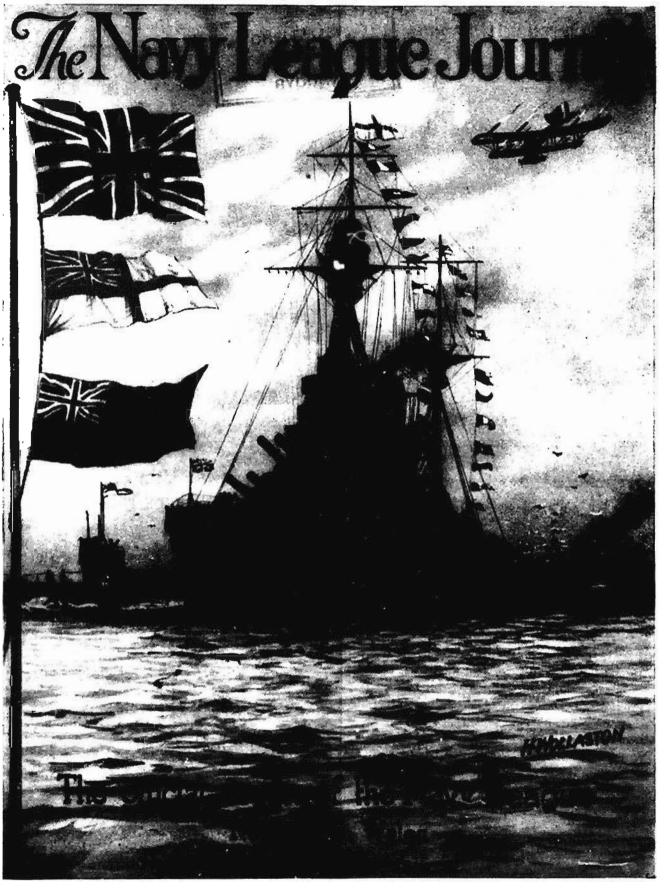
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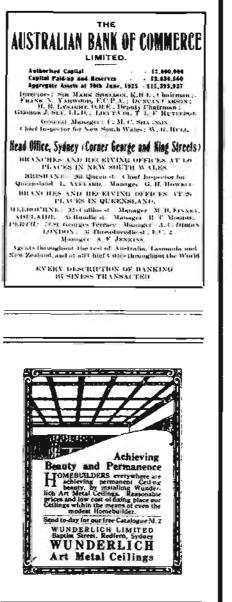
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The Navy League Journal

VOL. VI. No. 12.

SYDNKY, APRO., 1926.

PRICK 3D.

Our Flying Governor-General.

LORD STONEHAVEN'S recent flight in the Widgeom-an Australian designed and constructed scaplane-ought to prove a great incentive to the development of aeronautics in this broad spaced land.

It is not too much to believe that the present Governor-General will do for the air-sense in Australia what Admiral Lord Jellicoe, when Governor-General of New Zealand, did in rousing the latent sea-sense of the populace and bringing home to town and countrymen alike a realisation of their dependence on the Sea, the Navy, and the Mercantile Marine.

There is no doubt that Australia's destiny will be moulded by flight as much as by the waters which wash her ten thousand mile coastline. The material for flighting is here---equal to anything on earth----and it behoves our Government to shake off the filmy wrappings of somnolence and give a bright eyed lead to the real development of national aviation.

We suggest that the Commonwealth sells out its shipping interests and devotes the money to the establishment and equipment of an aviation nursery and school entirely apart from Point Cook, and the Defence Departments control except in times of great emergency, and devoted to the furthering of a more widely spread air-sense and the promotion of flying. Territorially and climatically Australia has no peer from an airman's viewpoint ; we have the mon, they want the opportunity.

The present Federal Government is of an age to get out of its comfortable pram and moreh breast forward with an air policy that has kicked off its swaddling clothes to find its wings in all-conquering flight. The present demands it : posterity will applaud it.

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THE NAVY LEAGUE JOURNAL.

Three Men in a Boat and What Befell Them.

The Illawarra Cedar-Cutters Who Found Brisbane River. (NT THORAS DUNBAUX, N.A.)

N March 21st, 1823, there passed out of Sydney Heads an open boat manned by four men. Thomas Pamphlett, John Finnegan. Richard Parsons and another whose name has not been preserved. They were to pass through strange adventures before any of them saw Port Jackson. again.

At that date the great cedar forests of the Clarence, the Richmond and the Tweed and other porthern rivers were as yet untouched by the axe. The supplies of red cedar obtained in N.S.W. were drawn largely from the district of the Five Islands, since called lilawatra, and the four men who manned the boat that slipped through the heads on that far-off day were bound to the Five Islands district to cut cedar. So at least they said later.

They were well supplied with provisions, but carried in the boat only four gallons of water. It most have seemed ample for they should have reached the Five Islands by the next day.

Soon after they had left the Heads, however, a gale arose and quickly drove them out of sight of land. For several days they were swept before the gale and when they again caught sight of land they concluded that the gale and the southerly current had carried them away to the south of lervis Bay, a part of the coast at that time without any white inhabitants. So they worked their way to the north.

Though they had provisions enough they had no means of making a fire to cook them, and their water was soon exhausted. They were nervous about going ashore to seek for water from fear that they might meet with hostile aborigines. So for 21 days from the time when they passed the Heads they continued their voyage without seeing a single landmark that they could recognise,

During this period the fourth man, the one whose name is not given, died. Castaways have been known, under the pressure of hunger and of thirst, to kill and eat one of their number and to drive his. blood, but there is no need to suppose that anything so grisly happened on this occasion.

WRECKED AMONGST THE SAVAGES. It seems a little curious, however, that the man's boatmates should say later that they did not know his name

On the twenty-first day the voyage came to a sudden end. The boat was wrecked on the outside of an island in a great bay which was utterly shange to the three adventurers. It was Moreton Island on which they came to grief and the bay was Moreton Bay 700 miles to the north of Port Jackson.

The three men reached the shore safely and soon fell in with a mob of aborigines. They found that they had nothing to fear from the savages who fed them and made much of them. One old man in particular took special fancy to Pamphlett, Possibly it was another of those cases in which white strangers were looked up as reincarnations of members of the tribe who had died

The obsession that they were still to the south of Sydney had not lost its hold on the castaways. Though they had fared better than they might have expected at the hands of the natives they could not reconcile themselves to the idea of spending their lives amongst the savages.

They were rough or ignorant men or the vegetation might have led them to the knowledge that they were in a country more nearly tropical than that round Sydney. One curious find on the east coast of Moreton Island may have helped to confirm them in their mistake. This was part of a cance of the type used by the Maoris of New Zealand, a type utterly unknown to the aborigines of Australia.

What the history of this lot of flutsem was can only be a matter for speculation. In some way or other it had left New Zealand and been brought by winds and currents to the Queensland coast. It may have come from the whaler Echo, lost not



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THE NAVY LEAGUE JOURNAL.

long before on Wreck Reef. Otherwise one more of the things that make us wonder why the Polynesians, those Vikings of the Pacific, who peopled not merely New Zealand but such tiny specks lost in the vast immensities of ocean as Chatliam Island or Easter Island, never seem to have reached Australia.

CANON NAVIGATION ON BRISDANE RIVER. The aborigines who visited Moreton Island and the other islands in Moreton Bay had only bark canoes not to be compared in strength, capacity, or sea-going qualities with the Maori canoes or with those of the islanders of Torres Statis, on the very threshold of Australia. Still they were able to cross between the islands and the mainland and when they went to the wider banting grounds of the mainland their guests went with them.

In the course of their wandering with the aborigines round the shores of Moreton Bay the castaways found a large river failing into the southwest corner of the bay. They went up it for a considerable distance, finding that it became fresh at no great distance from the sea. At the point where a smaller river fell into it the aborigines and their white friends made bark cances and dropped down the river to the cost again.

Savage life palled more and more, and after six months or so of it the three white men decided to make one more attempt to reach the settled country. With the strange notion that Sydney was to the north still running in their heads they decided to travel along the coast in that direction.

They had hardly even the rags of clothes left by this time, they were barefooted and there was little but their colour to distinguish them from their native companions. Their feet lacked, however, the horny hardness which marks those of the aborigines. At least those of Pamphlett did, for after a few days of walking he became so footsore that he decided to return to his sative friends.

It is to be noted that Moreton Bay natives refused to go far with the whites They warned the latter that if they went too far in that direction they would fall in with people who would ill-treat them. In view of the fate of Captain Fraser and the other members of the crew of the Stirling Castle when that vessel was wrecked on Fraser Island in 1836 it cannot be said that they were wrong. SURPRISE FOR OXLEY.

When Pamphiett came back the other two held on their way, but not for long The hardships had perhaps told on the mind of Parsons, for we are told that he used very " wild language" to Finnegan and threatened to do him bodiy larm, so Finnegan left his mate. Finnegan still wished to continue his journey to the north even if he had to go alone, but fell in with some friendly natives, who prevented hum from doing so, telling him that he would fall into the hands of hostile tribes. So he returned to his old haunts.

While the three castaways were hunting for a living in company with the aborigines round. Moreton Bay, who prolably had never sten a white man helore, Sir Thomas Brisbane, Captain-General and Governot of New South Wales, had received a despatch from Lord Bathurst directing him to have an examination made of Post Bowen, Port Curtis and Moreton Bay.

Four years before a penal settlement had been established at Port Macquarie, zoo miles to the north of Sydney, but the tide of free settlement was creeping up towards Port Macquarie, and it was thought that it would soon be advisable to send desperate characters still further away to the north.

So acting under Brisbane's orders the Surveyor-General, John Oxley, R.N., the discoverer of Port Macquarie, sailed in the catler Mermaid to examine these bays and the country round them. Having duly visited Port Bowen and Port Curtis the Mermaid brought up at Point Skirmish on Bribie Island in Moreton Bay on November 20, 1823.

As the cutter came to an anchor a number of natives ran along the beach towards the point. Amongst them was a tall man, very much lighter in colour than his companions, though he was undressed in the same way and carried a spear like them. It was a puzzling sight, but Oxley concluded that the man was a half-caste.

RETURN OF FINNECAN.

The supposed half caste, however, hailed the cutter is good English, and said that his name was Thomas Pamphlett. He was taken on board and told the story of his adventures since leaving Sydney.



Next day another white man began to wade into the water opposite the cutter. This was Finnegan, back from his northern trip. He, too, was taken on board.

Guided by the castaways Oxley went up the Brisbane River as far as the stream where the canoes had been made. To this he gave the name of Canoe River in memory of that event.

From Moreton Bay the Mermaid returned to Sydney with Finnegan and Paniphleti on board. Of Parsons nothing more had been heatd, and it was feared that he had perished owing to his persistence in pushing to the north.

Back in his office on January to Oxley sent a report of his proceedings to Governor Brisbane. He makes no mention in it of the castaways, though he tells their story in his diary

In forwarding the report to Lord Bathurst Brisbane remarked that it "commences a new era in the History of the Continent of New Holland by the discovery of a large and important river." Surely, however, the primary credit of that discovery belonged to the three castaways, who were the first while men to navigate the Brisbane, if only in a bark cance.

Brisbane was not minded to neglect this discovery, but its July, 1824, we find him complaining that he could not secure a vessel so that Oxley might go up to carry further the exploration of the Brisbane River. A few months later, however, the Mermaid was again available and Oxley was sent to continue the work of exploration and to form the nucleus of a settlement.

It is from this second expedition that the foundation of Queensland is reckoned. Out of the settlement then founded, and at first called Edenglassic, the city of Brisbane has grown.

PARSONS PICKED UP NEXT YEAR.

On September 10 or 11-for there is some uncertainty about the date-Oxley anchored off Pumice Stone Point, and sent a boat ashore to the wooding place. Before the Mermaid had left on the previous occasion a bottle had been teft here containing a note telling Parsons, in case he should return, that the vessel had been there, and taken off Pamphlett and Finnegan, and that it was intended that she should come back later.

A little group of aborigines had gathered on the beach as the boat drew in, and at the head of them was the long-lost Parsons himself, in bi, right mind, though certainly not clothed. After persisting in the effort for some time, he had become convinced that it was hopeless to try to reach Sydney by going northwards, and had returned to Moreton Bay, though he did not reach it till the Mermaid had left with his two companions.

7

Close beside Parsons was the old, native who had been the special protector of Pamphlett during his stay amongst the aborigines

Though Parsons had now been living amongst the aborgines for over 18 months, he had not suffered physically. He was a powerful man, active as well as strong, and was in good condition. For nearly a year he had been without a white companion, and at first he expressed himself, but imperfectly, in English. With a little practice, however, he soon acquired fluency in his native language.

Like the other white men who have lived with the Stone Age men of Australia in their primitive condition, William Buckley, the wild white man, who spent 33 years with the Port Phillip aboriguies, Edward Davis, the runaway from the Brisbane settlement of later days, and others, these is three castaways seem to have had little of interest to tell about the aborigines and their life—a life similar in many respects to that which the Stone Age men of Europe lived ages ago; or, if they had, they unhappily found no one to record it.

Saul went forth to seek his father's uses and found a kingdom Finnegen, Pampblett and Parsons sailed out to seek cedar and they found the river on which statuds, a century later, the capital of a mighty State and the third greatest city in Australia. And in doing it they slipped back through the ages to the days when civilisation had not yet dawned upon the earth.

Callers at the Navy League Office during the month included Captain Roach-Pierson, Hon. Secretary of the Victorian Branch of the Navy League. Capt. Pierson looked in to discuss the question of closer co-operation between his own branch and New South Wales. Matters relating to the Sea Cadet movement, and the proposal mode some time ago by this Branch that the States should have a Journal combining the interests of all Australian branches, were also gone into.

The other visitor was Captain W. P. Townshend, . R.N.R., of the P. & O. Branch liner, Berrimaboth the ship and her commander being wellknown on the Austinlian coast. Capt. Townshend is a product of sailing ships-a seaman every inch and as popular to-day as he was in the Royal Navy during the strenuous years of war service. Men of the stamp of Capt. Townshend are more than, servants of employers-they are national assets, t



8

D.S.O., A.D.C., R.N.

A BLB and distinguished officers of the Royal Navy have commanded the Australian Fleet and helped to mould it into a highly efficient force, but none have left a clearer impress of what thoroughness and the traditions of the Royal Navy mean, than Consmudore Wardle. That his experience and distinguished war services have done much to grip the imaginations of Australian seamen who have served under him is common place, but it is the man himself that has counted for most. Possessing a charming personality inlaid with efficiency and resolve, Commodore Wardle has been able to apply this - shall we say - gift, successfully in the interests of the fleet he commanded. And it was to this most important factor that the Chairman of the Navy League Executive (Judge Backhouse) referred when, at the last meeting, he said that the position that Commodore Wardle had occupied would not be easy to fill.

The Commodore has many more years of usefulness before him which fortunately will not be lost to the Binpire, as he returns to Bogland and a responsible post under the Admiralty. That further promotion will come to him is, we feel sure, the desire of all those who have had the pleasure of meeting him and recognising his worth.

We have compiled and publish below a brief summary of the career of Commodore Wardle, feeling that it will interest Navy Leaguers and others who read this Journal.

He was born January 9th, 1877. Entered H.M.S. Britannia in 1890. Went to sea in 1897, joining H.M.S. Anson, 1st class battleship in the Channel Squadron, flyiog the flag of Rear-Admiral Sir E. H. Seymour, K.C.B.

Promoted to act sub-lieutenant January, 1896, to lieutenant, 1897. Qualified as Gunnery Lieuteant, 1900, and served in the flagship of the North America and West Indies station, 1903-6, and in the flagship of the Reserve Division at Devonport, 1907.

Promoted to Commander, 1908, and served aboard H.M.S. Canopus, Mediterratican Squadron, Naval Secy. to the Ordnance Board 1910 101913.

WAR SERVICES.—Commander of H.M.S. Crescent, flagship of Reat-Admiral Sir D. R. de Chair, K.C.B., M.V.O., in the toth cruiser squadron. Commander in command H.M.S. Calypso, toth cruiser squadron; Captain H.M.S. Alcantara, toth cruiser squadron; was Captain of Alcantara in her fight with the German raider Greif in the North Sea on February 29, 1916.

The result of this action was that both ships sank, the Alcantara losing 5 officers and 69 men; while the Greiflost a large number the remainder of her crew being taken prisoners.

The survivors were rescued by H.M.S. Comus and Munster, who appeared on the scene half-anhour after the Alcantara had sunk.

He then served as an Assistant-Director of Naval Intelligence at the Admiralty until November, 1917, when he commanded H.M.S. Lowestoft in the Mediterranean, until he came home in February, 1918, to become Flag Captain to Vice-Admiral Sir D. de Chair, K.C.B., M.V.O., in the Dreadnought.

Following this, he commanded H.M.S. London, mine-laying in the North Sea for a short period, before commissioning H.M.S. Danae for service in the Harwich force under Admiral Sir R. Tyrwhitt, K.C.B., D.S.O.

He retained command of the Danae after the war until May, 1920, and saw service in the Baltic during 1919.

Served on the staff of the War College in 1921, and then as Chief of Staff to the British Naval Missions to Greece, from 1921-1923.

Senior-Officer of the Nore Reserve Division 1923: 4; Commodore Commanding Royal Australian Fleet, 1924-1926.



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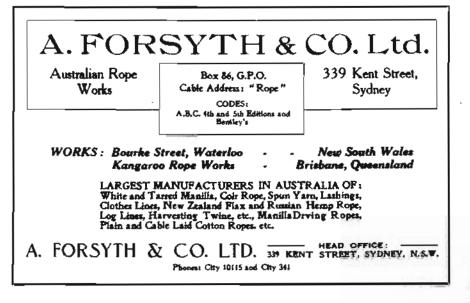


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THE NAVY LEAGUE JOURNAL

LECTURE AND CONCERT.

Prior to his departure for England, Commudore T. E. Wardle, D.S.O., A.D.C., R.N., will give a short lecture at the Royal Naval House, Grosvenor Street, Sydney, on Wednesday, 28th inst., at 8 p.m. A number of musical items will be rendered and the hand of H.M.A.S. Sydney will be in attendance. Members of the Navy League and Sea Cadets are all cordially invited to be present.

MARCH OF NAVAL MEN.

A battalion consisting of units drawn from the Australian fleet, the navai training ship Tingina, the K-A N. Reserve, H.M.S. Delhi, and the R.A. Naval establishments, Sydney, carried out a march through the city streets on April 9.

Led by a squad of splendidly mounted State police, the men, headed by their load, swing along in fine style as they passed the saluting base in Macquarie Street. The Governor-General (Lord Stonehaven) took the salute, and with him on the platform were Lady Stonehaven, the State Governor (Sir Dudley de Chair). Lady de Chair, Commodore T. E. Wardle, commanding the fleet, and many more representative people.

AUTUMN CRUISE.

It is anticipated that Captain Hyde, R.A.N., who succeeds Commodore Wardle, D.S.O., A.D.C., R.N., in the command of the Australian fleet, will take the ships to see on 5th May. Among the ports to be visited will be Vila (New Hebrides), Brisbane, Gladstone, Port Moreaby, and Townsville. Before returning to Sydney on June 15, exercises will be carried out at Hervey Bay on the Queenstand coast.

NAVAL NOTES FROM EUROPE.

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Vice-Admiral Sir Walter Cowan, D.S.O., is to succeed Vice-Admiral Sir James Ferguson in the command of the North American and West Indies station.

Salt pork, which has been the seaman's staple diet from time immemotral, has been removed from the scale of rations for H.M.'s ships on alt stations.

During the next five years a hundred million dollars are to be expended on the U.S. Naval Air Service, which, unlike the British, is entirely free from army interference. For the purpose of showing the flag again, the German cruiser Hamburg is taking a world cruise, factfully avoiding the ex-German colonies.

The well-known British naval author and artist, Lord Teignmouth, who, as the Hon. Henry Shore, wrote the best book on smugglers ever produced, has died at the age of 78.

A new device being patented in New York will, it is claimed, make the navigation of submarines as safe as that of surface craft.

H.M. battleship Thunderer, employed as a training ship at Devonport, is to be replaced by H.M. monitor Enclose. She is to be scrapped at the end of the year under the Washington Treaty.

Rear-Admiral Wainwright, U.S.N., who was conspicuous in the battle of Santiago in 1898, has died at Washington at the age of 76.

Among other 10,000-ton County cruisers, H.M. rruiser Suffolk has been launched at Portsmouth. Six attempts had to be made before the christening hottle was broken, and she stuck on the ways.

A direct steamship service between Hull and Australia has been inaugurated by the Aberdeen Line's steamer Sophices

Vice-Admiral Sir Roger Keyes has been promoted to the rank of Admiral. He is being generally spoken of as Lord Beatly's successor.

While the British Rhine Flotilla was returning home to Portsmouth via the French causals, in, order to respect Dutch neutrality claims, the motor launch: 287 saok in a gale in the English Channel. H.M. destroyer Turquoise rescued all her crew.

Admiral Sir William Pakenham, the famous battle-cruiser leader, has retired, in order to give younger officers a better chance of promotion.

The British navy is to carry out no large scale manusures this year, but the Atlantic and Mediterranean fleets are combining for exercises.

H.R.H. Prince George has been promoted to the tank of lieutenant, and re-appointed to H.M. cruiser Hawkios.

H.M. battleship Alax, built 1913, shortly to be rendered unfit for service as a warship under the Washington Treaty, is to be used as a target ship in the British navy, in place of the Agamemnon. She will be propelled and steered without a crew.

'Two officers of the Italian Naval Construction Bureau are reported to have designed a new type of submarine, which embodies certain features much in advance of anything yet produced.

As the result of researches, it has been definitely decided that H.M. submarine M.J. was sunk in collision last November by the Swedish steamer Vidar.

The British Admiralty announce that the four cruisers of the 1925-26 programme will be named Devonshire, London, Sussex, and Shropshire, the last name being introduced into the navy list as a compliment to the First Lord, who was born there.

H.M. 'hush-hush' cruiser Glorious has been towed to Devonport to complete her reconstruction as an air-craft carrier, owing to the closing dow i of Rosyth Dockyard.

The old wooden line of hattheship Implacable is, on completion of repairs at Devenport Dockyard, to be given a berth in Falmouth hathour. Built in 1793, at Toulon, and captured after Trafaigar, site has been saved by national subscription.

In spite of all economy schemes, the British Admiraty's yacht Enchantress was recently temporarily commissioned for the Admiralty Board's inspection of Portsmouth.

The U.S. depot-ship Scorpion (converted yacht, built 1896) stands fifth in the U.S. Navy in engineering performances for October, 1925, in spite of the fact that in 1919 she was condemned as utterly worn out.

