face of a mother when for the first time she gazes fully upon the countenance and form of her child, the soul of her soul and flesh of her flesh.

Eric's death was keenly felt by every member of the crew. His unassuming mien and quiet service to others, his sunny disposition, his courtesy and the winning charm of his personality had endeared him to the hearts of all. Cut off suddenly in the bud of his years—he was but seventeen—men asked of one another: "Why was he killed?" "Perhaps," said chips, who could not disguise his grief, "God has other work for him to do." "Who knows," said the old sailmaker, sadly. "Even at its longest our brief life here is but a link in the endless cable of time." "Our methods," he went on, "of measuring and comparing all things of which we have knowledge and understanding are human, and therefore earthly methods of limited value. Maybe when the soul is freed at death its freedom will count for most—it will be endless, infinite, eternal: knowing all things fully, seeing all things clearly irrespective of time and place. Such freedom, sails concluded, "may be the soul itself, the Spirit of God boundless, immortal, omnipotent."

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WIND.

BY F. VANVIER POWER, P.O.B. CHIEF COMMISSIONER,
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AIR is a mixture of gases, principally nitrogen and oxygen. Wind is a body of air in motion produced by the difference of barometric pressure in different directions; it is not the substance, but the force. One cannot see wind, but can observe its effects. The unit of measurement of wind is metres per second, but for convenience the British public generally speak of miles per hour. The direction of a wind is recorded according to the point of the compass from which it comes, not according to the point towards which it goes.

It is well known that heated air expands, becomes lighter and rises; and as Nature abhors a vacuum, colder and heavier air rushes in to occupy the space vacated. As the rarefied air cools, it becomes denser and sinks.

In this way air circulates, and the motion imparted to it is what we term wind. Dry air allows heat rays to pass through it without any appreciable loss of heat, but moist air absorbs large quantities of heat, not only that proceeding direct from the sun, but also that which has been taken up by the earth and given off again by radiation. It is because of this that cloudy nights are warmer than clear nights. The temperature of the air decreases about 1 deg. F. for every 300-ft. rise. This is due to the fact that when air expands, it cools, and also that the blanket of water vapour is thinner at high altitudes. The direction of a wind is also influenced to a certain extent by the rotation of the earth and by the presence of land surfaces.

The effect of the rotation of the world is to be noted in the case of the trade winds which are permanent air currents near the latitude of the tropics. Here the air at the equator, heated by the rays of the sun, rises, and its place taken by cooler air from latitudes north and south. On account of the revolution of the earth from west to east, the cooler air does not flow due south from the North Pole or due north from the South Pole, but, being lighter than the solid earth, lags behind as it approaches the equator, and so in the Northern

hemisphere we have the north-east trades, while in the Southern hemisphere we have the south-east trades—i.e., the wind blows from those directions.

The trade wind is strongest when the sun is in the opposite hemisphere and at its greatest distance from the equator, when they blow more from the Polar direction. When the sun is in the same hemisphere the temperature of the lower stratum of air is not so cool, and the trades blow more from an easterly direction.

Between the two trade winds is a zone or belt of calms known as the "Doldrums" but in this region there are sometimes squalls, thunderstorms, and very heavy rains. This zone is narrowest in February, when it is about 100 miles wide, and broadest in August when it is about 300 miles wide.

The air in the upper region is also on the move, and the wind so developed is known as "Anti-trades." The heated rarefied air at high altitudes is deflected towards the west owing to the rotation of the earth, but as it proceeds north, it first blows from the S.E., then from S., S.W., and finally from the W., while that proceeding south passes in turn from N.E., N., N.W. to W., so in each hemisphere the final wind becomes a westerly about lat. 35 deg. N., and 30 deg. S.

In lat. 40 deg. S. there is a fairly unobstructed belt of water encircling the world, and here the antitrade has sunk to the level of the sea. This latitude is known to sailors as the "Roaring Forties" on account of the stormy weather encountered thereabouts.

The effect of land surfaces on winds can be seen in the monsoons. For half the year they blow from the N.E., and for the other half from the S.W. During Summer time in the Northern Hemisphere the isobars, or lines of equal barometric pressure, of Asia, eastern Europe and Africa circle round intensely heated areas between the Persian Gulf and Tibet. The heated air arising causes an inflow of air from the surrounding region. This is known as the Summer or S.W. Monsoon. The N.E. Monsoon is a circulation round the high pressure formed in the winter season over the great Asian continent.