The British Navat Services Re-union Dinner is being held in the R.N.V.R. drill ship Eaglet, at Liverpool during May. As the old ship is going out of commission shortly, this will take the form of a farewell. She is one of Nelson's old ships.

H.M. steam yacht Victoria and Albert is being commissioned for the summer yachting season.

The gold medal of the U.S. Naval Institute has been awarded to Mr. Hector C t /water, the well-known British maval writer.

Woolwich Dockyard, the oldest in Britain, is to be shortly put up for public auction. It was closed down for naval purposes in r869, and the site has since been used by Woolwich Arsenal.

The veteran Portuguese tronclad Vasco da Gama did not take part in the latest revolutionary shelling of Lisbon. It is understood that she was out of commission.

The British Navy proposes to instruct Italian

yards to build them a number of flouilla leaders of the Leone type, preferring them to the French Chacals.

The French ships of the Suffren class will be the first 10,000 ton cruisers of the Washington type to be built in the world.

British yards are hoping for contracts for two ro,ooo ton cruisers, and at least four destroyers for the Chillian navy.

The Greek navy is suggesting the construction (on terms) of some new destroyers in Britain, their German built boats being completely worn out.

The famous French six-funnelled cruiser Jeanne D'arc is to be scrapped, and replaced as a training ship for cadets by a specially designed cruiser.

Both French and Italians are finding their surrendered German cruisers are wearing badly, and they are talking of scrapping them all.

The British auxibary steam yacht St. George has been sold by the Admiralty Marshal to defray debts. She was at one time a seagoing training ship for Pangbourne Nautical Training College, and was tecently employed on scientific research work in the Pacific.

The Orient line has ordered a third mail steamer of the Orania class for the Sydney route, in space of rumours concerning giant motor ships.

H.M. monitor Glatton, which caught fire two days after delivery, in Dover Harbour, in 1918, and was torpedoed to prevent her blowing up, has been raised and beached.

H.M. cruiser Cambrian has recently undergone an extensive refit costing over $\mathcal{L}_{100,000}$, and has now joined the Nore Reserve Fleet as tender to the senior officers ship Ajax.

In a recent attack by pirates on Uhinese boats near the port of Kongmoon, the launch Faulkener, temporarily commissioned in the navy owing to the Chinese trouble, and an armed boat from H.M. gunboat Moth roated the attackers.

H.M. submarine X1. which was launched in June, 1923, and which has been carrying out experimental trials for the last two years, is shortly to take a 20,000 mile croise. She has a crew of 121.

H.M submarine 1.33. attached to the China station, was recently rammed off Hongkong harbour by the Chinese ferry boat Yewsing. She sustained serious propeller and rudder dsmage, and was docked by naval tugs.

THE NAVY LEAGUE JOURNAL





Australia's Warships Visit New Zealand.

A HIGHLY SUCCESSFUL CRUISE.

HOSPITALITY OF THE NAVY LEAGUE.

THE Australian Fleet, under the command of Commodore T. E. Wardle, D.S.O., A.D.C., R.N., on board H.M.A.S. Sydney, left Sydney on January 27 last, on its Autumn cruise. Accompanying the flagship were the ADELAIDE, PLATYPUS, ANEAC, SUCCESS, TAS-MENTIA, and the light cruiser DELHI of the Royal Navr.

After a week of gunnery exercises at Jervis Bay, the fleet proc-eded to Hobart where a fortnight was spent in musketry practices. On 20th February "Sydney," "Adelaide," and "Delhi " sailed for New Zealand, the destroyers and "Platypus" remaining in Tasmanian waters.

The cruisers had a good passage across the Tarman sea until near Foveaux Strait, when a westerly gale accompanied by rain was experienced.

"Adelaide " and " Delhi " parted company with the flagship off the Bluff on 23rd February, and proceeded to Lyttelton. H.M.A.S. Sydney went on to Dunedin, which was reached on the following afternoon.

A most hospitable welcome was accorded the officers and the ship's company by the citizens and civic authorities. On the evening of the 24th the officers attended a musical evening given by Lady Ferguson (wile of the Governor-General). On the following day members of the ship's company were taken for a bus trip around Dunedin; the Commodore and officers attended a civic reception, and the Chief Petty Officers and Petty Officers were entertained at a dance.

On the softh another bus trip was arranged for the ship's company, and a party of officers went to the Waipori Hydro-Electric Water Station. In the evening the Commodore and some of the efforts were dined by the Otago Club. On the 27th there was a reception at the Exhibition, and the Commodore and officers were entertained at dinner by the Dunedia Club.

During the visit officers and men were admitted free to the New Zealand South Seas Exhibition Very large numbers availed themselves of this invitation to see the wonderful display, particular interest being evinced in the very fine naval section.

It was unfortunate that the weather was not kind during the stay of the fleet; there was a good deal of rain, and it was also cold.

It was at Dunedin that the officers and men first came into contact with the New Zealand Branches of the Navy Lesgue, and had their first experience of the kindness and hospitality of that institution, whose name as the cruise progressed became a by-word in the fleet.

As can be imagined, it was with great regret that "Sydney" left on Sunday, s8th February, a crowd estimated at between three and four thousand being on the wharf to see her off.

Meanwhile the officers and men of "Adelaide" and "Defhi" had been having a most enjoyable time at Lyttelton and Christchurch. They arrived at Lyttelton at γ am. on the 25th February, and on the same day the officers were entertained at a civic reception—luncheon and theatre party—and the men at a tea and dance organised by the Navy League.

On the next day there was a tramway excursion to Summer for the ships companies, and a tea organised by the Victoria League and British and Foreign Sailors' Society in the evening. The officers were taken for aeroplane flights over Christchurch in the afternoon, and given a dance by the Navy League in the avening.

THE NAVY LEAGUE JOURNAL.

On the 27th there was an excursion for men to New Brighton, and a tea in the evening given by the Harbour Lights Girls' Club. In addition the officers and men were the guests of the Canterbury centre—New Zealand Amateur Athletic Association at a sports meeting, and the officers were contertained at a concert by the Canterbury Officers' Club.

On the 28th there was a tea and concert for the men at the Christchurch Y.M.C.A.

"Adelaide" and "Delhi" left Lyttelton with much regret on the forenoon of 1st March, and rejoined the flagship at sea in the alternoon.

At γ a.m. on the 2nd, the squadron arrived at Wellington. Here again the local bodies and citizens vied with each other in making the stay a pleasant one—the efforts of the Navy League being greatly in evidence. On the 2nd March they gave a wonderful ball at the Town Hall for the ships' companies, followed by one for the officers next evening. These functions were most enjoyable.

In addition, outlings for the officers and men were organised by the local authorities, and free travel was granted on the trams and ferries.

The stay was all too short, for the fleet sailed for the Hauraki Gulf on Saturday, 6th March. The New Zealand Squadron consisting of H.M. ships "DUNEDIN" (diagship of Commodore Beal), "DIOMLOF," and "VERONICA," were met at sea on Monday, 8th, and both squadrons proceeded into harbour in company, anchoring off Waiwera.

During the ensuing ten days fleet exercises were carried out in the Gulf in co-operation with the New Zealand Squadron. The Australian Squadron proceeded to Russel), Bay of Islands, for the weekend, where a certain amount of fishing was indulged in, the captures including several large sword fish.

A combined regatta was held in Kawan Harbor, Hauraki Gull, on Tuesday, 16th March, and aroused considerable enthusiasm. H.M.S. "Diomede" finished first, the aggregate of points followed by "Sydney," "Adelaide," "Delhi," "Dunedin," and "Veronica," in that order. The next day both squadrons proceeded to Auckland. Here again all hands were most hospitably entertaimed, the Navy League again being well to the fore.

Dances organized by the League and civic authorities were given for the officers and ships' companies. Numerous parties of officers and men visited Rotorma as guests of the Government and enjoyed the wonders of the thermal region. Another trip was arranged by the Auckland Automobile Club,

FAREWELL DINNER

Commodore T. E. Wardle, D.S.O., A.D.G., R.N., commanding H.M. Australian Fleet, who will be leaving for England next month, will be the guest of the Executive Committee of the Navy League at dinner at the Australía Hotel on Wednesday, the 28th inst.

and other parties went to the Waitomo Caves. There were also parties at the local cinemas.

On the last evening a dance was given on board "Dunedin" and "Diomede" for the officers, by the Commodore, captains and officers of the New Zealand Squadron.

From a leading article in Auckland's principal gaper we ouote as follows :-- Auckland has been glad to welcome the ships to part and to fraternise with officers and men in their hours of relaxation. They were fewer in numbers than the Americana who descended on the city last year. Their visit was not so much of a novelty. None the less Auckland can claim to have proved its pleasure at having them here. It is gratifying to find that the efforts made to entertain them have met with success. It can be said without qualification that net one unioward incident has maired the occasion. All has been cordiality, good fellowship and goodwill. This is as it should be. Ausrealis and New Zealand have so much in common, their fates are so definitely linked by their status as near neighhours that the bond between should always be as close and strong as this visit has disclosed. That is why Importance, as well as pleasure, attaches to the bearty goodwill which Auckland and the naval visitors feel as to day's farewells are mid.

At every port in New Zealand officers were made honorary members of the various clubs, and cars were placed at the disposal of the ward room messes. The ships' companies were granted the privileges of the Y.M.C.A. Free travel facilities on train, tract and ferries were granted by the Government, civic authorities and private companies.

One cannot speak too highly of the hospitality of the New Zeatand people and of their magnificent country. No pains were spared by the government, civic authorities, public bodies, and private citizens in making the visit of the Fleet enjoyable. Large numbers of private people invited officers and men to their homes and this was much appreciated. At the risk of repetition, one must again refer to the kindness of the Navy League. The enthusiasm of the members in organizing functions and bringing the citizens and personnel of the Fleet together was beyond praise and was very much appreciated by all hands.

It was with feelings of great regret that the squadron finally turned its face homeward on Wednesday, 24th March. After a rough passage Sydney was reached on Sunday, 78th March, after one of the most enjoyable cruises on record.



The Navy League is Non-Sectarian.

The Navy League is Non-Political.

SUB-BRANCH AND COMPANY NEWS.

BAT.MAIN - Acig. Officiar-in Sources Mr. W BUCKLAND	DRUMMOYNE - Ben Seeretary	Mr. W. NOOPES Mr. A. WALKES
NORTH SYDNEY - Mon. Bearviary Mice Manader	RICHMOND Street in Charges	Mr. R. R. WARE Mr. J. KYNESK
LANE COVE- Ante: official-ofges Mr. M. BORMARWILLS	BONDI-ROSE BAY - Officer-In-Charge) 17. 0. J. 100713183
COOGEF-CLOVELLY Metry, BIn-B. Mr. R. STORIE	BIRCHGROVE - Man Bacrotary	Mr. 8. 000PES . W. S. MURLAY

BALMAIN.

(Contributed by Mr. E. H. Fidden). Mr. W. Buckland, late 1st Officer, has been appointed Acting Officer-in-Charge for a period of three months. The Navy League Executive has approved of the appointment. Officer W. Watt, late and Officer, has been promoted to tst Officer, and 1st Officer, A. Postan, late of Drummoyne Coy., has been appointed and Officer. Mr. S. Smith, who did such splendid work when with the old Balmain Company has also been appointed an officer of the unit.

The boatshed has been floored and has permitted of the convenient stowage of boat geat. Officers W. Watt and A. Parton are untiring in their efforts to provide every comfort for the boys.

The cutter has been thoroughly renovated and instruction in sailing imparted to the cadets: on Baster Monday a trip was made to Clifton Gardens under most favourable conditions, the sailing was all that could be desired, and gives promite to many enjoyable week ends. A slipway is almost completed and will greatly facilitate the bauling up of boats for purposes of cleaning and painting.

Mr. J. J. Booth, one of our enthusiastic Vice-Presidents, has promised a Soccer Football for the approaching Season; it is appreciated.

Mr. W. Staley has kindly donated two blocks for cutter.

We sincerely hope the other Companies spent an enjoyable Easter holiday.

NORTH SYDNEY

(Contributed by Miss Murray)

A successful card party was held at Burdekin House, Sydney, during the month to raise funds for the North Sydney Navy League Sea Cadet Company.

Mrs. A. Amos (President) and Miss A. S. Murray (Hon. Secretary) were the organisers.

Notwithstanding the wet night a large party attended, which included Mrs. Amos, Miss Murray, Mrs. Savile Willis, Mrs. L. N. Hill, Mrs. A. Davidson, Miss Frances Glasson, Miss Ryder, Mrs. Peter Russell, Mrs. W. S. Lamb, Mrs. Boyd, Mrs. W. R. Jones, Miss Doak, Mrs. Aston Dawson, Miss Deuchar, Miss Kerslake, Miss L. Thompson, Miss Parkes, Mrs. Cole Edwards, Mrs. and Miss Robertson, Mrs. J. E. Daly, Miss Brown and Miss Long.

The Navy League was represented by Captain Beale, who gave a brief address on the aims and objects of the League. North Shore cadets were represented by their officer-in-charge, Mr. W. L. Hammer.

Apologies for non-attendance were received from Mr. Alfred G. Milson (Joint Hon. Secretary of the Navy League) and from Mr. C. P. Bartholomew Hon. Treasurer North Shore Branch.

It is hoped that x substantial sum will be netted when all the returns are in.

The Company greatly appreciates the generosity of Messrs Wallis Bros., timber merchants, Pyrmont, for a gift of timber.

It is proposed to construct cat-heads at the depot in order that the boats may be lifted out of the water at any time.

An all-round improvement is noticeable in the ranks of the unit, though the numerical strength is not what it ought to be in such a vast district. The material is here which ought to enable this Company to hold its own against all-comers from the Navy League.

And that recalls to mind that the cadets would be pleased to engage other Companies in boxing and soccer contests. All welcome !

Mrs. Hamilton and Mrs. Bailey are endeavouring to form a Welfare Committee, consisting of parents and friends of the cadets. Such a committee would be of great benefit to the Company, and we are hopeful that it will come to fruition.

A great deal of sailing has been indulged in by the lads, and in this connection the cadets from the Rose Bay unit have associated themselves with North Sydney.

Mr. H. W. Brown very kindly assumed the duties of Hon. Secretary to Drummoyne Company during the absence of Mr. A. Walker on leave.

Please Get a Friend Interested in the Sea Cadet Movement.

BIRCHGROVE COMPANY.

(Contributed by Mr. S. Cooper)

The Birchgrove Welfare Committee gave a complimentary dance in the Temperance Hall, Balmain, recently to the ship's company of H.M.S. Herald. Songs, dancing, and some very fine items in elocution by the navy lads were splendidly rendered. It is said that the Herald has some of the finest Vaudeville "turns" in the fleet.

The Herald's men returned the compliment a fortnight later and again a most enjoyable evening was spent. Tickets were sold amongst themselves with the result that the sum of $\pounds 3$ 2s, was credited to the Company's bank account after all expenses had been paid.

On the 19th of March the Company held a route march, in which 50 cadets took part, to assist a Bazaat in sid of the Crown St. Women's Hospital.

On March 31st Captain McPhee and Officers of the S.S Strathlome, a timber ship now in Snail's Bay, invited the whole of the Company and the Welfare Committee on board to an evening. We left Birchgrove wharf in the whaler, cutter, dinghy, and Richmond's cutter, in charge of Mr. Starkey, Chiel Officer ; Mr. Harvey, and Officer ; Mr. Hayward, Junr., Officer; and Mr. King from Herald respectively. On arrival the cadets were inspected by Captain McPbee, and later gave an exhibition of their work in knots, compass, lead line, semaphore and single stick. P.O. Fox and P.O. Cooper gave a single stick display and were greatly applauded. Drill finished at 9 p.m. An address by Captain McPhee was given to the boys, in which he spoke warmly of their work. The cadets then visited every part of the ship, from masthead to engine room and finished the evening with a sing ong on the main hatch. Cadets Lampherd and Marston rendered some fine items. Misa Cooper danced the fling and the Misses Harvey the sailor's hompipe. Parodies were sung by Cadet P. Ward and "Memories" was the hit of the evening.

The members of the Committee were then entertained by the Officers. Quadrilles and old time dances, accompanied by the ship's Piper, who is a very fine player, ended a very happy evening on board S.S. Strathlorne. The guests were taken ashore by the duty cutter's crew of the Birchgrove Company.

The following day was spent in preparing for the Easter Camp. Sports Officers Robertson and Bain took a fatigue party with tents and camp equipment in a motor forry to Narrabeen that night, and though it was raining and 25 past to when they arrived at the entrance to the lakes, all were enthusiastic and soon had a tent pitched, then the party turned in for the night, but could not sleepexcitement and strange surroundings being the main causes-so all hands went down for a dip. Rather early for one's morning tub, but it had a livening effect and when the main body came down later, the sents were pitched and everything in readiness for a good time. In addition to the Officers and Cadets, several ladies of the Welfare Committee attended the camp. Friends from H.M.S. Herald and members of the Welfare Committee visited us on Sunday making in all about 120 persons. Some camp !

A detachment of the Hornsby Troop of Boy Scouts camped on an adjoining hill so we invited them to a Soccer match, and defeated them a goals to z. We were promised a Rugger mutch the following day, but our Scout friends did not come along, so a soccer match with () of our visitors was arranged.

The visitors were too heavy for our cadets, so to equalise matters boys who were on the line, seeing that their mates were hard pressed went into the game, and st times saved the situation, but they forgot to go off the field again, and as a result our team finished with 25 players. That, perhaps, was the cause of our win. One visitor wanted to know if his team was playing a nest of ants.

We broke camp at 5.15, packed up, and arrived at Sydney 7 30 2 m, after four glorious never to be forgotten days.

ROUTINE FOR THE CAMP. 6.30 a.m., call all hands. Race for the water. Physical exercise. (Breakfast). Blankets and gear taken out and aired. Camp cleaned. Foorball or swimming. (Dinner). Plates and cups cleaned by each Cadet and placed in position for tea Swimming and Sports. (Te3). Clear up Camp. Sing-song. Out Lights 9.30 p.m. The silver medal for the best cook in camp was won easily by Cadet E. Briggs. What this boy does not know about camp cooking need not be learnt. We wish to convey our sincere thanks to Mr. Pont, who did all our carting and helped at camp; also Mr. Shee, Mr. Hourigan, and Mr. C. Hansen for the loan of the tents.

Who was it blackened the whole of the faces in camp?

The Birchgrove Company will assist at a Church Parade on Sunday. April >5:in (Anzac Day), at Lane Cove. Cadets of the Company please note.



TRAVEL BY

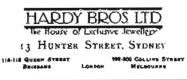
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A handsome Galalogue posted Silver-plated Miniature Cup, on plinth. Height. S (name fees anywhere. Goods sent on approval throughout Aut-30% tralia, Fire per dent diesound attowned for easin,

Prin



ROSE BAY.

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

The Rose Bay-Bondi Company had a good time during the month with their whaler, and have been able to go much further afield than formerly owing to the superior sailing qualities of the new boat. which, combined with her sea going qualities. makes her an ideal boat for our purpose.

Week-ends have been spent at Balmoral, Clontarl, Clifton Gardens, Shark Island, Neilson Park, and Clovelly, whilst Manly, Maroubra, and Coopee have also been visited.

Camp life seems to agree with the boys, and the fine lot of camp equipment which we have at our disposal renders his life very attractive.

We furnished a Guard at Bondi on the occasion of the presentation of the surf boat to North Bondi Company, which by all accounts is the best on the coast. Our new whater was built at the same time and place, viz - Hayes boat shed, Careening Cove, Neutral Bay, and I had the pleasure of seeing both "on the stocks" in various stages of completion on my visits to Mr. Hayes.

We are fortunate in securing the services of Mr. Mitchell, of Bondi, a Julland veteran, and formerly an instructor in the Royal Navy, who is giving us the benefit of his experience, with fine results.

We are indebted to Mr. Hamilton, 1st officer North Sydney Company, for the use of sails pending the delivery of ours ; also, the junior officers and boys who assisted in various ways, and joined forces with us in several of our trips on the harbour.

Whilst camped at Clovelly, Mr. Stone (officerin-charge Coogee-Clovelly sub-branch) and his boys rendered sterling service in hauling up our boat, and assisting in various ways to ensure our comfort.

Another good samaritan and Navy League stalwart, whose name is historical in boating-Mr. F. W. Hixson, O.B.E.-is presenting us with a 12ft. cedar dinghy, sails and centre board complete. We can feel assured that it will be classed A1 at Lloyds, as anything passing through Mr. Hixson's hands will be good and staunch.

This gentleman, in conjunction with Mr. Alfred Milson, another veteran in sailing circles, and hon. sec. of the Navy League, gave us the benefit of his experience in deciding upon the rig, etc., of the splendid whaler built to the order of the generous donor, Mr. Geoffrey E. Fairfax, of Sydney. We can assure Mr. Fairfax that his magdifficent gift is greatly opreciated.

THE NAVY LEAGUE JOURNAL.

BIRCHGROVE COMPANY.

In addition to Mr. S. Cooper, officer-in-charge, the following appointments have been made :---

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the incoding appointment	11 61	ave been made
Chief Officer		Mr. E. Starkey.
and Officer		Mr. B. Harvey.
Jung Officer		Mr. L. Hayward.
Officer-in-Charge of Boat	5	Mr. A. G. Hancock.
Sports Officer	· · · ·	Mr. W. Robertson,
Sports Officer Assistant		Mr. G. Bain.
Hon. Medical Officer		Dr. W. H. Roberts.
Hon, Chaplain		Rev. G. Manning.
Hon, Secretary		Mr. W. S. Murray

Mr. R. H. Wade, Officer in Charge, Richmond N.1. Sea Cadets, Mr. S. Cooper, O.-in-C., Birchgrove Company; Mr. W. L. Hammer, Q. in-C., North Sydney Company, and Mr. C. J. Hopkins, O.-in-C., Rose Bay-Bondi Company are regular visitors at the Navy League Office. These visits to the office are always most welcome as it gives an opportunity to discuss matters relating to the Sea Cadet movement. Any Navy League officer or member is cordially invited to look in at the office for a chat when in town.

Provided they have a permit from their officerin charge cadets may wear uniform on occasions other than parades and drills.

Mr. M. Sommerville has been appointed officerin-charge of the Lane Cove Company.

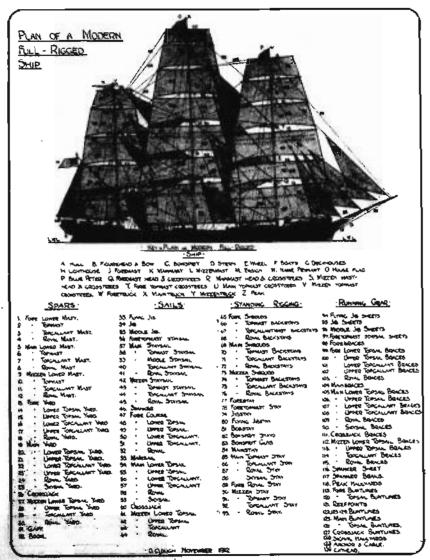
Dr. W. H. Roberts, of Balmain, who has a splendid war record to his credit, has very kindly promised to act as Honorary Medical Officer to the whole Sea Cadet movement. We are sure that the doctor's services will be greatly appreciated by the officers and cadets.

Mr. J. K. Miller, son of the late Sir Denison Miller, Governor of the Commonwealth Bank, has accepted an invitation to act as bon, secretary to the Clovelly-Coogee Company of Sea Cadeis.

The Executive, some time ago, decided that all Navy League boats must be painted a grey colour on the outside, from the water line to within four inches from the gunwale. A ribbon of white paint or the unit's distinctive colour is permissible, as also is white paint inside the boats, if desired, in preference to grey or straw colour.

We are glad to see Mr. H. Cochrane, Chairman of Lane Cove Company, about again after his recent severe illness.

Please interest at least ONE friend in our Sea Cadet Movement.



Recent reports from Europe state that the set of the Satisfag Ship has not yet passed. Some of the Sandhavian Countries, also Germany, are at present building decy are "wind-jammers." The above diagram will interest these cadets who have the old Viking strain in their blood.

THE NAVY LEAGUE JOURNAL

BOAT WORK.

(Useful information for Navy League Sea Cadeta who are not in a position to purchase that books.)

The build of a boat is generally determined by the method of working the planking or skin of the hoat.

There are four methods, viz.:-Clinker (or Clencher), Carvel, Diagona), and Sewn.

CLINKER-0021.T BOATS -- In these boats the planks run fore and aft with the lower edge of one plank lapping over the upper edge of the next below, like the slates on the roof of a house. The smaller pulling boats in the Service are clinker built.

CARVELEDITE BOATS.---Th these boats the planks run fore and aR, but do not overlap, the edges being fitted close together (like the staves of a cask), so as to give the bottom a flush and smouth surface

DIAGONAL NOTIT BOATS. -- In these boats the planks are worked with their edges fitting close to one another as in carvel-built boats, but standing at an angle of about 45 degrees with the keel line. Suiting launches and pinnaces are diagonally built in two thicknesses, the inner thickness having the gunwale ends of the planks falling aft, and the uuter thickness the gunwale ends falling forward.

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PARTS OF A BOAT.

APRON – A piece of English elm fitted on inside of stem, shaped to take the run of the planks and to which the ends of the planks are secured.

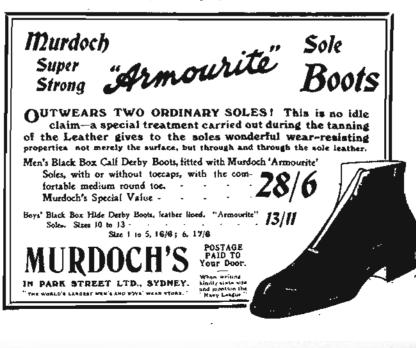
BACKBOARD. A piece of wood, usually ornamented, shipped across the after end of the stern benches.

BARRICORS.—The small casks which are stowed between the thwarts on the bottom boards, and contain provisions, drinking water, or water ballast.

BENCHES .- The seats around the stern sheets.

BOOMKIN. – A portable boom fitted at the stern and overhanging n. At its outer end is a block through which the mizen sheet is led.

BOOMKIN CLAMP.--- A metal clamp on the transon for keeping the boomkin down in its place.



BOTTOM BOARDS. -- Are pieces of wood fastened together, laid over the bottom of the boxt as a flooring, the gear to rest on, &c.

Bow. - The foremost end of the boat.

CLEATS.--Pieces of wood or metal secured to the sides of a boat for belaying sheets and halliateds to

COUNTER -The overhauging purion of the stern.

CRUTCHES. --- The substitute for rowlocks in single-banked boats. They are made of metal, more or less fork-shaped, and shipped in the gunwale for the oars to work in, and are fitted with lanyards.

DEADWOON.—A piece of oak worked the fore and after end of keel, strengthening the junctions of the stem and stern posts with keel, and to which the lower plank ends are fastened.

FLOORS.—Are the traverse frames of ribs which run across the boat from gunwale to gunwale, fitting against and fastened to the planking, and assisting the latter to retain the form.

GANIOARD STRAKE.—The first range of strake of planks laid upon a boat's bottom next to the keet throughout the whole length of the floor. The edge of this plank is let into a groove in the side of the keel which is called the rabbet of the varboard strake.

GRAPHEL.-The boat's cable, made of chain or rope.

GRIPES.—Two pieces of sword matting, the upper ends being secured to the davit heads and the lower ends being secured to a monkey tail slip on the opposite davit; they cross diagonally on the outside of the boat and keep it hard against the griping spar.

GUDGRONS --- Eyes which ship over the pintles. The lower is on the rudder and the upper is on the stern post.

GUNWALE --- A square piece of wood running round the inside of the boat at the top. The upper edge of the boat.

HEAD SHERTS .- The small platform at the foremost end of the boat.

Hos PIECE, -- A piece of Canadian elm worked on and secured to inside of keel from fore deadwood to after deadwood, and to which the gatboard strake is secured as well as the floors and imbers.

Kazz. - The lowest part of the boat ; it forms a backbone into which the boat is built.

KEELSON BOARD .--- A piece of wood at the middle line of the boat, running along on the top of the floors; it extends for about two-thirds the length of the boat, to which the mast steps are secured, and into which the thwart pillars are stepped.

KNEES.—Pieces of wood grown to the shape required and used for securing the thwarts to the sides of the boat.

LAZY PAINTAN — Similar fitting to a painter, but of smaller rope; used for bauling a loat up to the Jacob's ladder. It should not be used for securing the boat.

MAST STRE. -A piece of wood secured to the keelson, into which the heel of the mast steps.

MAST CLAMP — A metal clamp for second the mast to the thwart

PAINTER.— A piece of rope spliced into κ ring, secured to the apron and stem of a boat ; used for towing or making the boat fast

PINTLES -Vertical pins on which the rudder ships and turns. The lower one is on the stern post, and the upper one on the radder.

POPERTS.—Are pieces of wood which fit into the rowlock spaces. They are shipped whenever the oars are not being used, except when the loat is hoisted as a lifeboat. They are fitted with lanvards.

RISINGS ON STRINGERS.—Are the pieces of worked fore and aft, the boat on each side to take the ends of the thwarts.

ROWLOCKS - Spaces cut out in the boat's gunwale (or metal crutches shipped in the same) to work the oars in.

RUDDER. \rightarrow Either of wood or metal, hung on the stern post, by means of which the boat is steered, is fitted with a lanyard, which is secured to the boat.

RUNNING HOOK.-A hook fitted in bow of boat, from which tack of foresail is shifted for running.

STRAINTING LINES. - Are of hemp and chain, and go from the ring in the centre of the slings to the gunwale, the chain on each sling being on opposite sides of the boat. Their use is to keep the boat upright when being hoisted.

SLINGS.—Two spans of chain, one forward and one aft. The foremost sling has one end secured to a ring bolt in the stem, and the other end to a link plate fastened to the keel. The after one has one end connected to a ring bolt in the stem post and the other to a link plate fastened to the keel.

STEM.— Is the foremost continuation of the keel, scarphed into the same, and to which the planking at the fore end of the boat is fastened.

The Commercial Banking Company of Sydney Limited

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CAPITAL PAID-UP		-						-			£3,500,000	0	Ð
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DIRECTORS:

GEORGE J. COHEN. CHAIRMAN I HON. SIR THOMAS HUGHES M.L.C., DEPUTY CHAIRMAN I O. E. FRISNDI, HON, JAMES ASHTON, M.L.C., HON, J. W. MACARTHUR ONSLOW, M.L.C. GENERAL MANAGER I J. R. DRYNURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

I.ONDON OFFICE: 18 BIRCHIN LANG, LONGARD STREET, E.C. 3 LONDON BANKERS : The Bank of Encland; Westminster Bank Limited: Barclays Bank Limited.

BRANCHES THROUGHOUT NEW SOUTH WALES and QUEENSLAND. AGENCIES THROUGHOUT AUSTRALLA, TASMANIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD. TOTAL ASSETS, June 30th, 1925 - E45,217,845.

PROGRESSIV: TOTALS OF THE BALANCE SHEETS

t855	£1,335 071	1875		£4.781.854	1895		£12,108,532	1915		139,706,833
1885	£2.216,524	1885	•	£10,569,722	1905	-	£15 529.856	1925	·	£45.217.645





STREE. - The after end of the boat.

STERN POST .- Is the after continua hopof the keel, scarphed into same, and on which is hung the rudder by means of pintles and gudgeons.

STERN SHERTS .-- Is the platform extending from the after thwart aft.

STRETCHERS. -- Pieces of wood laid athwart the bottom boards, and fitting into chocks on them. against which the rowers place their feet.

TABERNACLE ---- A wooden frame extending from the mast thwart to the mast step, for guiding the heel of the mast into position.

TACK HOOK .- A metal hook on the stem for hooking the tack of the foresail to.

THOLK PINS .-- Wooden pins shipped in the gunwale of a boat instead of a towlock, to work the cars in.

THWARTS --- Seats placed across the hoats for rowers to sit on.

TILLER -A long piece of wood or metal fitting into the rudder head for working it.

TRANSOM .- A board fitted to the after side of stern post to which the after ends of side planking are fastened.

YOKE - A crosshead of wood or metal shipping on the rudder head, to which joke lines are attached for working the rudder.

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Mr. J. J. Mitchell, hon, instructor in seamanship to the Rose Bay and Bondi sub-branch, was formerly instructor to the junior ratings in H.M. battleship Warspite, in which he served at the battle of Jutland attached to the 5th battle squadron under Admiral Sir Evan Thomas.

In the Falklands engagement when Admiral Sir Doveton Sturdee turned the tables on Von Spee, Mr. Mitchell served on H.M.S. Carnarvon,

Volunteered for the raids on Zeebrugge and Ostend ; war service from and August, 1914 ; demobilised armistice ; invalided from service on account of neurasthenia; was in a picket boat at Scapa Flow with the Vanguard when it was blown up.

The Navy Longue Journal " is six years old this month.

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NAVAL APPOINTMENTS.

The following naval appointments are announced by the Navy Board :----

Lieutenant Commander, R.N.R.-Sherwood B. Page, to Cerebus, additional for 18 days training. to date March 16. Licutemant-Alan D. Casey, to Cerebus, to date April 28. Licutement, R.A.N.V.R.-William Smith, to Marguerite, additional, for voluctary training to date April 25. Sublieutenant-Niel M. Shetlock, to Success, to date May 4 ; Karl E. Com, to Motesly, and as Assistant Surveyor, 4th Chans, to date May 7 : Charles R. Reid, to Platypus, to date May 3 Sub lieutenant, R.A.N.R .- Edwin M. Andrewaring, to Platypus, additional, for 3 months' training, to date April 1. Lieutenant-Robert Gray to Cerberga, additional, to date April 24 : Robert C. Spencer to Sydney, additional, to date May 1 ; Onto F. McMahon to Platypus, additional, to date May 8. Surgeon-lieutenant - Francia f. Matthews to Cetherus, additunal, to date March 12; Robert Wihill to Penguin, additional, to date March 12. Paymagter beatenant ... Patrick Ferry to Penguin, additional, to date Match 16 : Edward II. Leitch to Sydney, additional, for duty in commodure's office and as secretary to chief staff officer, to date Amil to; Patrick V. O'Reilly to Adelaide. In date April 30 ; William E. McLaughlin to Sydney, to date April 30; James B. Foley to Fenguin, additional for foreign service, leave to date April 1, and to Penguin, additional, to date April 26, Paymaster Sub-licutenant---Keith S. Miller () Franklin, for R.A.N. College, to date April 30. Poymaster Midshipman-Albert II, Sheppard to Sydney, additional, for duty in commodore's office, to date April 30. Commissioned Instructor-Harold B. Hatten to Cerberts, additional, as assistant to district naval officer. Western Australia, to date April 6. Gunner-James L. l'ettigrese to Anzac, to date April 26 ; Henry D. Jenner to l'enguin, additional, to close accounts, to date April 20, and to Cerberus, additional, for passage to United Kingdom per steamer Arneas for reversion to Koyal Navy, to date May 7. Promotions-Acting Sub licutenant Phillip Bullhache, in be sub-licutenant, in date March 15, 1925; Acting Sub licu-tenant Francis M. Milne and Henry M. Burrell to be sublieutenants, to date April 15, 1925 ; Acting Sub-lieutenants Neil M. Sherlock and Karl E. Com to be sub-lieutenants, to date-May 15, 1925; Acting Sob licutesants Charles R Reid and Hailey C. Wright, to be sub-licutesants, to date May 30, 1925; Engineer Lieutenants Percy W. Sima, Ernest Baker, and Raydon Berry Smith to be engineer lieu-Instructors William ". Carlyle and Francis J. Nugent to be instructors William ". Carlyle and Francis J. Nugent to be insuremants, with periority of July 1, 1925.

THE NAVY LEAGUE JOURNAL

The Three Australias.

BY FRANK C. BOWEN.

Author of the "Golden Age of Sail," "Ships for All," "The King's Navy," Etc. (Specially written for the Navy Lacene Tournai).

THE choice of the name AUSTRALIA for one of the two ro, oco-ton cruisers that are now being built on the Clyde for the Royal Australian Navy, is a happy one, not only because it is the most appropriate name possible for the flagship of the Dominion fleet but because it already possesses a history in the Imperial Navy that is well worth perpetuating.

The first ship to bear the name was built by Napiers', in 1886, having a displacement of 5,600 tons and a speed of 18 knots, and being a compromise between the MERSEY type-on which too much was attempted on a small displacement--and the IMPERIEUSE type, which was really a distant station battleship. The great feature of her design was a ten inch armour beit extending about two-thirds of her length, which was reckoned to be able to keep out a ten inch shell at normal range, but, as in ordinary trim, the upper edge was less than a foot above the water, this belt did not afford the protection that was expected. Above this, however, was a flat deck two inches in thickness, and a curved protective deck at the ends, while the armament consisted of two 9.5 and ten 6-inch breech-loading guns, shields only being provided for the crews protection in order to save weight. The AUSTRALIA and her sisters were excellent sea boats, and were able to keep their guns well above water, when vessels like the INFLEXIBLE were shipping so much solid water that their big muzzle-loaders were out of action. It was not until some time after her completion that she received her full armament-and in order to participate in the Jubilee Review of 1887 some of her sisters were fitted with wooden dummy guns.

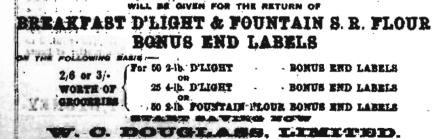
She carried out her trials in April, 1886, in the Prince's Channel, but these were rather disappointing. When she was tried again a week later, however, she proved herself an excellent steamer, being later sent out to the Mediterganean for her first service and doing very useful work. Two years later her commander was Captain Swinton C. Holland, and in 1893 she was brought back to act as coastguard ship in Southampton water, doing a certain amount in connection with the training of Naval reservists.

The AUSTRALIA was the ship sent to Havre to represent the British navy on the occasion of the reception that was given to the French President at that port, the shallow water and limited mooring space preventing anything bigger attending, and forcing even her to discharge considerableweights in order to take up her position.

In 1907 it was intended that she should have a big refit at Portsmouth—her old 9 2-inch guns in the meantime having been replaced by more modern 30 calibre pieces, and her 6-inchers into quick-firers, but the work was delayed, and she was laid up in the Medway in 1903. Two years later, she was axed in accordance with Fisher's plan, finally being broken up at Troon.

The second and best known of the AUSTRA-LIAS was that built by John Brown, of Clydesbank, in 1917, designed as the flagship of the Australian Fleet. She was a considerable improvement on her predecessors, having a displacement of 18,800 tons, and carried eight 12-inchand sixteen 4-inch guns. The two turrets amidships were placed very much further apart in order to permit of a bigger arc of fire, and later her sixteen 4-inch guns were reduced to ten, and spaced more advantageously. She maintained a speed of 26 knots on trial, and was then commissioned at Portsmouth as flegship of the Australian Navy under the command of Captain Stephen, H. Radcliffe, and Rear-Admiral Patey flying his flag. Before leaving port she was inspected by the King who knighted the Admiral on her quarter deck. She aroused great excitement when she arrived in Australian waters, but she had not been there long before war broke out, and "she was employed to convoy the Expedition to Samoa. Although she arrived too late to prevent

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the Germans cutting the Fanning Island cable she did good work in clearing the trade lanes of enemy cruisers, and then assisted the escort of the main Australian convoy as far as Aden. Prior to that she went with the French cruiser MONTCALM to cover the operations against German New Guinea. and as soon as this work was done, chased the German Pacific Squadron under Von Spee for 38,000 miles, consuming 6,000 tons of coal and 5,000 tons of oil in her cruise. She was the one terror of Von Spee's fleet, for he had not reckoned to meet with the British battle cruisers which eventually sunk him, and he did not relish facing the AUSTRALIA'S 12 inch puns. After this she was kept tolerably busy in the Pacific, but was ordered home in the beginning of 1915, capturing and sinking the German naval auxiliary ELEA. NORA WOERMANN on the way, and landing her crew on the Falkland Islands. On arriving home she became the flagship of the Second Battle Cruiser Squadron under Rear-Admiral Pakenham, and proving a great acquisition. She was not able to take part in the battle of Jutland owing to her having to seturn to port in April 1916, after a collision with her sister ship, the New Zealand, in a fog, when both ships were badly damaged.

She was present when the German navy surrendered to the Grand Fleet, and returned to Australia after the Armistice. Unfortunately, an outbreak of disorderly conduct among her crew at Fremanite, resulted in several of the men being sentenced, although later most of these were curtailed. By the latter part of 1920 it was found to be financially impossible to keep her at sea, so that she was paid off to become the training ship of the Australian Navy, her place being laken by the cruiser MELBOURNE.

In 1922 she was axed under the Washington -Conference, but had the Australians desired it she could have been specially exempted. However, the cost of her upkeep was too heavy, so that in the breginning of 1924 it was decided that she should be sunk on Anzac Day. This decision caused a good deal of feeling in the Commonwealth, but it was finally carried into effect. She was towed twenty two miles away from Sydney by four tugs, being given a naval funeral by the Australian Fleet, and disappearing under the waves with her ensign flying.

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Cadet Training.

BT DR. C. J. PRESCOTT, M

From the excellent pomphlet: "Australia's Defence" printed by the Australian National Defence League, N.S.W. Division),

I HAVE no sympathy with the idea that the training of boys as cadets tends to what men call militarism. Of course, it does not imply that there is at least a remote possibility that the boy, when grown to manhood may be required to serve as a soldier; but he must be singularly lacking in intelligence and commonplace information if he does not see that that may be demanded of him, anyhow. If he is an English boy he knows that just across the Channel there are other nations with which his country has fought in the past; and if he is an Australian he has sense enough to know that even in the island continent be is within striking distance of swarming Asiatic nations. But little of this enters the head of the average cadet.

If everything that may encourage a war-like spirit must be cut out of his life, it is surprising how much will go. British history and every other kind of history is full of the records of wars and battles; if it has to be admitted that these have taken a disproportionate place in the story, it is yet impossible to write history without reference. to them. We cannot read our nation's literature and its glorious poetry without hearing its battle music ; the Bible itself is a record of conflict, of stress and storm, and some of its finest psalms are war poetry. Whatever heights of happy pacifism humanity may reach in years to come, it cannot forget the pathway that leads to them, and he would be a strange boy that could read the old story without some quickening of the pulse and some stimulating emotion.

Nor must it be forgotten that contest and strife are the very essence of a boy's games. No doubt it would be possible to plan out some sort of physical training scientifically designed to develop in him every organ and every muscle of the body. But it would be the tamest and most distastefut training in the world. Under the stimules and excitement of his games the normal British boy will put out three times, five times as much zest and energy as he would if he went through some monatonous round of exercises. Quiet tennis, the old man's bowls, rough football have this in common that they all involve rivalry and contention. Rob them of that spice and much of their attractiveness is gone. Many a soldier moving to battle has been reminded of the matches he played as a schoolboy, and found that these have been an unexpected training for the stem game of war. But very few schoolboys playing football are ever led to think that if it is football to-day it may be war to-motrow.

Boxing is a wholesome game for boys. It calls for numerous activities of the body. It is stretuous, it demands patient endurance as well as bold attack, and it puts a fine restraint upon the temper; yet in its essence it is a veiled form of fighting. Scouting has a fascination for thousands of boys, and girls have responded to the call for girl guides, and this is a recreation suggested by warfare. Rifle shooting, apart from any use in warfare, is an excellent sport, and attracts its votaries in large numbers. If everything that savours of war and conflict must be cut out of boys' lives, it is surprising to see how far logic will carry us.

Yet the sum total of the influences of all these things in encouraging a military spirit is almost negligible. If, indeed, they are deliberately intended to awaken such a spirit, and are directly used for such an end, then they may become military stimulants. But with our nations? temper there is no real danger of that.

In favour of cadet training the physical gains naturally come first. With our schools constituted as they are, and setting store upon the physique of their boys and girls, provision is made for a large number of them. But many are not thus reached, and cadet training makes computsory for all what otherwise would be the privilege of a few. At the early stages this physical training is naturally the most prominent feature, and by gathering into its

sweep all the boys of the land give them the opportunity for healthy physique. A Commonwealth obligation becomes a Commonwealth benediction. Heredd henchts result from the medical inspection given to all children in the elementary schools. Cadet training carries the benefit further still, for it provides the means by which the defects noticed may be remedied. A wise nation wishes to consist of able-bodied men and healthy women; and the way to secure that is to deal with the children first and then the growing boys. No doubt thousanda of children grow up-especially in the country-in conditions favourable to robust health. yet even there some are missed, and for town children the opportunities are by no means so great. Is it not obviously a national gain to have a system which gives guarantees that none shall lose the privilege of it except those that cannot profit by it 7 If nothing resulted from cadet training but the physical benefits it would be a national boon gained at trifling expense.