The same amount of solar heat applied to similar areas of land and water raises the temperature of

the land about four times as much as it does that of water. But the heat is dissipated much quicker by land than by water. This not only accounts for Seasonal Monsoons, but also for Daily Monsoons or Land and Sea Breezes. The Sea Breeze generally comes on in the afternoon after the land has had time to become heated. At sunset the rocks lose their heat quicker than the sea, so conditions become reversed and a Land Breeze generally sets in.

A Cyclone is a whirling wind which travels towards the East. In the Southern Hemisphere they revolve in the direction of the hands of a clock, but in the Northern Hemisphere in the opposite direction. It is an area of low pressure, and this causes the air to be blown spirally in to the centre, which is comparatively calm. Cyclones are often accompanied by rain, because as the air ascends in the central portion it expands and becomes chilled causing the water vapour present to condense.

An Anti-Cyclone is also a whirling wind, but it revolves counter clockwise in the Southern Hemisphere and clockwise in the Northern. Being an area of high pressure the wind blows spirally outward. The supply of air descends into the inner portion of the whirl from above, but not becoming chilled it is seldom accompanied by rain. The latitudes of the Anti-Cyclone belt in Australia varies according to the season from 25 deg. S. in Winter to 30 deg. S. in the Summer. Cyclones chiefly occur in two belts, one to the North, the other to the south of the Anti-Cyclone belt. The Anti-Cyclone generally covers an oval area, with the longer axis E. and W. The centre travels about 400 miles per day in an easterly direction due to the westerly drift overhead.

A Tornado is a violent gyratory storm of very limited area, often wrongly called a Cyclone. Such storms mostly occur during warm humid weather, when the circulation of the main winds is temporarily suspended. The air being in an unstable condition, should it be locally heated and rise suddenly, more air rushes in to take its place and a powerful eddy is formed. This whirling low pressure air, accompanied by heavy rain due to the water vapour present condensing, often travels a considerable distance before breaking up. A tremendous upward movement is caused, which does great damage to vegetation, buildings and other objects encountered on its way.

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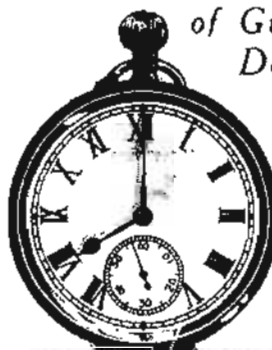
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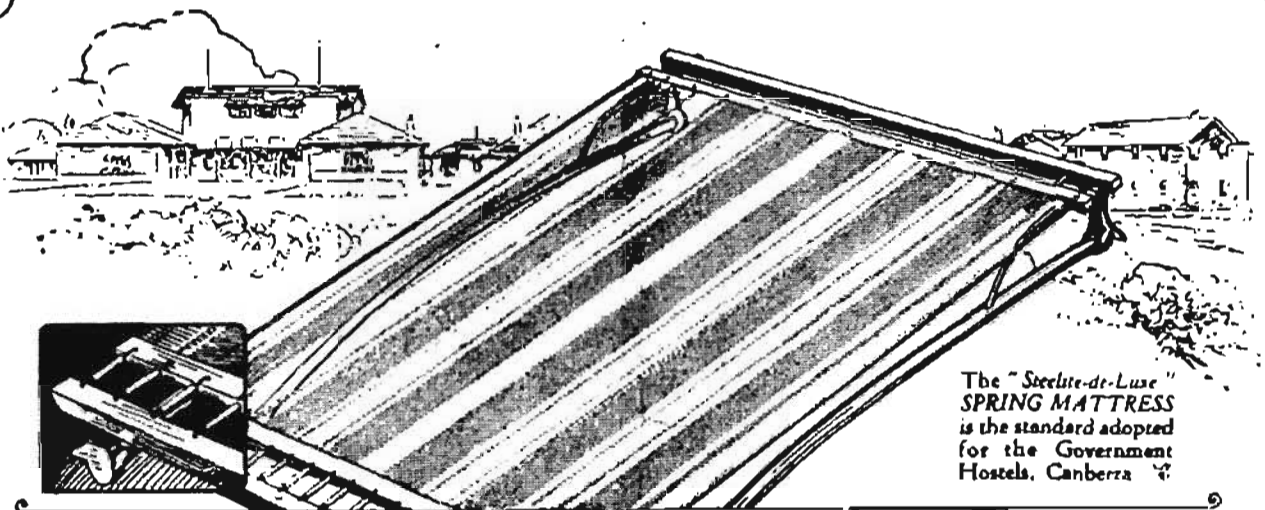
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