The second great advantage is the training in team work and mutual social help. Apart from its physical benefits drill is the method by which numbers are brought to act as a unity. Here, again, school life contributes its lessons. A football team, for example, comes to understand that any one player is useless by himself. Everything depends upon co-operation. Fifteen separate units could kick and carry the ball a long way, but welded into compact unity they would carry everything before them were they not met by a similarly organised unity opposed to them. So a few brave firemen could do much to put out a fire, but we should never read of success in confining city fires to one block of buildings were it not that all the firemen know how to play up to one another and act as a compact crew. It is the same with the police. A single staiwart officer may be a match for a pair of ruffiant, and may restore some sort of order in a small mob, but it is only drilled and trained bodies of police that are able to control large crowds.

Common drift, including marching, is one of the arriver lessons of this kind of a boy's life. Its very emence is order, discipline, obedience to the iterat of command and respect for authority. And there is so little of this in many young lives, and so much of self-will, lack of restraint, egotistic selfassertion, defiance of authority, that a system striking at the root of these evils is a national gain. This is specially needed in a society constituted like that of Australia. The assertion of liberty, laudable in itself, can be carried, and is carrled, among us to excess. It is a wholesome thing that young Australia should learn that liberty has its necessary limitations.

The third gain is that it is a provision for the defence of the land. A military spirit, domineering, truculent, overweening, bent on aggrandisement and self-assertion is a very different thing from the calm determination to be prepared to defend the nation's land and liberties, homas and families against an enemy from without. Such preparation is of the nature of an insumnce against risks. Insuring against accident does not cause accidents ; insuring against fire does not, except in a few unprincipled cases, cause fires; Insuring against shipwreck does not cause wrecks. Is it not equally true that insurance against attacks on life and liberty does not cause such attacks? Why are our ferry boats provided with litebelts, our tall buildings with fire escapes, our big vessels with bulkheads? These may never be of service but prodence ordains that they shall be provided.

Would to heaven we could be sure we had no risks to run 1. But at present the life of the nations is not resting on so stable a foundation that we can count upon it as permanent. Voices comes to us from many quarters warning that there are many rocks ahead. We all hope we may pass them safely. But to leave the defence of our country to chance is of all unwise things the most unwise. And if our boys have to learn that, in the last resort, the protection of their country must come from its men, it is only one way of reminding them that the price of liberty is unceasing vigilance.

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- The Navy League does not necessarily, endorse the opinions of Contributors to the Journal.
- All alterations of standing advertisements should reach the Journal NOT LATHER than the 1st day of the month of issue.

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AIMS AND OBJECTS OF THE NAVY LEAGUE.

ME NAVY LEAGUE is a Voluntary Patriono Association of Brillsh 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 Compast Naval Pho-Tection For Bartish Subjects and British Commence all. THE WORLD OVER.

Its objects are :

- To enlist on Imperial and National grounds, the support of all classes in Marytaining the Navy at the Requisite Standard of Stmendth, not only with a view to the safety of our trade and Empire, but also with the object of securing British presitige on every sea and in every port of the World.
- To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no same person grudges in persus allairs, and that Since a Subden Development of Naval Strengen is Infossible, only Continuity of Preparation can Guarantee National and Imperiat Security.
- 3 To bring home to every person in the Empire their commerce can only be guarded from any possible attack by a Navy. In Consumptions with the Air Force, sufficiently strong in all the elements which modern warfare demands.
- 4. To teach the nitizens of the Empire, young and old alike that "H is the Navy whereon, uncer the good providence of Cod, the wealth, safety and strength of the Kingdom chiefly depond," and that The Existence or the Exime, with the liberty and prosperity of its peoples. No Less Deremos on the Merchant Service, which, uncer the Sure Shield or the Royal Navy, wears of into one Impediat Whole.
- 5. To assist the widews 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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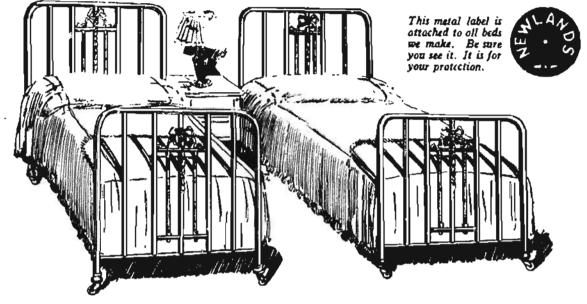
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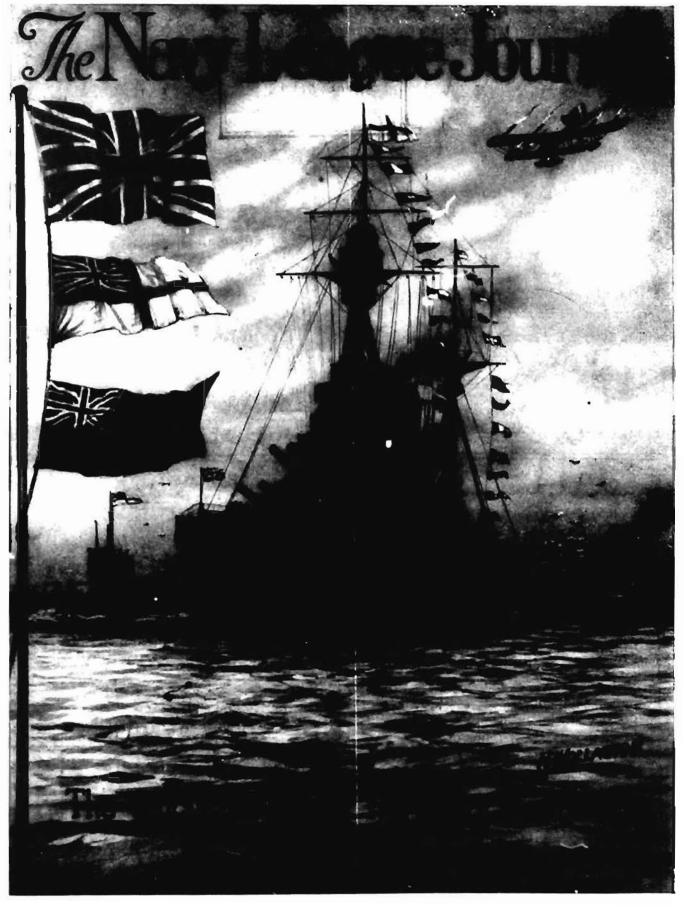
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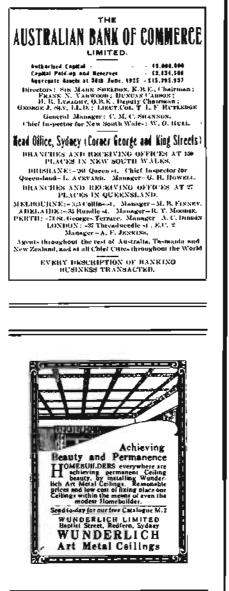
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The Navy League Journal

Vol., VEL No. 1.

SYDNKY, MAY, 1920.

PRICK 30.

DISCIPLINE,

D ISCIPLINE may be self imposed or it may result from outside pressure. The first is based on self control, the other has no moral basis but is governed by force of circumstances. Number one implies individual wisdom and strength of character; number two is necessary hecause human nature in general is what it is.

Self-denial and self-restraint are products of self imposed discipline, of inherent goodness, of wisdom. To be able to give gladly and voluntarily not of our surplus, but of our daily bread and, as far as is practicable, of the means which make its winning possible, is to own wealth that passes the understanding of materialism. And vet it is questionable if the virtue of self-denial possesses the sterling qualities of character displayed or brought into being by some acts of self-restraint. And perhaps it is because these qualities of character only appear after the conquest of self that self-restraint and its attributes are largely absent in the youth of to-day.

Dislike for everything savouring of discipline by countless growing boys and girls is one of the outstanding features of this post-war period. It is a cancerous growth feasting on the very heart of our social fabrie, and the origin of the disease is easily traceable to the waning moral influences of the home, the school, and the church. The laxness in the home, the greater liberty and license allowed at school, and the more or less insincerity of church life combined with the perfervid attractions on the picture screen and in the precincts of the jazz hall have had much to do with the loosening of the healthy and necessary bonds of an intelligent discipline. To the sources mentioned, is due much of the spirit of resitessness and discontent permeating the social life of the present day.

Self-restraint, and self-denial in its noblest guise, is giving ground to the mocking voice of liberty and the selfabrics that knows no ideals; while a hard aggressiveness linked to intolerance bestrides the wondering world. Any system that severs the roots of these evils and scatters the seeds for a harvest of reasonable and manly discipline is a human gain which, in the words of Tennyson, "Leads life to sovereign power."

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THE NAVY LEAGUE JOURNAL.

Early Days on the Australian Coast.

Shipwreck and Privations.

Encounters With the Natives.

BY CAPP J. H. WATSON, F.IGA, H.S. IPREMISEST MOVAL ACETERALIAN INSTRUMENT, SOCIETY)

THE celebration last month of the Anniversary of the landing on Australian soil of England's great navigator, Captain James Cook, brings to mind many authentic stories of happenings in the early days of the colony's history.

Eight years after the settlement in New South Wales had been founded, some knowledge of it had been brought under the notice of the mercantile community in India. Messra. Campbelt, Clark & Co., of Calcutte, determined to test the market at Sydney with a trial shipment of merchandise, and accordingly fitted out s ship, which, out of compliment to the infant colony, and possibly also with the view of ingratisting themselves with the colonists, they named "Sydney Cove."

This vessel, under command of Capt. Gavin Hamilton, sailed from Calcutta for Port Jackson on the 10th November, 1796. On 13th December, being then in latitude 15 deg. 30 min. south, a very severe gale with a heavy sea was experienced, and from that date onward they had a continuation of stormy weather. Labouring heavily in the tempestoous seas, the vessel sprung a leak, and in the middle of January was making from sig to eight inches of water an hour; consequently fothering the ship was resorted to, which reduced the leakage to two inches an hour and eased the strain on the crew and the pumps. At the end of the month the gale increased in violence, and in handing the main topsail the second mate was koocked off the footrope and lost overboard. Her sails were shredded by the force of the wind and carried away, and after new ones had been bent on to the yards with the greatest difficulty they too shared the same fate, and having no more square sails to keep her shead of the sea the master had

no alternative but make an attempt to heave her to. In the circumstances this was an undertaking fraught with the gravest peril, but it was luckily accomplished without serious loss or damage.

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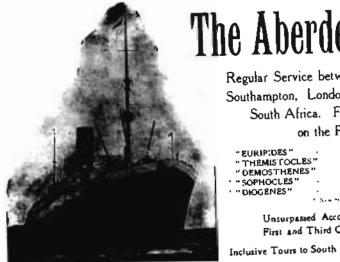
The lascar crew were so benumbed by the severity of the weather that they sought shelter below, and neither threats nor promises could induce them to go on deck and man the pumps; but, as there was over four feet of water in the well, they willingly went down with a chain of buckets to bale and so keep the ship affoat.

VESSEL GOES ASHORE.

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

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

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



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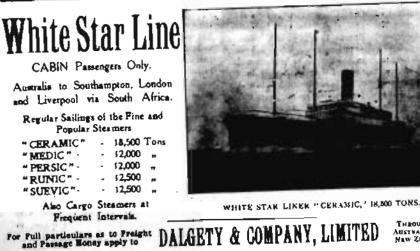
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THE NAVY LEAGUE JOURNAL.

A SECOND DISASTER.

On the first night out it came on to blow a gale, and as they were not far from the coast of New South Wales, and as it was impossible to land through the heavy surf, both anchors were let go. During the night the heavy sea continuously broke over them, and at daylight both cables were cut and the sail hoisted; the boat, however, was driven ashore through the surf and smashed to pieces on the beach. No lives were lost, all landing safely on the sandy beach-whether to say fortunately, or unfortunately, must be judged by their ultimate fate. The "Historical Records of New South Wales" states the position thus :---"Imagination cannot picture a situation more melancholy than that to which the unfortunate crew was reduced - wrecked a second time on the inhospitable shore of New South Wales; cut off from all hopes of rejoining their companions; without provisions, without arms, or any probable means either of subsistence or defence, they seemed doomed to all the horrors of a lingering death, with all their misfortunes unknown and unpitied. In this trying situation they did not abandon themselves to despair, they determined to proceed to the northward in the hopes of reaching Port Jackson, although the distance of the settlement, the unfrequented deserts they were to traverse, and the barbarous hordes among whom they had to gain their way presented difficulties that required no ordinary share of fortitude to encounter and perseverance to overcome."

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

FOOD SHORTAGE

For the first three weeks they subsisted on dry. uncooked rice which they saved from the boat, and afterwards on shell-fish, small fish which caught in large pools, and sometimes they were fortunate to

catch a small shark which they considered a rare delicacy. The super-cargo kept a diary, according to which and adding the daily mileage walked, they covered in the first month 350 miles. This would be made up by the detours they would have to make when crossing rivers and rounding Twofold Bay and many inlets.

5 4

They had commenced their journey on March 15th, 1797, and up to April 17th everything passed off without accident, but on this day in crossing a nerrow but deep river Mr. Thompson was neerly drowned by the sinking of an old native cance they found, and he was only saved by Mr. Clarke jumping in and getting him out, the Bengalees looking on without making the least attempt to assist. He was unconscious when brought out of the water, but after some time he was revived. During the next week their progress continued occasionally meeting natives who befriended them by gifts of fish. On the 23rd, 24th, and 25th April the diary says : "Walked to or 12 miles each day without meeting with any natives, and being wholly without nourishment-almost perished for want."

HOSTILE BLACKS APPEAR.

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

Mr. Clark, in his diary, has omitted to say what reduced his party to six at the time they met last

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THE NAVY LEAGUE JOURNAL

party of blacks, and how many were rescued by the fishing boat. From other sources it is learnt that a small row boat fishing south of Botany Bay found three men on the shore, and took them to Sydney scarcely alive. These are understood to have been Mr Clark, the super-cargo, an English seaman, and a lascar.

GOVERNOR SENDE ALD

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

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

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

Mr. Clark returned to India to rejoin his firm. Captain Gavin Hamilton-from the wreck of his vessel-arrived in Sydney in July, 1797, but the six months' exposure on the bleak barren island had told on his constitution, and he died in Sydney on June 20th, 1798. He was buried in the old George-street cemetery, and a tombstone was placed there by the Campbells 30 or 80 years ago, which, with the remains, was moved to Rookwood (Church of England section) when old ground was resumed for the Town Hall.

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

When Mr. Clark arrived in Sydney he informed Governor Bunter that they had seen a quantity of coal the day before they were taken off by the fishing boat; and the Governor reported the discovery to the Duke of Portland who sent Dr. Bass of H.M.S. Reliance to investigate. He found a strata six feet deep in the face of a steep cliff which was traced for eight miles, and this was not the only coal discovered, for it was seen in several other places. This, the first discovery of coal in New South Wales, was made by Mr. Clark, the super-cargo of the wrecked ship Sydney Cove, on 14th May, 1707. Lieutenant Shortland of H.M.S. Reliance whilst in pursuit of runaway convicts went as far north as Port Stephens in a tow boat, and on his return trip discovered the Hunter River and coal there about October of the same year, although it is reported that some fishermen had discovered coal there in June, 1796.

With regard to the Campbell family, the first of the clan to arrive in Sydney, was Robert Campbell, who arrived in June, 1708, having been sent down from Calcuita in the ship Hunter by his firm, Messre. Campbell, Clark & Co., 10 get some information respecting the Sydney Cove's cargo.

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

Trouble has a trick of coming Butt and first : Viewed approaching, then you've seen if At its worst. Once surmounted, straight it waxes Ever Small. And it tapers till there's nothing Left at all !

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Dominion Neutrality in a British War.

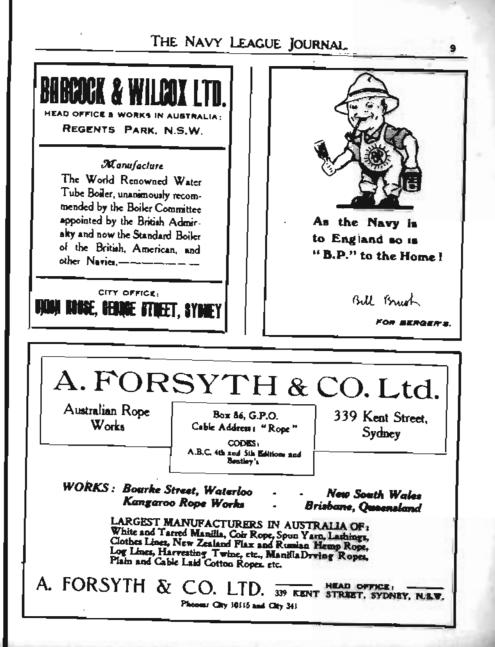
By majeriar J. H. CHARTERIS, LL. B., University of Sydney.

(From the excellent pumphlet, "Austration's Detence, puplished by the Australian National Defence Loague, N.S.W. Division).

FIFTY years ago, when the Little England Policy of the English Liberals was at its beight, there arose in Australia, as a sequel of the grant of Responsible Government, and the withdrawal of Imperial troops from the Colonica, a vigorous, if short-lived, campaign, led by Mr. Gavan Duffy, of the Victorian Parliament, for Colonial Federation, combined with an optional neutrality of the Australian Colonies in a British War. The latter point it was proposed to secure by the grant from the Crown of treaty-making powers in order to establish neutrality by direct agreement between the Colonics and the Great Powers in Europe. Mr. Duffy even succeeded in securing the appointment of a Royal Commission, to examine and report upon his proposals. The Commission, which consisted of Conservative and Liberal members of the Victorian Parliament, with the latter in slight preponderance, issued its favorable report at the psychological moment when the news of the Franco-Prussian War had reached Australia, and when a French squadron was reported to be cruising off her coasts. The recommendations of the Commission endorsed the proposal for optional contractual neutrality on the part of the self-governed Colonies, with power to them, however, to lend England a helping hand if so disposed, and pointed out that recognition of their neutrality would not " deprive them of the power of aid by the Mother Country in any just and necessary line." To a country practically defenceless as Australia then found herself, the proposal held out an attractive prospect of immunity from attack, which some of the local newspapers were not slow to praise, although the "Argus" and the " Daily Telegraph " condemned it as impracticable. The Victorian Legislature, however, took little stock of the proposais. Apart from all other objections the technical point weighed with Parliamentarians, viz., that in the absence of treaty-making power (which the Imperial Parliament was unlikely

to concede for the purpose contemplated) the Colonies could only approach the European States through the Colonial and Foreign Offices, which would be certain to pigeon-hole the Colonial overtures as soon as made. They might have added that a neutrality terminable at Colonial option was not worth making a treaty about. In England the agitation attracted no attention at all. Those who learned of it discoussed it as separatist in tendency, if only because its advocacy by Mr. Gavan Duffy, who also was suspect for his Irish associations. In Australia itself the agitation subsided shoost as quickly as it had arisen. No other colony moved for the idea And the last flicker of interest in it died when, in the early eighties, renewed interest of the Australian Colonies in Pacific affairs, demonstrated that without Imperial intervention this interest could not be effectively asserted. The existence of French penal settlements in New Caledonia, which offended Australian sentiment as a whole, the German ambitions in New Guinea, which offended Queensland sentiment, the German-Spanish Dispute regarding the Caroline Islands and the general scramble for the Islands of the Pacific-these cut the ground away from the Neutralists and, indeed, created the demand for the very opposite of their desire-an Australian Monroe Doctrine to be promulgated ma Downing Street. Moreover in the early eighties it became known that in the last Anglo-Russian crisis the Vladivostock fleet had received instructions to bombard the Australian coast towns in the event of war.

In our own day the demand for Dominion Neutrality in a British War has been revived by people who do not seem to have thought out the implications of neutrality in reference to membership of the British Empire. The demand draws strength, not merely from the increase of statuse (if not of status), which the war brought upon the Dominions, but also from the abortive proposal of



THE TARGETEERS



THE NAVY LEAGUE JOURNAL.

Germany on the outbreak of the Great War to exclude the African Colonies of the respective belligerents from the theatie of war by agreement. Germany offered to maintain her recognition of the neutrality of the Belgian Congo as already declared in virtue of provisions in the Final Act of the Trenty of Berlin, 1884, and to recognize and respect during the War the neutrality of all the African possessions of the other Allied Powers on terms of reciprocity. For various reasons the proposal was unacceptable to the Allies, to the British Empire, if only because of the powerful wireless station in German Togoland, by which Germany could maintain communication with "The Emden" and her cruisers still at large. No sooner was it declined. than Uganda was invaded by German forces from German East Africa under that elusive galadin von Lettow.

The quasi-independent status which the Treaty of Versailles has secured to the self-governing Dominions and India, has, no doubt, been taken into account in certain military commitments which the British Empire has since undertaken or proposed. It was saleguarded, for example, in the abortive Anglo-French Alliance which was mooted by Mr. Lloyd George on the eve of the Cannes Conference, 1922 as a guarantee of French security against unprovoked German attack and as facilitaking a final settlement of Reparation and Interallied Debts. Conforming exactly with a provision in the Anglo-French Alliance of 1919, which Mr. Hughes countersigned on behalf of Australia, but was never ratified owing to American repudiation of a similar defensive measure, the draft Agreement of 1922 provided in S. 4 that the Treaty obligation to assist France should not bind any British Dominion unless and until it had been approved by the Dominion concerned. But this very provision contemplated the possibility that-say-Australia might reject the alliance while the rest of the British Empire accepted it. The result on the status of Australia as belligerent or neutral in the event of the Empire requiring to go to the assissance of France was, of course, not specified, but there can be no doubt that Australia's continued membership of the Empire would have involved her, at the very least, in participation in the state of war with all its consequences on the civil side.

In the Irish Free State Treaty, the distinction between participation as a Dominion in a state of war and participation of Irish forces in actual hos' tilities is more clearly expressed, as was both possible and desirable in a constitutional agreement with none but incidental international significance. Thus in the Irish Free State (Agreement) Act, 1922 (which gives the force of law to the so-called IRISH TREATY) Art. 6 provides that until the Irish Free State undertakes her own coastal defence by virtue of an agreement with the British Government:—

11

"the defence by sea of Great Britain and Ireland

"what] he undertaken by 11.35 fm | crial Forces " (this provision to be reviewed by a joint confer" ence in five years' time)

And by Art. 7. the Government of the Irish Free State shall afford to H.M. Forces.

- "(b) In time of our or strained relations with a
- "foreign Power such hurbon and other facilities as
- "the British Government may require for the
- "purpose of such defence, as aforesaid."

On the other hand, Art 49 of the Irish Free State Constitution, which the Imperial Parliament declared (subject to certain conditions) to be law by virtue of the Act of that title (Session 2 provides that :--

"Save in the case of actual invasion, the Irich Free "State... shall not be committed to active "participation in any way without the assent of the "Orienchust" (Perliament).

These provisions, it is conceived, merely declare explicitly in regard to the Irish Free State, the powers actually possessed at present by any of the other Self-Governing Dominious concerning the use of armed forces.

It is perfectly consistent with this view, that the much debated guarantee clause (Art. 8) on the Straits Convention, 1923, draws a distinction between the BRITISH EMPIRE (which is the sole contracting British party and of which a single plenipotentiary, Sit H. Rumford, signed the Treaty), and Great Britain as the part of the Empire immediately bound by the guarantee. The Article provides :--

"The High Contracting Pasties agree as follows. ", , should the freedom of the naviguion "of the Straits or the security of the demilianted "some be inoperilled by a violation of the pro"visiom relating to freedom of passage or by a

"surprise attack or some set of war, the High "Contracting Parties, and in any case, France,

"GREAT SHITAIN, Halv and Japan, acting in

"conjunction, will meet such violation, stack or

"other act of war or threat of war, by all the

"means that the Council of the League of Nations

" may decide for this purpose."

Presumably this means that in the event of a state of war requiring, or resulting from, the intervention of the four specially named guarantors, it would legally extend to the entire territory of each of these High Contracting Parties although the obligation to take such hossile measures as the situation demanded and the Council authorised would bind only the guarantors specially named

This was ultimately admitted even by the Canadian Government, which had declined to submit the Treaty to Parliament for approval, on the ground that Canada recognised no obligation binding her in honor to co-operate with Great Britain in this guarantee, since she had not been represented at the Lausanne Conference.

There is an important distinction, then, between (a) participation of Dominion forces in a war in which the British Empire is a belligerent, and (b) Dominion participation in a state of war which applies to the Empire (e.g. through hostile attack on any part thereof) Consent of the Pominion Parliament would normally be necessary for participation under (a), while under (b) it would not. Effective neutrality in an Empire war, such as is desiderated in some Dominions, could only result from agreement with the Empire's opponent. Effected by the will of the Dominions alone, it would never amount to more than neutrality on sufferance of the "enemy." Thus the implications of the Smut's Theory of Dominion Status :--

"In future the Dominions have in principle "ambbority and power not only in respect of their "domentic questions, but also of their international "and foreign relations and the questions of peace "or war which may affect them. If a way is no "appret: THEN, THEN WILL HAVE TO UNCLASSE "BT. IP A PEACE IS 20 BE MADE IN RESPECT "OF THEN, THEN WILL HAVE TO SIGN IT"

It is not possible to remain at one and the same time a member of the British Empire and neutral while the Empire is at war. Not only does a claim to this position destroy a Dominion's moral ground

UNSOLICITED TESTIMONY.

Commodore T. E. Wardle, D.S. O., A. D.C., R.N., who was in command of the Australian Navy for the last two years, left Sydney on the roth inst. on his return to England. In a letter to the Editor, the Commodore wrote :-- "The Navy League (New South Wales Branch) has my warm good wishes in the work they are doing, especially as regards the Sea Cadets. This, I am sure, is of much value : the appearance and beenness of the cadets is a great credit to the officers, instructors, and all who take an interest in their welfare."

THE SEALARK'S ANCHOR.

The Navy Hoard, Melbourne, recently authorised the Captain-in-charge, Carden Island, to hand over the anchor of the old survey vessel Stattark, to the Oxley Memorial Committee. The anchor has been sent to Tamworth, and will be placed on a pedestal six miles from the town, on the Manilla-road, to further perpetuate the memory of Lieut. Oxley, R.N., the Explorer, and first Surveyor-General of New South Wales.

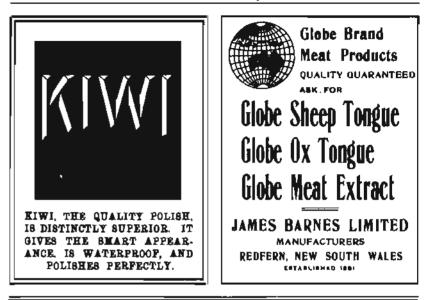
EXECUTIVE MEETING.

At the usual monthly meeting of the Navy League Executive the Organising Secretary paid a tribute to all the Sea Cadet Officers and Instructors for their splendid unselfishness, and for their sterling services voluntarily rendered to the Movement in New South Wales.

for expecting (let alone demanding) Imperial cooperation in a Dominion war, but even if it were practicable in war, such "neutrality on sofferance" would be certain to turn, if the enemy should win, into most vital participation on the Empire's misfortunes.

If anything more is needed to bring home to the plain citizen the elementary fact that legally there is no escape from Dominion participation in a state of war, let him be reminded that from the moment of the outbreak any merchaniman registered in a Dominion and found at sea would be liable to capture and condemnation as an enemy vessel at the hands of an enemy possessing a navy. No doubt the enemy might waive the right of capture or, for lack of opportunity, be unable to enforce it, but neither of these alleviations depend on the will of the Dominion.

THE NAVY LEAGUE JOURNAL.





AUSTRALIA'S NAVY.

"I have seen in the press, and also heard it said, that Australia went on the wrong tack when she decided to have a separate navy," said Commodore Wardle recently when addressing members of the United Services Institution.

"As this decision was made by the Commonwealth Government, concurred with by the Admiralty, and endorsed by the British Government it would be good enough for me. Personally, too, I think it is the right thing. I have heard it put forward that the navy is a wedge which might begin to separate Anstralia from the British Empire. I do not believe 11 all. In my opinion, if the Australian Navy is being trained as it is, in the traditions of hunow, loyalty, and service of the British Navy, it must be, not a wedge, but a attonger link in the chain which binds Australia to the Empire."

A second objection, said Commodore Wardle, was that it was more costly to up the navy than to pay a subridy to Britain. He agreed on the matter of cost, but the great point against this was that the army and air services could not be run from England—and, therefore, if the ships were on subsidy, they could not get the co-uperation necessary hetween the three services. This was worth the money.

People h d also said that the navy was taking men from the land, men who were wanted. But Commodore Wardle asked whether these men would have gone on to the land, and if there were no pnemployed in the Australian cities.

In time of war anti-submarine vessels, and God knew what vessels would be required to keep the ports open for trade. They could not depend upon England to send them out. They must have men available out here.

He spoke of the training by interchange of officers and interchange of ships between the Royal Navy and the R.A.N. and said that Aurtralia would have a trained body of reserves to call upon. Through their training these men would, he thought, feel that they were part and parcel of Australia

Australian officers, too, trained partly in Australia and partly in England would be accepted by the British Admiralty on the same conditions as their own officers. There was no reason why an Australian born and Australian trained officer should not take command of any of His Majerty's abips. The Australian Navy was an integral part of the British Navy.

Touching upon the personnel of the R.A.N., } Commodore Wardle said :

"The men are of a very fine type, of good physique and good intelligence. They are quick

to learn. Of course, they like to know what they are going to do, and the reason for it. If I were going into a scrap, I should be jolly glad to have a body of Australian scamen with me.

"There is a fine spirit going through the Fleet at the present moment. Perhaps it is a sporting spirit, but it is a fine spirit of pride, and I think Australians should take more interest and more pride in their Navy than they do."

R.A.N.

The Australian Fleet, commanded by Commodore Hyde, R.A.N., is absent on its Autumn cruise in Northern waters. It is expected back as Sydney on June 15-

Much preliminary work has been accomplished at Cockatoo Island Dockyard, Sydney, preparatory to the laying of the keel for the sexplane carrier which is to be built for the Australian Navy. The vessel will have a displacement of 6,000 ions, and, circumstances permitting, will be delivered to the Navy in 1928. It is not forgotten that the light cruiser Adelaide was born at Cockatoo, and the doctors and nurses' expenses almost staggered the docile and long-suffering taxpayers. It was said that the fair Adelaide grew nboolete before she was allowed out of the credie. May the sexplane carrier meet with a better fate !

NAVAL APPOINTMENTS.

The Navy Board annuances the fullowing appointments:-Lieutenant-commander: Herbert V. Creer, to Cerberus, additional for Torrens. Lieutenant: Gien L. Cant, to Cerberus, additional for Torrens. Sub lieuzenant; William J. Ywendelt, to Adelaide. Instructor lieutenant: Gaorge Locas, to Adelaide. Surgeon-ioutenant: Ernent D. Taylor, to Penguin, additional, Guomer: Frederick G. Lowrie, to Cerberus, additional, Guomer: Frederick G. Lowrie, to Certar, additional, Gorberus, Warrant Engineer: Norman J. F. Lariv, to Criberus, additional for Torrens. Cade midehipman; John L. Beth, Otto H. Becher, Paigrare F. Carr, Lindows; Cellativ, John H. Harding, Keith A. Hogan, Geoffrey C. Ingleton, Navile McGuire, Alam W. R. MeNicoli, Bernard K. Phalan, Ronald A. Phillips, to Adelaide ; Netick Kingdom, per a.s. Themistocker, as midahipman (E.)

THANKS.

The Navy League Executive desire: to thank the Bandmaster and members of the Band of H.M.A.S. Sydney; Mersrs. W. T. Waidington and S. Simpson, and the Misses Harvey, Juyce Fidden, Waddington, and Pansy Shimell for their valued assistance on the occasion of the concert on Aoril a8.



THE NAVY LEAGUE JOURNAL



The Navy League is Non-Sectarian.

The Navy League is Non-Political.

Mr. A. WALKER

ILV. B. H. WARE

Mr. A CYMDOR

SUB-BRANCH AND COMPANY NEWS.

BALMAIN-NORTHBYDNEY LANE OOVE-LANY MALE

BALMAIN.

(Commission by Mr. E. H. Fulden).

with the Balmain and District Hospital Proces-

sion. Unfortunately, the Carnival and Water

Pageant had to be postgoned after a week on

account of the inclement weather ; however, our

cutter was decorated with lanterna and rowed to

Whitehorse Point where a display of rockets and

fireworks from the cutter is said to have helped

induce patrons to visit the carnival on at least two

evenings. It is intended to hold the Pageant and

On the morning of Anzac Day five wreaths from

the Ladies' Committee, Cadets, and officers were

placed on the memorial column in Loyalty Square ;

the Company marched from the depot to the

Square, and afterwards attended divine service at

the Central Missions Hall, where the Rev. H. S.

McKibbin (himself a returned chaptain) delivered

a most interesting address to the boys.

Camival in a few months' time.

very active lately.

BIRCHOROVE A good deal of sailing has been done lately

BON DI-BOSE BAY- "Without-in-Shares" Mr. 8. 4. HOPKING

under Mr. Parton and it has been most instructive to the boys-

Our Company continues to grow, and has been This Company is anxious to try conclusions in sailing with any other Company over a course, the points and distance of which can be arranged. A Special Ribbon was awarded in connection

DRUMMOYNE .- MILLION

BICHMOND -

Our soccer team intends going into training, Senior Vice-President J. J. Booth having kindly donated a soccer ball for the purpose.

The depot was gay with lanterns, bunking, and other decorations on the night of May 3, the occasion being a social evening tendered to Mr. T. Fox (President) and Miss Rits Fox prior to their departure for a trip to Honolulu.

Alderman T. V. Harrington officiated as Chairman, and around him were about 70 guests in addition to the cadets of the Company under the officer-in-charge, Mr. W. Buckland.

Presentations of colours to the Company were made by Mr. T. Fox and Master Bobbie and Miss Nancy Fox. Both Bags, a Union Jack and Commonwealth Ensign, were handed to C.P.O. Gurre, and the donors were heartily cheered. These Bags were dedicated by Rev. G. F. B. Manning, Chaplain, at his Church on 8th May.

At supper later in the evening the toast of "The King " having been drunk, Ald. Harrington expossed the hope that the trip of Mr. and Miss For would be beneficial, and that they would return with received vigour to continue their activities on behalf of the Company. He saked Mr. Fox to accept a case of razors, and Miss Fox a purse from the Ladaca' Committee.

The Chairman was supported in his remarks by Mr.] B. Sharp, after which the healths of Mr. and Miss Fox were toasted

Mr. For responded on behalf of himself and his daughter, was prolific in his thanks, and expressed the hope that ere his return the strength of the Company would be doubled. He was interested in the welfare of the boy of to-day and his object in going to Honolulo was to attend a Conference of the Rotary Club, an organization which was represented in all parts of the world. It was expected that delegates from many countries would be in attendance at this conference. He assured those present of a continuance of his activities on behalf of the Balmain Company.

The Chairman explained that the opportunity could not be missed to make a suitable presentation to Mr. J. J. Booth, Senior Vice-President of the Company. The many kindnesses of this gentleman could not be forgotten, and he asked him to accept from the Ladies' Committee a gold mounted fountain pen as a mark of their exteem and appreciation.

In responding, Mr. Booth, who was taken by surprise, expressed his thanks for the useful present, and remarked that he always preferred to be a donor instead of a recipient. He assured the Company of his carnest support.

After supper the guests retired to the Class-room when singing and dancing were indulged in.

The artists who so ably rendered items were Miss Joyce Fidden, Master Babbie Fox, Mrs. and Miss Wunderlee, Miss Pansy Shimell, Miss Kitty Elliott, Miss Vi Pitt, Miss Elma Martin,

The guests left about midnight,

Congratulations on the beautifully arranged tables and the splendid repast were general.

BIRCHGROVE.

(Contributed by Mr. S. Cooper)

On Anzac Day Birchgrove had a very busy time, 50 cadets under Chief Officer Starkey and myself joined Lane Cove in a Church parade.

Owing to strong head winds we were ten convites late getting across the river and reaching our destination.

Junior-Officer Hayward took a party to the Methodiat Mission on Anzac morning. After lunch our cadets formed a guard of honor at Woolloomooloo Gates on the occasion of the Anzic Commemoration Service.

In the evening 75 Birchgrove cadets attended Anzac Service at Balmain Town Hall, making four Church parades in the one day.

On April 24th, 26th, and May 1st our soccer team played games against Smith-street School, Balmain. In the first match we suffered defeata goals to 1, but won the succeeding games, \$ to 4 and a to a goals.

Seventy-five of our boys and thirty of our Welfare Committee attended Commodore Wardle's address as Naval House on April a8th, under and Officer Harvey, Aust. Sports Officer, Mr. G. Bain, and myself. All thoroughly enjoyed it.

We will be pleased to accept North Sydney's challenge to a soccer match if we can arrange for a ground.

At the meeting of the Welfare Committee of the Birchgrove Company, held at Mr. S. Cooper's residence, on May 6th, the Sub-Branch Committee took the opportunity of holding their first meeting. The President (Mr. T. H. Silk) was, at his request, personally introduced to each member of the committee.

The Officer in-charge gave a brief summary of the work done by the cadets since the formation of the Birchgrove Company, and of the splendid assistance rendered by the Welfare Committee in the provision of uniforms and gear for the cadeta. The very substantial credit bank balance was then read out by the hon-treasurer.

After expressing his pleasure in accepting the position of President of the Birchgrove Sub-Branch Committee, Mr. T. H. Silk spoke brießv on the work performed by the Navy League in England and in Birchgrove. The training which the sea cadets received helped them to be quick and accurate in their work, and taught them to use their own initiative. Although the cadets of the Birchgrove Company number 130, Mr. Silk expressed the hope that in a year's time the number would be increased to 200, and asked all present to do their utmost to advance the movement.

In the transacting of the general Company matters several ladies offered to make scarves for the cadets, and a committee of gentlemen was formed to try and find a suitable site for our proposed depot.

Those present included the Chairman (Mr. T. H. Silk), the officer-in-charge, and Mesdames E. Fox, Hayward, Court, Wells, Allen, J. Bain, senr., G. Bain, jonn., Robertson, Walker, Duffy,

10 S.

bands attended.

16

Nicholl, Lampherd, Barker, Starkey, Harvey, Murray, McDougall, F. Pont, W. Pont, Rigg, Mote, Briggs, Ibbotson, Frankland, Young Caoper, Misses Adam, Allen, Nichol, Watsch, Fox, Harvey, Cooper, Messas Lampherd, Murray, E. Fox, Starkey, G. Bain, sen. Frankland, Wells, Martin.

The undermentioned cadets have recently joined up, increasing the strength of the Company to the splendid total of 132 :--

Edward McCarthy
William Worth
Leslie Anderson
Welby Lyons
Jack Kearns
Albert O'Keele
Earnest Masters
Frank Heyhoe
Arthur Dahl
William Craig
Douglas Craig
Colin Rains
Percy Black
Maurice Power
Charlie Wright
Norman Sterny

Harold O. Cass Arthur Ardron Norman Mason Sydney Ware Robert Ware William Stitt Ronald Cockborn Alec Kinnimont Jozeph Smith Albert Ashby Cecil Bailey William Sauer Benjamin Smith Jack Hotchings Jack Hotchings

Edward Murphy

NORTH SYDNEY

(Contributed by Niss Nurray)

We are indebted to Mr. Barnholomew (Hon. Treasurer) for having the gig and whater slipped at the Royal Sydney Yacht Club's premises for general overhaut.

Thirty cadets from North Sydney attended the concert at Naval House on April 28. A similar number were present at the Red Cross Gathering at Government House on Anzac Sunday, Lady de Chair complimenting the cadets on their fine appearance.

At an early date the depot is to be thoroughly renovated. When completed the O.C. is to take up residence there, enabling him to keep in closer touch with the unit.

The entertainment to be given by the Bankers' Operatic Society is to be held at Warringa Hall, Neutral Bay, on the 9th June.

During the month Miss Murray visited the Public School at Neutral Bay, and was very courteously received by Mr. Knight, the headmaster, who said he would interest the pupils in the cades movement locally.

Please interest at least ONE friend in our See Cedet Movement.

DRUMMOYNE.

Contributed by Mr. Manper, Appr.

On Saturday, April 17th, we joined in the Balmain Hospital procession, and were awarded first prize ribbon for the march, making seven (7) ribbons now held by Drummoyne Cadets—3 special, 3 firsts, and 1 second.

The following Saturday, April 2,1th, we left the depot at 3 p.m. in the culter and gig Quambi on a cruise round the harbour for the week-end. We were able to sail before the wind right down to Shark Island in one hour and a quarter, where we camped for the night. It was most fortunate that we did, as the wind and rain came on very suddenly, but we had a good shelter in the rotunda.

After beakfast next morning all gear was stowed away in the hoats, and we started out for Manty, but the wind freshened, and we had to turn back and take shelter in Watson's Bay. While theresome of the cadets spent the time in doing odd jobs for the launches that called in. One cadet had a lucky day, and was rewarded by receiving a whole shilling.

Others thought they might supply the Company with fish for tea, but we would have gone very hungry had we depended on their "catch."

After lunch the boats made for Shark Island. The cutter's crew found it hard work pulling against the strong wind, and were glad when a launch gave them a stow. The crew in the Quambi were not so fortunate, for after a few attempts to come out of the Bay under sail, had to lower away and row across to the Island. Everything was made snug, and after a good dinner everyone was glad to turn in.

We stayed on the Island all night, leaving for home about a p.m. next day. On the way we hailed "North Sydney" in their whaler under sail, and "Balmain" also under sail, in their cutter—both presenting a very scamanlike appearance. We arrived at our depot about dark, and everyone voted that we had had a "booter" time.

Saturday, May 1st, we crammed the cutter and gig with cadets, and rowed up to the G.P.S. regatta.

On two occasions we had a practice race with our outer against Balmain's outer under sail; as we each won one, the "odds are even."

A party of seniors were invited to an evening at the residence of Mrs. Gilkes, at North Ryde, on Saturday, 8th, and had a most enjoyable stme.

May yth, our O.C. attained his arst birthday. (The Navy League irusts that Mr. Hooper will be

THE NAVY LEAGUE JOURNAL.

able to spend many more birthdays with the cadets. His cuthusianm and popularity have done much to ensure the efficiency, success, and stability of the Drummoyne Company.—ED. N. L. J.)

During the last week Senior-Cadet Ben Bradley left as a member of the crew of the A.U.S.N. Co's s.s. " Eromonga " for Queensland ports.

PROMOTIONS.-Seaman Harry Pickles to Chief Petty Officer on merit, and good work done in the unit.

ENLISTMENTS. -- David Love, Walter Moore, Ernest Collesson, John Earl, Norbert Ferris, Thos. Preston, David Williams, Percy Brown, Wilfred Palmer, Jack Williams, William Smith, and George Williams, late of Concord Co.

RESIGNATIONS .- George Caster, J. Ennis.

LANE COVE.

(Contributed by Mr. M. Sommerville). The Company is established on a firm footing. Several new boys have been enrolled, and others have signified their intention of coming along.

The usual ovening parades have been held, and instruction given on compass work signalling, knots and splices, etc., and boat drill has been carried out as frequently as possible."

Mrs. Mayne, of Birchgrove, has very kindly offered to donate a silver medal to be competed for by the cadets of Lane Cove Company.

Cadet Pritchard has been promoted to the rank of Petty Officer.

There is keen competition for the prize for cleanliness, promised by Mr. Cochrane.

A Church parade was held on Sunday, April agth (Anzac Day) at the Lane Cove Presbyterian Church. About 80 boya from Birchgrove Company, under Mr. Cooper and 1st Officer Starkey, assisted. Lane Cove Company met them at Nosthwood Wharf, and all marched through Lane Cove to the Church, so that everyone who was in the vicinity saw them, and took notice, and many complimentary remarks were passed as to both their appearance and their behaviour. Mr. Cooper and his officers are to be complimented on the efficient way in which they can turn out a Company.

A public meeting was held at the Lane Cove School of Arts on Friday, 7th April, and a large Welfare Committee was formed to further establish the Navy League on this side of the harbour.

Those present at the meeting included : Mr. H. Cochrane (in the chair), Mesdamer M. Oakes, E. Horne, M. H. Gooch, E. M. Darcy, E. Standish, C. M. Sommerville, Turner, Missea V. Pritchard, E. Pritchard, C. Gooch, E. Darcy, Messra Sommerville, O.C., S. Cooper (Birchgrove), E. W. Caldecott, Oakes, F. L. Hedges and Capt. Beake.

The following are the officers of the Committee : President : Mr. H. Cochrane ; Vice-Presidents : Messrs. Caldecott and Oakes ; Hon. Secretary and Treasurer : Mr. Hedges. While for the Ladies' Committee Mrs. Standish is President, Mrs. Sommerville, Vice-President ; and Miss Durcy, Hon. Secretary.

We beg to acknowledge the receipt of a donation of ros to the Company from Mr. Bradford, chemist, Lane Cove.

ROSE BAY-BONDL

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

The Rose Bay-Bondi Company has had another bosy month at its training quarters under the able totition of Mr. J. J. Mitchell (hon instructor), and also on the harbour sailing with the officer incharge and sat officer.

The Company attended a parade at St. Barnabas Church, North Bondi, on April 26th, when an Anzac Service was held. Detachments from the Girl Goides, Junior Red Cross and Boy Scouts were also present.

On the 17th inst. (Anzac Monday) we furnished a guard to Major-General Siz Grannille Ryrie, K.C.M.G., C.B., V.D., M.H.R., when he laid the foundation stone for the Eastern Suburba Returned Soldiers and Saitors' Memorial building. Attended by the R.A.N.R. Band, the Navy League Sea Cadets led the march, followed by the Returned Soldiers, the 1st Battalion Senior Cadeta, and Boy Scouts. In conjunction with the Returned Soldiers, the Navy League Sea Cadets formed a hollow square around the stone during the ceremony. The General expressed himself as highly pleased with the sea cadets when inspecting the guard, and complimented them on their smart appearance

The "Old Brig" met with a great reception on his arrival by the returned soldiers, and a pleasing feature of the parade was the democratic feeling shown by all ranks. Our good friends and supporters, Mr. W. Marks, M.P.; Mr. H. V. Jacques, M.L.A.; Mr. W. Foster, M.L.A., were present: also Commander Quick, R.A.N.; Brig. General Herring, the Mayors of Waverley, Woollahrs and Vaucluse.

All hands attended at Royal 'Naval House on April 28th to hear Commodore Wardle's farewell address.

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Our week-end harbour trips are as popular as ever, and we vary them as much as possible. Last week-end we landed some of North Sydney Company on S.S Walton Hall for signalling purposes. Our boys went aboard also and inspected the cylinder which caused all the trouble, and necessitated the assistance of H.M.S. Delhi recensity. We took a couple of the junior officers of the Walton Hall for a trip around the harbour. A strong westerly wind was not conducive to comfort, and we had to reduce to a stormsail. Landed at Clifton Gardens for a time, then beat back to the Walton Hall. The engine-room was again raided, to get warm, until the cooks came to the rescue with something for the inner boy.

Some of our boys are enthusiastic model yacht sailors, and tried out some of those belonging to the O.C. H. Milton, one of our members, and a model yacht champion gave us the benefit of his experience in Gordon Bay recently, and we anticipate that this will become a popular sport with the boys.

The rat officer, Mr. F. Hopkins, and Mr. J. J. Mitchell (instructor) are arranging to form a football team, and we hope to have some friendly games with other Companies shortly, and would like to hear from those ready to take the field.

Our new sails, masts and rigging are to hand for the whaler, and everything is of first-class quality. Mr. Hayes, boat builder, Careening Cove, gave the boya practical instruction in fitting up the boat with the new gear. We then had a good sail down the harbour, and landed at the charming residence of Mr. F. W. Hisson, O.B.E... Brery convenience for the handling of boats was at hand. Making faxt to the booms we went ashore and parlook of the good things provided, and spent a very enjoyable time with our kind patron and host

The boat presented by Mr. Hixson is a different type to those in which our boys are trained, but this makes it all the better from their standpoint, for having graduated from the log and paddle stage to tin and canvas canoes up to whalers, cutters, and gigs, the embryo Cabots are prepared to handle anything that will carry them-from a turtle to a basileship. A crew in charge of the 1st officer set off in the dinghy to get the "atrength of it," while the balance of the cadets watched proceedings from Mr. Hizson's lawn. They were greatly impressed with the sailing qualities of the new boat. On their return, the whaler's crew were challenged to a race home; so, saying farewell to Mr. Hixson, and promising to call again soon, we set off, and under our big spread of canvas quickly passed the smaller boat.

The very decided list on the S.S. "Americ" piled up with timber, and decks looking like =

alippery dip, acted like a magnet to the boys, and an invitation to come aboard was promptly accepted -and, as usual, they made themselves at home. Mr. "Sparks," the wireless operator, explained the use of all his gadgets to the boys Our "human canary," W. James, entertained the officers by entering into a whistling competition with three of the feathered representatives on board -result a draw, with the birds left thinking hard. Pushing off on the final lap to Rose Bay, we gave the smaller boat a start, which they increased, by our getting into "irons," and just beat us in the home run, much to the jubilation of their crew.

Our Sub-branch is particularly (ortunate in having in the early stages of our existence enlisted the practical sympathy of two such fine-spirited and generous patrons as Mr. G. E. Fairlax who donated the whaler, and Mr. F. W. Huxson, O. B. E., who donated the dinghy. Thanks to their generosity, we are "well set," and look forward to having some good times under sail in splendidly equipped boats.

Mr. W. Marks, M.P., is assisting us to get accommodation regarding training quarters, and in other directions helping us along.

PROMOTIONS. - Leading Seamen C. Richards to Petty Officer. Caders T. Dicks, T. Garmston, K. Wicks, A. Krater to Leading Seamen.

CLOVELLY-COOGEE.

Mr. Stone, officer-in-charge, would like to acquire for use two hosuns whistles. Can anyone tell him where they are procurable?

The Company is progressing slowly but surelythe O.C. being anxious to build it on the rock of permanence. Co-operating with him are Messrs. E. R. White (Chairman of the Sub-branch), J. K. Miller (Hon. Secretary), and R. Johnson (Hon. Treasurer).

MR. R H. WADE.

Navy Leaguers—and particularly sea cadets will be sorry to learn that Mr. R. H. Wade, the popular O.C. of Richmond Company, met with a bad accident recently. Mr. Wade was navigating a bicycle at night when the bows of his machine struck an obstruction not shown on the chart.

We are very glad to report that this keen officer has practically recovered from his injuries, and is on the active list again.

THE NAVY LEAGUE JOURNAL.

BECALMED.

I N spite of all that has been spoken and written against the bad old days of sail the relentless 'blue-nose' captains, the hard swearing iron-5sted mates, the vileness of the food, the searcity of fresh water, and the utter absence of most of the ordinary conveniences of civilized life—there rises above the muck of harsh materialism the vision splen



did of brave rugged men linked together in a common danger lattling for life with thrashing sails to save their ship from the fearful hotocaust of cascading seas, and from the lash of wrecking winds flung from the wintry home of Cape Horn's pittless heart.

Again, the wondrous glury of star draped nights, or the screnity



LOOKING FORWARD.

of tropic seas asleep, wherein a ship may lay almost motionless for ten or more sweltering days with the mighty silence of the illimitable desert upon her sails and only a human sile on her deck. From these scenes and experiences, the vastness and peace of the solitude, the

FISHING FROM THE BOWSPRIT.

magic and splendour of the God-made skies and the awe inspiring grandeur of the gale at sea, man must draw something of the Infinite unto himself and if for no other thing than this the age of sail and sailormen has enriched our world.

PLEASE ASK A FRIEND TO JOIN THE NAVY LEAGUE

USEFUL INFORMATION FOR

N. L. SEA CADETS.

DISCIPLINE.

The smartness, efficiency, and the credit of a Sea Cadet Company depend upon the following principles : ---

- (1) To be clean and properly dressed.
- (a) Promptly obey all orders.
- (3) Salute all officers.
- (4) Silence in the ranks or when at drill.
- (5) Never to be late for drill.

GENERAL SHIP ORGANISATION.

The Petty Officers and men belonging to a ship are called "The Ship's Company," and bear the name of that ship on their cap ribbons.

The ship's company is divided—during peace time—into two watches, "I'ort and Starboard watch"—"Port" at sea always refers to the left, and "Starboard" to the right. Therefore, strictly speaking, the Port watch would work on the left (or Port) side of the ship, and the Starboard watch on the right (or Starboard) side of the ship. Nowadays, however, this division into Port and Starboard watches is simply a method of dividing the ship's company into two equal parts.

Each of these watches are further divided into four parts, viz. --Forecastle, Foretop, Maintop, and Quarterdeck. These names are really taken from the old days of sailing ships, when each part worked the ropes and sails in that part of the ship --the Forecastlemen working the Forecastle, the Foretopmen working the Forecast, and the Maintopmen the Mainmast, the Quarterdeckmen looking after the Mixenmast. A well-organised ship is ong in which the right number of men are "piped" for the work to be done. Either too many or two few only delay the completion of the work, whether it is hoging a boat or getting up anches.

SHIP'S TIME.

The day and night on board ship is divided into watches of four hours each, the Port or Starboard watch being on duty alternately. To prevent the same watch having the same hours each day for duty, one of these watches are further divided into two parts which are called " Dog Watchss."

These Watches are called :

S . m. fo Noon	Forenous Watch. Afternoos Watch.
6 p.m. to 6 p.m	Dog Watches.
8 pm. to Midsight	First Watch.
Hidnight io 4 s.m.	Middle Watch. Morning Watch

These times are kept by a bell being struck every half-hour commencing with one at the first half-hour of the watch, except in the Dog Watches, when at 6 30 p.m. one bell is struck, at 7 p.m. two bells, at 7.30 p.m. three bells, and at 8 p.m. eight bells.

THE HELM.

A ship is steered by means of a rudder, which is turned from side to side by a large steel bar fitted to the head of the rudder and pointing forward, and called the *Tiller*.

The tiller is worked by means of a chain, which in turn, is worked by a stear steering engine.

The valve on the steering engine is opened or shut by means of the Steering Wheel which is on the Forebridge, and is turned by the Helmaman.

The steering wheel is always turned the way in which you with the ship's head to go.

The orders for steering are "Port or Starboard" - the way the tiller is to be placed-the ship's head going in the opposite direction Thus, if the order "Port" is given, the engine valve is so worked that the tiller is moved over to the Port side of the ship, the wheel and the ship's head both moving to the right. This must be thoroughly understood. If the ship's head is required to go to the right, the order must be given to "Port," and vice verse.

Orders for steering are also given in points or degrees of the compass, such as "Port two points" or "Starboard twenty," the latter meaning 20 degrees.

The order "Steady" means that the helmsman is to steady the ship on that point or degree which was opposite the lubber's point when the order "Steady" was given.

NAVIGATION LIGHTS.

HOW LIGHTS - Port Bow Light-Red. Starboard Bow Light-Green. Visible 2 miles.

Carried by all vessels - sail and steam - when under way, that is, when not anchored. Each bowlight shows over an arc of 10 points, that is, from right ahead to two points abaft the beam on either side.

STEAMING LIGHT.—A white light carried by steamships, and hoisted on the foremast at a height of not less than 20 feet above the deck, and showing over an arc of 20 points—that is, from two points abalt the beam on one side round the bows, to two points abalt the beam on the other side.

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The Commercial Banking Company of Sydney Limited

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PROGRESSIVE TOTALS OF THE BALANCE SHEETS

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STERN LEANT.—A white light may be shown by ships over the stern when under way, or when being overtaken or towing. Visible t mile.

ANCHOR LIGHT.—Ships at anchor carry a white all cound light on the jackstafl or forestay in such a position that it can be clearly seen. Visible all round the horizon, and up to a distance of t mile. Ships over $t \le 0$ feet long, at anchor, carry an additional white light in the after end of the ship.

Towing. — A steam vessel towing another vessel shows two white masthead lights in addition to the port and starboard bow lights. If towing more than one vessel, when the length of tow exceeds foo (h, three masthead lights are shown

NOT UNDER COMMAND.—A vessel not under command shows two red lights, visible s miles, vertical one over the other. If making way through the water, port and starboard bow lights are shown in addition.

BOAT WORK.

(Officers and cadets are invited to pay particular attention to this).

Boat pulling should be most carefully taught, and exact movements insisted on from the beginning, as it is always hard work to eradicate faults in style, which are however easily prevented by good and patient instruction " by numbers" when in the early stages.

Boys must not be given ours which are obviously either too long or too heavy for them to manage properly.

Pulling instructions must be given in accordance with the following :---

PULLING BY NUMBERS.—The crew will be taught to pull by numbers, as follows :-- From the position of "ours," at the order—

"STAND ny."—The body to be bent forward at the hips and between the thighs; back straight, shoulders braced back, the arms extended to the full.

The man should sit square on the thwart, i.e., looking directly aft, knees close together (1 to 2 inches apart at most), and bent straight aft.

The hands should grasp the oar, the inner holding is at the end of the loom, with the first two joints of the fingers, the outer hand about 3 to 6 inches from it, with the wrist slightly arched, both thrumbu underneuth.

The head must be kept erect, the eyes on the shoulders of the man in front.

"Ome, - Drop the blades of the ours into the water without chop as splash. As the our enters the water (taking care that the surface of the blade remains perpendicular) put the weight of the body on the oar, and getting a steady feel of the water (arms and back remaining straight) drive with the legs against the stretcher until they are straightened and the body is leaning slightly backwards

The body must then remain stationary, while the arms bring the oar home by bending the elbows and keeping them close to the body until the bands touch the chest.

Notz. — This movement is an excellent exercise for strengthening the back, stomach, thigh and loin muscles, which play such an important part in cowing.

When the man is well stretched out he should try and begin the stroke by feeling the water, and it should then develop into a steady hard pull.

Two -Drop the arms until the blade is clear of the water.

THREE.-Turn the wrist and feather the oar.

FOUR. -- Shoot the arms out sharply (but without a jerk), and swing the body slowly and steadily forward to the position of "stand by "

NOTE — After the motions have been distinctly taught, combine the first, second and third at the order "Stroke," completing the fourth motion at the order "Recover."

Great care should be taken that the body comes steadily all, otherwise the men drop their shoulders and head; and then the blades, instead of being as close to the water as possible, are uneven and cannot enter the water at the same time.

When the crew have been thoroughly practised in the combination, pulling in quick time should be carried out, the order being "Give way together."

This will require to be very gradually taught, and the crew only allowed to pull at first a few strokes at a time, till the necessary muscles become sufficiently accustomed to the exercise.

They should always remember that the main object is to pull correctly, and that pulling hard and for a long distance is merely a matter of practice, but that a bad style, once contracted, is, like a bad habit, hard to get out of.

It must be impressed upon the boat's crew that' their cars are to be pulled more by their legs than by their arms, and that both hands, both arms, both shoulders, each koin, both legs and feet, should bear an equal strain throughout the stroke.

The stroke should be finished with the shoulders Continued on page 26.



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A. C. SAXTON & SONS, Ltd. PYRMONT, SYDNEY TIMBER AND JOINERY MERCHANTS Telephone Nos.: WW 2115 (8 Lines); WW 1722, WW 1601 (Joinery Department). City NMS and City 9165. and the muscles that work them, and the biceos should be passive throughout the stroke.

The whole secret of pulling lies in the body swing, and good leg work against the stretcher.

LAYING ON OARS - At the order "Oars," the crew will come to the position of " Oars," which is with the cars feathered, and in line with the gunwale, taking time by the stroke cars.

Tossessi OARS (not in single banked boats). -I'he caution " Stand by to toss oars" will be given. At the order " Oars up," given at the conclusion of the stroke, the crew will give the looms a sharp cant downwards, and raise the oar into a perpendicular position, placing the looms on the bottom boards between the feet, blades feathered and in line.

NEW CHIEF.

Mr. Roberts, late R.A.N., has been appointed Chief Officer of North Sydney Company. Mr. P. Butcher has been promoted Second Officer, and Mr. Hamilton, Signalling Officer.





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THE NAVY LEAGUE WURNAL. Running Away to Sea at the Age of Nine.

Strange Adventures of William Chamberlain of Sydney. IIV THEMAS OF STRAIDS, M. G.

CYDNEV'S waterfront had a fascination all its Own LLA years ago. The volume of trade was small indeed to that which now passes in and out of Port Jackson; but there was a picturesqueness and a touch of mystery about the sailing ships that came and went from the seven seas, that is lacking in most of the present day craft. What boy ever ran away from home to be cabin boy on a 15,000 ton liner? Or, do such vessels ever carry cabin boys?

Beaten and buffeled by the westerly gales that sweep right round the world away to the south of Australia, schooners laden with scalskins and seaclephant oil from the new found islands half-way to Antarctic, came in with stories of storm and stress.

From the lush-green islands and agure seas of the tropics of Fiji and Tongs and the other myriad islands of the South Seas come vessels laden with sandalwood to be burned in the joss-houses of China, with gearls and gearl-shell from the newlyopened fisheries of the Low Archipelago, with tortoise-shell and with trepang. Their crews brought stories of peril by sea and land from treacherous coral reefs and hurricanes, from cannibals and wild own that proved these smiling seas as dangerous as the grey seas and sweeping rainstorms of the south where the great grey beards roll for ever round the globe.

Larger than these-but tiny craft by the measure of to-day-were the wholers, the vessels which followed the blubber trail from the Crozets and Kerguelen land to Juan Fernandez and the Galaorgos, and from the seas of Japan to Chatham Island and the Snares. Armed only with harpoons and lances, like the Basoues who first hunted the whale a thousand years before, the whaters in their to feet bosts measured their strength sgainst that of the hugest creature that the world knows, or perhaps has ever known.

STORIES OF THE SOUTH SKAS. No wonder the boys of Sydney found it more interesting and exciting to wander round Sydney Cove than go to school. There were no truant inspectors in those days, and very few schools, so that there was little to stop them from spending whole days watching the shipping, the coming and going of seamen, and all the activity of the waterfront.

No boy emongst all those who lived in Sydney. in the year (8)2, showed a keener and livelier interest in the doings of the post than William Chamberlain, the nine-year-old son of James Chamberlain, a bricklayer. He soon decided that to go to see was much more exciting than becoming a bricklayer, or doing enything else that the Sydney of the day offered to him.

All normal boys are here-worshippers, and young Chamberlain soon found his hero This was a boy not such older than himself, who was a cabin boy on the South Sea whales Frederick. To the youngster who had acver seen anything but the little town on the shures of Port Jackson, this boy had wonderful stories to tell. He had been to London, and he had sailed half round the world.

He told of great cities overseas, of long idle days in the South Seas, waiting for the soouts that told that whales were near, of the islands with their coral reefs and coconut palms, and of all the chances and changes of life at sea.

Listening open-mouthed to these tales young Chamberlain began to long to seek adventures himself. He hinted as much to his new found friend. Why could be, too, not go to see these things for himself?

Nothing easier, was the reply. The Frederick was about to sail for a cruise on the whaling grounds to anish filling her oil cashs, and then she would return to London. Her captain would take Chamberlain as a cabin boy, and bring him back to Sydney when he returned on his next voyage.

" HE MADE ME VERY JLL." The Sydney boy listened to the voice of the tempter, and decided to run away to sea.

He knew that his father and mother would say that he was too young to gn, so he told them nothing of his project. With a bundle containing a few poor clothes and other treasures that he was able to carry away from his home, he slipped on board the Frederick with his cabin boy friend just as she was about to make sail.

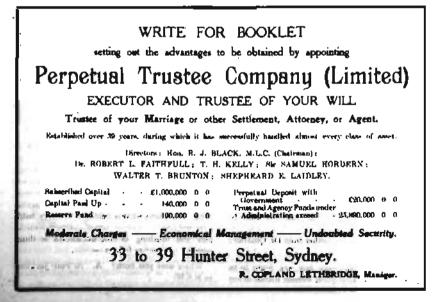
As the Frederick drew out towards the Heads, there was one pathetic little figure on her decks a little boy of nine—straining his eyes in order not to miss the last glimpses of the only world of which he had any knowledge, and at the same time winking hard to keep back the tears that would not be denied. Bitterly did he regret now that he had come on board, and much did he wish that he could get back to the shore.

It was too late for regrets or wishes; he was to see and to suffer many things before he saw Sydney town again. There was little of romance in the life that William Chamberlain led on board the Frederick. When he began to recover a little from the sufferings of sea sickness, he was burdened with tasks beyond his child's strength. On his tiny shoulders now fell the tasks of the boy who had enticed him away. He had to will upon the captain, and the captain was a hard task master. Between the few simple lines of the statement that the boy made about the captain of the Frederick when he was questioned by the captain of H.M.S. Leander, at Portsmouth, four years later, one can read a record of long continued brutal treatment. The boy then said when asked about the captain of the Frederick :--

"I forget his name; but he knew I was on board. He made me very ill until we were taken by the privateer."

PRISONER ON A PRIVATEER.

When the Frederick left Sydney the long war between England and France had still three years to run. The naval power of France had been



THE NAVY LEAGUE JOURNAL

shattered seven years before at the battle of Trafalgar, and three years had passed since a British force had occupied Mauritius, that nest of privateers in the Indian Ocean from which Napoleon had once dreamed of sending a force to harry the British settlements in New South Wales.

French privateers, however, still prowled the seas, and on her homeward voyage the Frederick was snapped up by one of these—the San Souci. With other members of the crew of the Frederick young Chamberlain was taken on board the San Souci. Like so many English seamen of that day, he seemed destined to see the inside of a French prison.

Fate had something else in store for him. The San Souci had made her last capture when she seized the Frederick, and was never to see a French port again. Nine days after the taking of the Frederick she fell in with two British warships the Andromache and the Briton—and was cap' tured in her turn.

When the British sailors overhauled the privateer they found that the boy had been injured by a flying splinter. So they took him on board the Andromache, and put him under the care of the Scottish surgeon Dr. Daniel Quartier, M.D.

In Dr. Quarrier young Chamberlain found a true friend. The sad plight of the child—for, after all, he was atilt but a child in years, though old in suffering and in experience—went straight to the heart or the good doctor. As he put it later in a letter to Lord Bathurst:—

" From the destitute and furlorn condition in which I found him placed, it naturally excited the feeling of compassion and of humanity."

Dr. Quarrier fitted the boy out with clothes and other necessities, and kept him with him on board the Andromache till that vessel was puid off in July, 1814.

SCHOOL IN SCOTLAMD

Nor did his kindness end then. It must be remembered that even in 1814 William was only 11 years old. To quote further from Dr. Quarrier's letter:

"Finding that the poor buy was again to be thrown upon the wide world without friends or any person who might be inclined to take notice of him, I sent him to Scotland where he remained at school until I brought him wish me into H.M.S. Leander in January, 1816."

At the age of a dozen years, therefore, William Chamberlain went to see again. This time, however, it was under more favourable auspices. He is described by his kind patron—who had himself taught him to read and write when they were at see together in the Andromache—as of good ability, and he had profited by his stay at school in Scotland.

The prospect of a life in the Navy seemed to be opening before him, but after a few months it became evident that such a career was impossible. He developed a disease of the hip joint, which, as Dr. Quarrier was forced to decide, would render him unfit for service in the navy.

When he went to sea again, Dr. Quarrier had broken up his establishment in Scotland, and therefore he could not send his charge there again. He decided that the only thing to do was to seek a passage back to the boy's home in Sydney for him.

On November 10, 1816, he wrote from Portsmouth to Lord Bathurst (Secretary of State for the Colonies), setting forth briefly the boy's story, and requesting that Lord Bathurst would be pleased to grant the wanderer a passage to his native country where he may be enabled to join his parents who, 1 understand, are settled at Port Jackson."

⁵ He added that he would take on himself to equip the boy with clothing for the voyage.

HOME TO SYDNEY AGAIN.

A brief note of the examination of William Chamberlain on board the Leander on November 15, 1816, winnessed by Lieutenant McDowell, R. N., and Lieutenant Holland of the Marines, was sent by Bathurst to Governor Macquarie and is preserved in the Historical Records of Australia. When one knows what is behind it, the vary baldness and brevity make it one of the most remarkable and touching of the documents in those precords. It runass follows :-

Where were you born? A. At Port Jackson in N.S.W.

Is your (ather alive ? A. He was when I came away.

What is his name? A. James Chamberlain.

Does he reside at Port Jackson? A. Yes, siz.

What is his trade? A. A bricklayer.

How came you to leave him? A. J was taken away by a boy belonging to the Frederick, South Sea-man.

Who was the captain of the Frederick, and did he know of your being on board? A. I forget his name, but he knew that I was on board. He made me very ill, until we were taken by the Privateer.

Did your father or mother know of your going away? A. No, sir.

How long did you remain on board the Privateer before she was captured by the Andromache? A. Nine days.

How old are you? A. About thirteen.

How long is it since you left Port Jackson? A. I believe it is rather more than four years.

Would you wish to return to your father if we can obtain a passage for you? A. Yes, sir.

A passage was atranged for William Chamberlain on a vessel carrying convicts, which left at the end of 1816. By the ship Morley, Lord Bathurst sent a letter instructing Governor Macquarie to give him all the assistance and protection in his power.

In his reply to this letter Macquarie makes no mention whatever of young Chamberlain. It may be presumed he returned home safely after such experiences as have never fallen to the lot of any other Sydney boy of his age.

Please interest at least ONE friend in our Sea Cadet Movement.

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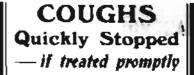
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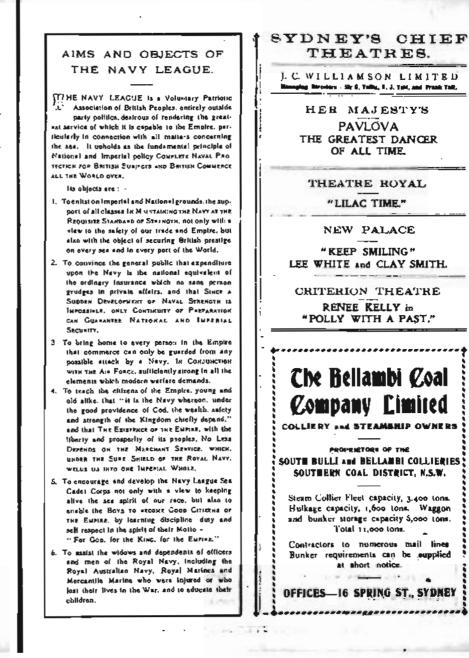
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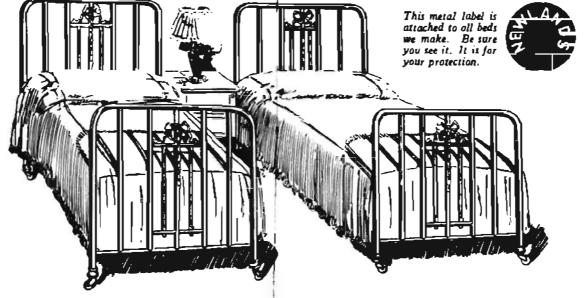
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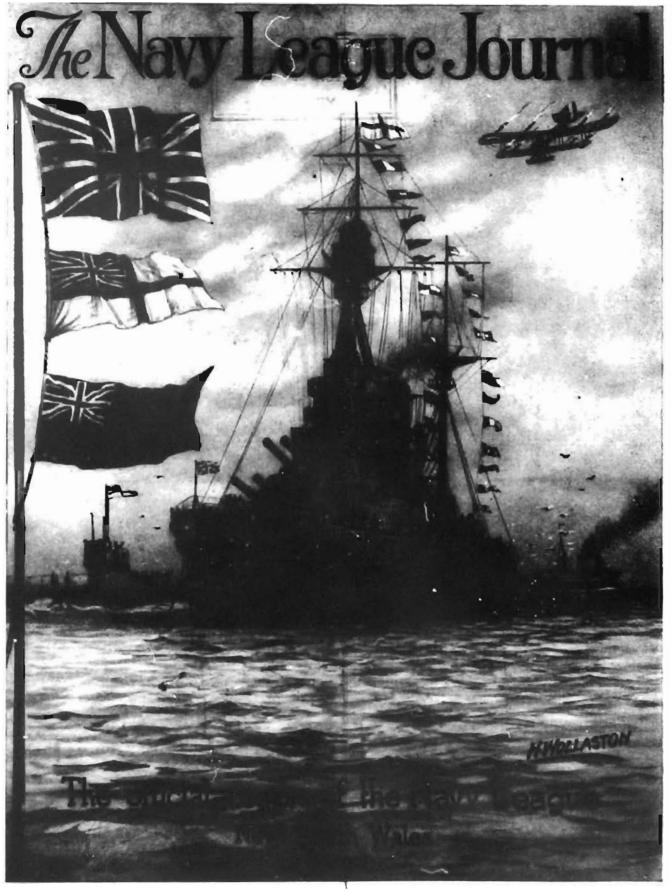
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The Navy League Journal

Vol., VII. No. 2.

SYDNRY, JUNE, 1928.

· PRICE SD.

Australia's Merchant Sailors.

" A USTRALIA," said a critic recently, "does A not produce seamen. Britishers and Scandinavians man your ships." Many Australians who should know better, share the belief. But it is quite unwarranted.

Statistics clearly prove that the Commonwealth has a goodly percentage of native-born seamen serving in vessels registered in its ports or engaging crews therein. Of a total of approximately 18,000 men and boys on Australian Articles some 5,000 are native-born; nearly at 000 claim the United Kingdom as their birthplace, while a number a little in excess of filteen hundred (if we exclude those engaged in fishing, including pearling and river services) hall from foreign lands. In other words, critics notwithstanding, Australian seamen outnumber foreigners on our ships by about five to one. Prior to the world war the number of aliens employed was, however, much greater than at the present time. It is an indisputable fact that our native-born sailors are equally as capable as the world's best.

The writer may be permitted to quote an in-

dividual example. Some years ago a certain British sailing ship in which he served, carried a crew comprising Welsh, English, Sonta, Danes, Finns, Norwegians, Swedes and one Australian – a native of Sydney. And he was easily the most skilled member of the ship's company: an *able* seaman in the best sense of the word, a seaman fitted for the famed Cutty Sark or Thermopylae in the days of their glory and white winged triumpha:

If we are to accept the figures, they show that the number of young Australians following the call of the sea is annually increasing, and the time is not far remote when they will be seen manning and navigating not only more vessels on the waters of the earth, but also the great ships of the trackless air, when one day they encircle our globe.

The old Viking spirit of Britain's forefathers still lives on in Australia's sons and, in the future as in the past, it will worthily uphold the noblest traditions of an honourable calling.

It is with the object of fostering this sea-spirit in our boys that the Navy Lesgue Sea Cadet Morement came into being and—LIVES.

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Strangest Craft that ever put to Sea.

Voyage in a Trepang Tank.

How Mrs. Watson, of Lizard Island, kept her Diary of Death.

(NY THEM AS OURBARIN, M.A.)

O^N the verandah of the Brisbane Museum stands • rusty iron tank and a couple of paddles. The tank is of the type in which trepang or beche de mer is boiled, an iron box perhaps six feet long by four wide. It tooks commonplace enough, yet it is a relic of one of the grimmest iw the long roll of Australian tragedies of the sea.

It is a sitent witness to a mother's love that was stronger than death in one of its most awful forms, and to a faith and devotion that ever passed the barriers of blood and creed.

There is another memorial of this tragedy at Cooktown, the most northerly lown on the eastern coast of Australia. There a monument has been erected to the memory of Mrs. Watson and her child, and of her faithful Chinese servant Ah Sam, who made a desperate voyage in search of safety in the iron tank and escaped the hands of savages, only to die slowly of hunger and of thirst.

Day after day, with their strength slipping gradually from them, and fearing at every moment to fall into the hands of the savages, who had slain Ah Sam's Chinese fullow-servant, they held on waiting for the help that never came. Twice at least, they say, they saw steamers passing by, but failed to attract their attention.

The low sandy islands of the Howick group on which they took refuge after the voyage away from the island of death in their clumsy craft, yielded no fresh water, and their little store of food was soon exhausted. The story of their struggles and of their gradual weakening is told in the diary which Mrs. Watson kept as long as her fingers could guide the pencil, and which was found lying not far from the bodies of herself and of her baby.

A few hundred yards away the searchers found the body of the Chinese Ah Sam, who had dragged himself away to die. FIRRCE NATIVE TRIBES.

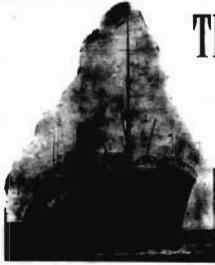
To reconstruct the conditions of the tragedy we have to go back 45 years, to the year 1882. Today the aborigines of the North Queensland coast are harmless enough, except in the remote fastnesses of Cape York Peninsula, to which the white man's civilisation has hardly penetrated, they are fast diminishing in numbers, and their spirit has long been broken.

In 1881, however, there were still long stretches of the Queensland coast where the aborigines were strong and aggressive. Rightly or wrongly, the North Queensland natives had long had a bad name for treachery and savagery. It is to be feared that the treatment that they had received at the hands of some of their white visitors was not calculated to commend them to the blessings of civilisation—and, like other savages, they made little distinction between one white and another.

As far back as 1770, when Captain Cook sought to land on Cape York, the aborigines of those parts came down to oppose him, and showed such resolution that, instead of landing on the mainland, he went instead to Possession Island, and there took formal possession of Eastern Australia for Great Britain.

It is probable that these aborigines had been harried by visits from the headhunters of the islands of Torres Straits, and that they missook Cook and his men for a new variety of headhunter and therefore determined to keep him off at all costs.

Much the same spirit was shown, however, by many other coastal tribes of North Queensland. While the tribes remained unbroken white men took their lives in their hands when they landed in many places. It was for this reason that Fitzroy laland was such a favourite place of call for ships. It was safer there than on the mainland.



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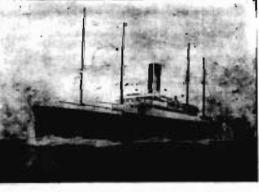
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THEOUGHOUT AUSTRALIA AND NEW ZEALAND.

THE NAVY LEAGUE JOURNAL.

In other places settlers felt safer on the islands than on the mainland ... Yet the aborigines on the coast had canoes and handled them fairly well.

ARRIVAL OF THE SAVAGES.

In 1881 Watson was a collector of bethe de-mer or trepang for the China market. The trepang or sea cucumber is a creature something like an animated sausage found in the shallow waters along the Great Barrier Reef. To prepare it for market it has to be boiled and dried, and the boiling is often done in tanks such as the one in the Brisbane Museum.

Watson established his headquarters on Lizard Island, a little island off the coast, not far from Cooktown. There he did a little rough farming and prepared the trepang which he collected along the Reef in his lugger. There, too, he settled his wife and their baby boy, Ferrier Watson.

In September, 1881, Watson went away collecting trepang, leaving Mrs. Watson and the child on the island, together with two Chinese, Ab Loong and Ah Sam. While he was away a party of aborigines crossed over from the mainland to Lizard Island in their canoes. The story of what happened after that is told in part in the diary found on No. 5 Howick Island, near the bodies of Mrs. Watson and her child. The entries run as follows :---

September 27-Blew a gale of wind S.E. Ab Sam saw smoke in a southerly direction, supposed to be from the natives' camp. A steamer bound north, in sight about 6 p.m., the Coree 1 think.

September 28-Blowing strong S.E. breeze.

September 29-Blowing strong breeze from the S.E., though not so hard as yesterday. No eggs. Ah Leong killed by the blacks over at the farm a quarter of a mile from the cottage. Ab Sam found his hat, which is the only proof.

September 30-Natives down at the beach at 7 p.m. Fired off the rifle and revolver and they wont away.

ESCAPE IN THE TANK.

October 1 - The natives have speared Ah Sam in four places, in the right side and on the shoulder. He got three spears from the natives. He saw ten men allogether.

Left Lizard Island October 2 (Saturday afternoon) in the tank or pot in which the beche-de-mer is boiled. Got about three or four miles from Lizard Island.

5

October 4-Made for sand bank off Lizard Island, but could not reach it. Got on a reef.

October 5-Remained on reef rll day. On look out for boat but saw none.

October 6 - Very calm morning. Able to pull lank up on island. Ah Sam went ashore to try to get water as ours was gone. There were natives camped there, so we were alraid to go far. We had to wait the return of the tide. We anchored in the mangroves and then got on the recf.

October 7-Made for another island about four or five miles from the one we had been on yesterday. Could not find any water. Cooked some rice and clamfish. Moderate south-east brezze. Stayed there all night. Saw a steamer to the north-Hoisted Ferrier's pink and white wrap, but they did not answer.

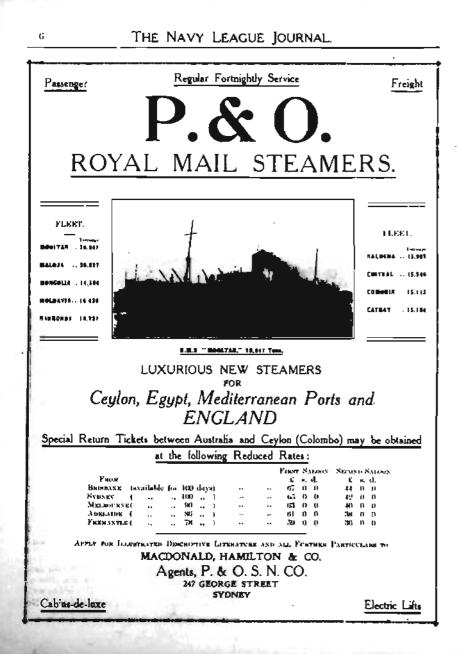
October 8-Changed the anchorage of the boat (i.e., the tank) as the wind was freshening. Went down to a kind of little lake on the same islandthis was done last night. Remained there all day looking for a boat, but could not see any. Very cold night, blowing very hard. No water.

October 9-Brought the tank ashore as far as possible with the morning tide and made camp up under a tree. Blowing very hard. No water. Gave Ferrier a dip in the sea; he is showing symptoms of thirst. I took a dip myself.

October 10-Ferrier very bad with inflammation Very much alarmed. No fresh water. No milk but condensed. Myself very weak. Really thought ! should have died last night (Sunday).

October 11-Still all alive. Ferrier very much better this morning. Self feeling very weak. I think it will rain to-day, clouds very heavy, wind not blowing so hard.

(No date)-No rain, morning fine. Ah Sam preparing to die. Have not seen him since 9. Ferrier more cheerful. Self not feeling very well. Have not seen any boat of any description. No water, nearly dead with thirst.

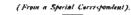


When she had traced these faint wavering lines the pencil dropped for ever from Mrs. Watson's nerveless fingers. The rest is silence.

Not till the return of the trepangers was anything known of the tragedy. Search was made and the tank, strangest perhaps of all the craft that have ever put to sea, was found on the shore of Island No. 5 in the Howick group.

Not far away lay Mrs. Watson and her child, and near them was the diary in which she had told the story of their unavailing fight for life. A few hundred yards off was the body of the Chinese, Ab Sam.

Naval Notes from Europe.



The British Admiralty has decided to reintroduce short service for seamen in the Navy.

The British cruiser COMNWALL was recently launched at Devosport. She is one of the five new "County Class" cruisers to be launched under the Washington Treaty. The proceedings of the launch were broadcast by wireless; this created apprecedent.

The first destroyer built in Germany since the war, has been launched. She has been christened Mogwa, efter the famous raider.

The restoration of the U.S.S. CONSTITUTION, which is now falling to pieces at Boston, is being urged as a step in arousing interest in noval victories of the past. She is the U.S. frigate, built 1797, commonly known as "OLD IROORIDES."

The British monitor EREBUS, is to be fitted out as a training ship for special entry cadets.

The giant U.S. submarine V.I. has successfully carried out deep diving tests off Block Island.

The first of the three flotills leaders under construction for the French Navy has proceeded to Cherbourg, where she is being fitted with arranment.

Three hundred workmen have transferred from Penbroke Dockyord to Portsmouth, as a result of the reduction of Pembroke to a care and maintenance basis and Admirally economy schemes. The German Naval Estimates for 1926 provides a total outlay of £10,165,000, an increase of almost al millions on 1925.

The British cruiser GLASCOW, built 1909, and out of commission since 1922, has been placed on the disposal list. She became famous in the war through her action off Coronel, later off the Falkland Islands, where she engaged and sank the LKP2N; and at Juan Fernandez.

Approximately $\mathcal{L}_{7,000}$ oco is to be spent in British Navel Dockyards this year on construction, re-construction, and refits.

Four Commanders of the British Navy are serving as instructors to the Chilean Navy, for whose reorganisation there has been considerable preparation.

To complete the restoration of Nelson's old flagship Victory, $\mathcal{L}_{15,000}$ is still required, and an additional sum is required for equipment and a "Victory Museum"

A collision occurred recently between H M. submaring K.26, and a dockyard tug RANBLER in Gibraltar Harbour. Both vessels were slightly damaged.

The Naval Disarmament Conference has been indefinitely postponed.

The Argentine dreadnought RIVADAVIA, which has been undergoing extensive overhaul since 1924, by the dethlehem Shipbuilding Corporation of America, has completed successful trials and returned to the Argentine Republic.

Sir Philip Watts, British Maval architect, has died at the age of 79. He designed many of the most famous warships, including the origizal Dreadnought.

The British Air Ministry have just produced a new catapult for launching aeroplanes from marships.

The British cruiser CAIRO, is to make a cruise this spring to East African ports. This is the last she will make before her recall from the East Indies Station to refu at Deconport.

The ship's bell of the U.S. cruiser TACOMA, which was wrecked in 1924, has been mounted at the Naval Training Statido, San Diego.

Six U.S. river Gunboats for service in China are to be constructed by the Chinese at Shanghal. The Cruisers KENT and CUMBERLAND, have recently been launched at British shipyards.

The celebrated ex German raider Mozwe, is now engaged carrying bananas from the West Indies to England.

A new French submarine, the PHOQUE, has recently been launched. She is of the same type as the Marsoux and is 73 metres long.

The Trafalger ship IMPLACABLE is returning to her old moorings at Falmouth to serve as a holiday training ship to stimulate the sea-sense of Great Britain.

The new aircraft carrier LEXINGTON of the U.S. Navy, carries seventy two aeroplanes and she is in addition equipped with eight 8 inch guns.

The old U.S. monitor CHEVENNE, formerly the WYOMING, has gone to the scrappers. She is the last of the monitors in the U.S. Navy, her sisters having been disposed of several years ago.

The British battleship IRON DURE is undergoing a refit at Portsmouth prior to being employed for the training of boys at sea.

The Japanese Government is compensating shipbuilders and others for orders cancelled in consequence of the Washington Agreement on the Limitation of Armaments.

The launches of the late British Rhine Patrol Flotills, are, on completion of a Court of Enquiry, to be placed on the disposal list.

The wreck of the French frigate AMPHITRITS, which was sunk by British ships off Treguennec, near Bress, during the French Revolution, recently became visible during an unusually low tide. Unsuccessful attempts were made to remove three heavy guns from the wreck.

The U.S. cruiser PITTSBURGH. flagship of Vice-Admiral Reger Welles, Commanding the U.S. Naval Forces in Europe, will visit ports in Great Bitain and Ireland in June.

The famous French six-funnelled cruiser JXANNX d'ARC is, on completion of a midshipmen's instructional cruise, to be broken up.

H.M. "Flower" sloop HELEOTROPE, built during the war, and laid up mince 1920, has been futed out for tropical service. The Danish cruisers HXJMOAL and GXJSER, built over thirty years ago and now employed on training duties, are to take a cruise in British waters within a few months.

he British cruiser BERWICK was recently launched by Fairfield's of Govan, Glasgow.

Salvage work has been commenced on the U.S. submarine S.51 which was sunk off New York last September. When refloated she will be towed to the Brooklyn Navy yard.

The Argentine dreadnough? RIVADAVIA, after eighteen months overhaul and reconditioning at Boston, has returned to home waters.

A start has been made on the salvage of the German battle cruiser HINDENBURG at Scape Flow. Most of the German Fleet destroyers have now been lifted.

The Halian mine layer DURAZZO, has been launched at Castellamare. She will carry one 14pounder gun, and 200 mines.

The London Naval Attaché to the Swedish Legation, Commander Adolf de Bahr, has died at the age of 41.

The British battleship WARSPITE, which took part in the Battle of Julland, has been recently reconstructed and fitted with bulge protection at Portsmouth, and commissioned for Mediterranean service.

The first of the two submarines ordered by the Greek Navy from Schneider and Co., the French shipbuilders, was recently launched at Havre, and christened KATSONIS

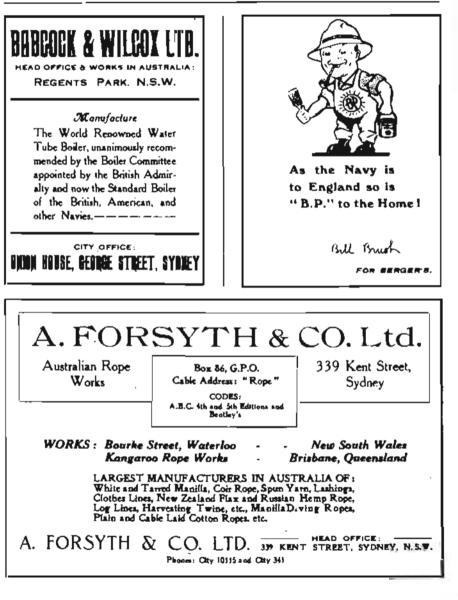
The Greek Government have asked for tenders for the raising of the thirty or more vessels sunk in Navarino Bay, during the Greek War of Independence, in 1827. It is rumoured that they carry treasure.

The CHALLENGER oceanic expedition of the seventies, is recalled by the death of Paymasterin-Chief John Hynes, R N., one of the survivors, who has died at Halsar, at the age of 82.

H.M.A.S. GERANIUM.

The Australian survey ship Geranium will be engaged in a maxime survey of the Clarence Strait, between Melville Island and the mainland for the next two monihas.





THE HUMOUR OF THE R.A.N.



ON VIBITOR'S DAY. VIBITOR : "I wonder if for mold tell we constraint ?" OPFICER OF WATCH : " will, storing by appearances, not much.

THE NAVY LEAGUE JOURNAL.

THE STOPFORDS

A Naval Family

RV CAPT J. H. WATNEN, F.R.A.H B. RUMENDERT HOVAL AUSTRACIAN INSPORTAL RECIRTYF

THERE are many families in England which can claim to be termed naval families, members of which can be found for many generations serving their King and Country affort in all parts of the world.

One of these is that of the Stopfords. It is not necessary here to trace the history of this very old family beyond saying that James Stopford, member of Parliament, was raised to the peerage as Baron Courtown in 1758, and Earl of Courtown and Viscount Stopford in 1762

The first to enter the Royal Navy that there is a record of was Robert Stopford, third son of the second Earl, who was born on February 5th, 1768. His mother was Mary daughter and co-heir of Richard Powys, of Hintlesham Hall, Suffolk. He entered the Navy on May 3151, 1780, on board the Prince George, 98 guns, Bagship of Rear-Admiral Uigby. In December, 1782, he transferred to L'Aigle, frigate, Captain Fowkes, on the North American and West India Station. Was appointed Lieutenast in the Atalanta, sloop, order Captain Thomas Foley. Then Lieutenast in the Hermione, frigate, 32 guns, Captain John Stone, in which he served until he resurned to England in October, 1785.

In March, 1786, he was appointed to the Salisbury, frigate, 50 gons; when in June, 1789, he was promoted to the rank of Commander on the Centurion, 50 guns, and the Aquilon, 32 guns. Promoted to Post-Captain in 1790 he was appointed to the Farne, 74 guns, and from that time down to 1808 he saw continuous service in various ships until promoted in that year to the rank of Rear-Admiral, when he hoisted his flag on the Spencer, 74 guns and was sent to iulockade the ports of Ferrol and Rochefort. And for his services in the Ais Roads he had the honour of receiving the thanks of Pariament.

In 1810 be received the chief command at the Cape of Good Hope, boisting his flag on the

Scipion, 74 guns; he was employed during the succeeding three years in operations in the East Indies, Java, and Mauritius, returning to England in 1813. He was created K.C.B in 1815, Admiral in 1825, a G.C.B. 1811, and a G C.M.G. in 1817. He was Commander in-Chief at Portsmouth in (817, and in (837 he was appointed Commanderin-Chief in the Mediterranean, with his flag on the Queen Charlotte 104, a position he held until July, 1841, during which time he rendered most important services, the principal being the bombardment and capture of the strong fortress of St. Jean d'Acre by the combined British, Austrian, and Torkish Fleets. In 1841 he was appointed Governor of Greenwich Hospital, and presented with the freedom of the City of London. Honours poured into him from all the Sovereigns of Europe, and it is said that he was offered a peerage but declined it. Admiral Stopford was M.P. for Ipswich, (866; and in 1800 he married Mary, a daughter of the late Captain Robert Fanshawe, R.N., Resident Commissioner of Plymouth Dockyard by whom he had three sons (two of whom, Robert Fanshaw Stopford, and James John Fanshawe Stopford, were Captains in the Royal Navy) and four daughters.

The next Stopford to enter the naval service was the Honourable Montagu Stopford who was born November 11th, 1798, and was the fourth son of John George, third Earl of Courtown, and nephew of the Honourable (Admiral) Sir Rohert Stopford. He joined the navy, as, what was then called, a first-class volunteer, on board the Scipion, 74 gons, the flagship of his uncle, Sir Robert Stopford, et the Cape of Good Hope in 1810 and in the following year as midshipman he was present at the conquest of Java. He changed into the Lion, 64 guns, at the Cape and also in the President 38 guns, in which ship he returned to England in 1813. On arrival at home he transferred to the Trent, and the same year to the Leonidas 38 gons, on a voyage to the West Indies. Returning to England he served for a short time in the 80 gun ship l'onnant, when he joined the Alceste, 38 guns, which was taking Lord Amherst on his embassy to China, and was wrecked in the Straits of Gaspar on his passage home in 1817.

He attained a lieutenantcy in 1810 and commander in 1822, and reached Post-rank in Auril. 1825, whilst in command of the Algerine, 10 guns, in the Mediterranean, and was in command of the Pique, 46 guns, on the North American station, 1842 10 1846.

Captain Montage Stopford was promoted to five rank on December 5th, 1853, as Rear-Admiral. When war with Russia was declared in March, 1851, a large fleet was sent to the Black Sea, and at the first bombardment of Sebastouol the flagship of the second division of the British fleet was the Britannia, 120 gun sailing ship, flying the flag of Vice-Admiral James W. D. Dandas, C.B., with Rear-Admiral the Honousable Montagu Stopford as Captain of the fleet. For his services he was awarded (with others) the order of the K.C.B.

He was promoted to Vice-Admiral, June 27, 1858, and to Admiral, November 10th, 1863. He was placed on the retired Est February oth, 1861, and died November 20th, the same year.

Captain Montage Stopford married in 1827 Cordelia Winifreda, second daughter of Major-General Sir George Whitmore.

Another nephew of Admiral Sir Robert Stopford, who entered the navy, was Richard Henry Stopford, born 1801 He was a son of the Honourable and Reverend Richard Bruce Stopford, Chaplain to Oucen Victoria, Canon of Windsor, Prebendary of -Hereford, and Rector of Barton Seagrave, Northampionshire. His mulher was the Honourable Eleanor Powys, sister of Lord Lilford, and he was a grandson of the second Earl of Courtows.

In 1826 he got his commission as lieutenant, and served in the Victory, 104 guns, as Flaglieutenant to his uncle Sir Robert Stopford, from 1827 to 1830, when he was promoted to the rank of Commander. He served in the Pearl 20 guns on the South American station from December, 1841, to 1844, and was promoted to Post Rank. the following year.

above Richard Henry Stopford, and was burn on " August 20, 1800. After passing through the Royal Naval College he joined the Boadicea 16 guns, in February, 1825, which flew the broad pendant of Commodore Sir James Brisbane in the East Indies. In December, 1826, he moved to the Warspite 24 guns, and sailed round the world in her (the first of her class to do so). His next ship was the Isis 50 guns, bearing the broad pendant of Commodore Sir Thomas Staines in the Mediterranean, and was present in that ship in 1828 at the capture of the oiratical island of Carabusa. He next joined the Raleigh 18 guns, also in the Mediterranean ; and passing his examination for mate (now sub-lieu tenant) he went to the Winchester (vz guns) carrying the Bag of Vice-Admiral Sir Edward Griffith Colpoys, K.C.B., Commander-in-Chief in the North American and West India waters. He got his commission as lieutenant December 17, 1831, and was engaged in the Mersey, the Pickle, and Sparrowhawk in the suppression of the slave trade in the West Indies.

He again was in the Mediterranean in the Caledonia 120 guns, and Princess Charlotte 104 guns, to February 10, 1838, when he was given the com mand of the steamer Confidence, which was operating on the coast of Syria. In 1841 was again on the Princess Charlotte 104 guns, as Flaglieutenant to his uncle Sir Robert Stopford, and when that ship was paid off he was promoted to the rank of Commander Commander Stopford married at Malia, August 6, 1840, Julia Maria, eldest daughter of Captain William Wilbraham, R.N.

Admiral Robert Fanshawe Stopford was born on December 10, 1811, and was the eldest son of Admiral the Honourable Sir Robert Stopford, and entering the navy in August, 1824, obtained his first commission in December, 1830. In Lebruary, 1831, he was appointed to the St. Vincent 120 guns, stationed in the Mediterraneau, where he served for three years, and joined the Cleopatra 26 guns, in August, 1835, and in 1837 the Princess Charlotte 104 guns, as Flag-lieutenant to his father, in the Mediterranean. Promoted to be Commander in June, 1838, he was appointed to the command of the oaddle-wheel steamer Phoenix Edward Stopford was a younger brother of the 4 guns, which joined the fleet under his father's

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W. D. & H. O. WILLS

command which was operating against the Turkish and Egyptian fleets off the coast of Syria, and took part in the bombardment and capture of St Jean d'Acre on November 3rd, 1840. The date of his commission to post-rank is November 4, 1840, which speaks for itself. He was advanced to Rear-Admiral in May, 1860, retired Vice-Admiral in January, 1871, and retired Admiral in July same year. He died 4th January, 1891.

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Vice-Admiral James John Stopford was born on April 17th, 1817, he was a younger brother of Admiral Robert Fanshawe Stopford and a son of Admiral Sir Robert Fanshawe, he entered the Navy in February, 1829, and was appointed in October, 1837, Lieutenant of Princess Royal, 104 guns, flag-hip of his father in the Mediterranean. and in 1838 succeeded his brother as Fine Lieutenant. He was promoted to be Commander in February, 1840, and to the command of the Zebra, 16 guns, one of the fleet engaged in the operations against the Turks on the coast of Syria. In O'Byme's Naval Biographical Dictionary it is recorded that he was "posted on rath May, 1841. In the Zehm he obtained the grateful thanks of Captain Houston Stewart, the senior officer oresent, for the cordial support and assistance he afforded in the attack upon Toriosa, agih September, 1840, on which occasion, we learn, the precision of the Zebra's fire was quite astonishing." During a heavy gale on December 4th following Captain Stopford lost his vessel Caiffa, but was honousably acquitted by the court martial. From 1844 to 1848 he was in command of the Amazon, in the Mediterranean.

The active service of James John Stopford " seems to have ceased when he paid off the Amazon, however he was promoted to be Rear-Admiral on the active list in June, 1861, but his next step placed him on the retired list as Vice-Admiral on 200 April, 1866, and he died on 12th May, 1868.

This is a fair claim for the Stopfords to be considered a naval family, but there are several more to support the claim, whose names, and the ships they served in when published may introduce old friends to some of your readers.

Planse interest a Friend in the Navy League.

The Fleet Returns to Sydney.

A FTER an absence of more than five weeks, the Royal Australian fleet returned to Sydney on the rath inst., having completed the second part of the autumn cruise, under the command of Commodore G. F. Hyde. R.A.N

Leaving Sydney on May 5, H.M.A.S. Sydney (flagship), and H.M.S. Delhi, proceeded to Vila, New Hebrides, astiving there on May 11. Four days were spent at Vila, during which time exercises for deep sea divers were carried out. The ships visited the Segond Channel in Espiritu Santo Island, and then sailed for Brisbane, where they remained a week before proceeding to Hervey Bay. On Friday, May 11, H.M.A.S. Sydney called at Busiard Bay, and on the following day Commodore Hyde unveiled a memoial to Captain Cook.

Meanwhile H.M.A.Ss Anzac, Success, Tasmania, and Platypus cruised up the Queensland coast close to the Great Barrier Reef, and, after calling at several islands, proceeded to Port Moresby. Five days were spent at Port Moresby, and subsequently a short stay was made at Townsville. At Hervey Bay they were rejoined by H.M.A.S. Sydney and H.M.S. Delhi, and by H.M.A.S. Adelaide, which had sailed direct from Sydney

During a stay of two weeks at Hervey Bay, various gunnery and torpedo exercises were carried out The fleet left for Sydney on June 12, continuing the exercises on route.

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The cruiser Melbourne, which has been on exchange duty with the British Fleet, in the Mediterranean, will leave Malta on July 1 for Australia, arriving in Melbourne on August 16, and will leave for Sydney two days later. Calls will be made at Port Said, Aden, Colombo, and Fremantle.

The sloop Marguerite, will leave Sydney for Launceston on July 8, and will be engaged until August 14 in training men of the Royal Australian Naval Reserve, who will be taken on at Launceston. The Marguerite will then leave for Port Adelaide, where she will be similarly engaged until Sect. ao.

NAVY LEAGUE DINNER DANCE

His Excellency the State Governor, Lody de Chair and Miss de Chair will be present at the Dioner Dance to be held at The Wentworth on August 5.

All do chair with or present as the interview of the Wentworth on August 5. Trickets for the Danse, including dinner, ore 13/- vach and may be obtained from the Bonhing Odifore at The Wentworth, or the Nevy Langue Office at Wentworth Boilding, 6, Dalley Mcreet. At the last moeting the Dance Committee held at the Rotel Australia on June 16, "there were among these present: Mrs. 7.1. Bonth, Mim-Prences Clamon, Mrs. T. H. Hilk, Mrs. A. Arnos, Mrs. Norton, Miss Morray, Miss P. Appleton, Miss G. Hass-Iord, Mr. E. R. White, Miss. Jone Riggins, Mrs. L. Quick 'Hon. Traumerel, Miss Doreon Higgins (Non. Necretary), and Oppian Beals.



THE NAVY LEAGUE OURNAL.



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN - AND DETINGTION THAT WE DESCRIPTION OF THE DESCRIPTION OF THE

16

Service and Praise.

TRAISE is usually bestowed on the objects of our esteem when they have crossed the hills. of death and passed out of mortal sight. But we would anticipate the inevitable happening and say how much we appreciate NOW the generosity of a certain few of our members, and the officers of the Companies set out at the head of this page, and all those actively associated with them in giving freely of their abilities and time in the interests of boy life. And in this work a day world of selling and hoying, ability and time are generally recognised as equivalents to money We would like all our readers to know that the officers alluded to are volunteers serving the Navy League in an honorary capacity ; no cash payment is theirs for services rendered, but only the privilege of supporting a cause which is near and dear to their hearts.

Appreciated-Both Ways.

Sir Benjamin Fuller heard that s6 Navy League Sea Cadets down from Richmond would be at a Joose end on Saturday night making for a train. He promptly invited them to spend the evening at

the Theatre as his guests. Needless to say the boys gladly seized the opportunity so generously presented and thoroughly enjoyed themselves.

MY, J MINORS

MURBAY

DRUMMOYNE ... Asta .. Officer in Aleurge

BONDI-BOSE BAY- Miner-In-Ch

BIRCHGROVE - ffileer in their to

BICHMOND - Man Ball relation

Cochrane Shield.

Twelve Navy League boats took part in the handicap rowing race for the Cochrane Shield on the Lane Cove River on King's Birthday. The event was won by Drummoyne Company, with Birchgrove second and North Sydney third.

The trophy has now been win twice by Richmond (Mr. R. H. Wade), and once by Drummoyne. In order to relain it permanently, a crew must win it three times

Mr. Harry Shelley, of the Navy League Executive, rendered splendid service as always by towing the boats astern of his fine yacht "Sea Scout," while Mr. Harold Cochrane, the donor of the Shield, accommodated the Starter on his " Viking."

Among the large number of spectators who witnessed the race was that very fine gentleman, His Honor Judge Backhouse, Chairman of the Executive to the League.

Further references to the race will be found elsewhere.

THE NAVY LEAGUE JOURNAL.

BALMAIN.

(Contributed by Mr. E. H. Fidden).

We recently had visits from Drummoyne, Rose Bay and North Sydney Companies. All are welcome at our Depot.

Our thanks are due to Mr. Harry Shelley for his kindness in again towing our boats to and from Cochrane Shield Race, and for dispensing apples on route.

This gentleman recently paid us a visit, and in his usual kind way provided cadets and officers with balloons for inflating competitions; the facial contortions were anusing; pocket knives and boxes of chocolates were given as prizes; huge bags of peanuis guaranteed massication for days to come.

Mr G. Phillips, our Sports Officer, is doing good work, and is busy coaching Soccer Teams; although some of our boys may seem diminutive they are made of the right stuff, and hope shortly to give a good account of themselves in the field of sport.

Officers Walt and Parton are working hard at the Depot: when the Harlour Trust have put up our new sea wall the slip will be completed, and cradle, winch, etc., installed for the slipping of our boats.

Mr. J. J. Booth, Senior Vice-President, is a constant visitor to the Depot and takes a keen interest in the lads.

Word has been received that the barque "Gathpool" (on which vessel is Master Ronald Gaul, late C P.O.) found it necessary to put into Rio de l'aneiro on account of rudder trouble.

Master Owen Evans, late P.O., is still aboard the s.s. "Marella," and when in post spends most of his shore leave at the Depot; we always like to see our old boys.

NORTH SYDNEY

(Special to Navy Larger Journal). Mr. Rubertson who has joined up as ist officer, is getting into his stride

The Bankers' Operatic Society gave a bright entertainment at the Warringah Hall, Neutral Bay, during the month. The proceeds, which are not expected to arouse undue envy, will help to line the bottom of the Company's treasure chest.

It is desired to take this opportunity to thank all those kindly disposed friends who assisted at the function, and in particular Miss Murray, Miss Classon, Miss Hammond, Miss Sheila Holt, and Messrs. Gourlay Bros.

Officers and petty officers and friends of the unit

spent an enjoyable evening at the depot on the 29th ult. Dancing and games were indulged in, and later supper was served to the guests.

Those attending included the Misses I). Butcher, J. Collis, E. Collis, H. Rutherford, M. Higgett, B. Harper, M. Benjamin, L. Thom, P. Williams, and M. Leslie. The Company officers and P.O.'s were also present. Owing to the pronounced success of the function the O.C. hopes to see it established as one of the events of the month.

During the year the unit has made marked improvement in several directions, but on the linancial side things are not so rosy. Notwithstanding Miss A. S. Murray's splendid efforts, and the care of the honorary treasurer the finance patient has grown steadily worse since the leginning of the year. It is even reported that the Company's treasure ship, apily named the "Ark of Low Finance," is ashore on the Ararat of Lost Bearings--a dangerous reef at the entance to the Gulf of Success. The vessel in ballast trim left its home port laden with New Resolutions outward bound for Prosperity Harbour There she was to load a cargo of Good Results for the Company.

Complete details are lacking, but it is understood that she was caught in the recent hurricane which swept the sea of Good Intustions, and was dismantled, uttimately drifting on to the reef as reported.

LATER.—As we go to press, a further message has been received stating that the previous radio should read: Barometer of Hope high; weather nuderating; salvage vessel not required; will foat off with the advent of Spring tides.

N.B.— The first message stated that the S.O.S. had been sent out by the Master, but this is emphatically denied by the Agents.

A "Relief Fund" has been opened, and we have pleasure in acknowledging the receipt of $\mathcal{L}_{\mathcal{S}}$ from A. G. Milson, Esq. Further help needed.

Mr. A. A.B.C. D.E.F.	G. Milson			5	s. 0 0 0	•
	Total		£	5	0	0
	BIRCH	GB	ι Ο ν ε.			

(Cuntributed by Mr. S. Couper)

On Wednesday, May 19th, 65 cadets from the the Birchgrove.Company under and Officer Harvey Lid farewell to Commodore Wardle, when he left for England by R.M.S. Chitral. The Commodore said that he could not have felt more pleased 1N

had the whole of his ship's Company been able to see him off.

Four more Soccer matches have been played two with Smith-street School, and two with Balmain Company. We wouleach time.

Messra T. H. Silk, A. Lampherd, W. Murray, McCleod, and Capt. Hayward, together with 60 enders and officers, and by special request, Mrs. Cooper accepted an invitation from the Company's Godmother to dinner at the Y.M.C.A. after the Juiland Day Service at St. Andrew's Cathedral. Members of the Welfare Committee assisted at the ; were by no means disgraced, running into 5th tables. At the conclusion of the dinner each cadet received a r lb bag of peanuts. Oh, to be a boy again!

We wish to congratulate Drummoyne on their victory in the Cochrane Shield race Although we did not win, we certainly made them pull hard, but hope to do better next time.

We think Lane Cove will have to limit our numbers when issuing invitations-for co-cadels and to supporters of the Birchgrove Cumpany ianded at Longueville for refreshments after the race The members of the Welfare Committee of the Lane Cove Company are to be congratulated for the well-arranged function

There were an persons present at a theatre party, arranged by the Birchgrove Welfare Commatee, a. Her Majesty's on Tuesday, June 8th. Such an enjoyable evening was spent that it was decided to organise others.

On behalf of the officers and cadets of this Company I would like to thank our President for a donation of anti-fouling paint for the cutter and whater ; also Mesura. Lampherd and Starkey and Wells for donations of paint. Mr. Lampherd and Mr. Wells scraped and repaired our cutter, and Mr. Harvey, the whaler.

Mr. Wells has lent us a Morse buzzer for training oprooses. As there are three switches, we can work the light buzzer or telegraph attachment. Friends like these help to make us what we areeveryone is willing; all volunteers who do their utmost to help us along.

I would also like to thank Mr. McFarlane for sending me a boatswain's pipe and chain.

Has anyone a spare set of boxing gloves to give away? Some of our boys have differences to settle-but no gloves, and the old-time bare knuckles are banned.

The following cadets have joined up since the May issue of the JOURNAL :- William McGuigan, John Bennet, William Burke, Daniel Scott, David Hamil, George Court, Herbert White, Jack Burnett, Albert Humphery, Ray Wood, Alec McGregor, Charlie Hill, Maurice Galvin, Robert Braid, Arthur Roberts, Don Mason, James Luiguord.

ROSE BAY SONDI.

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

During the month our Bondi Company has added considerably to its strength with the advent of new recruits. A good type of boy is coming forward, and we hope shortly to make our presence felt, and get a share of the many prices put up from time to time for competition between the various Units

Although beaten in the race last Monday we position in the Whater and 6th in the Dinghy. Fo enable us to be on the mark at the appointed time we left Rose Bay the previous day, intending to sail to Balmain Depot and leave our boats there, but as there was no wind we were compelled to row all the way. We were welcomed by Mr. and Mrs. Fidden, the officers and hows, who provided refreshments for all hands.

We are indebted to Mr. Harry Shelley for his kindness in towing, with others, our two boats to starting point. As it would have meant getting home late in the dark, we again accepted Balmain's invitation to leave our boats at their depot until the following Saturday, when with a favourable wind we returned to our base after an enjoyable run down the harbour

Last Sunday the boys were out under sail in charge of the 1st officer (Mr. F. Hupkins) and the and officer (Mr. E. Murray). They report having had a good time under ideal weather conditions. and took advantage of the opportunity to put in some practice in rowing for the cutter race to be held shortly.

Early in the month in response to an invitation from F. W. Hixson, Esq. O.E.E., we sailed to Elizabeth Bay, and landed at his idealy situated residence. All kinds of good things were provided for the boys, who set out to show they were no mean trenchermen. "Cut and come again" was the order of the day, and was fully availed of Evidently our host imagined that some of the descendants of Og and Magog were attached to our Company, judging by the manner in which he overrated their "carrying capacity," but they proved to be good triers in this as in other directions.

G. E. Fairfax Esq, is taking a keen interest in our doings, and is getting others to interest themselves in our Sub branch.

"The "Eastern Moon" safe in port after her precarious experience was visited by us during the month. The tour of inspection included a visit to the propeller tunnel where the broken shaft which caused the trouble was the centre of attraction.

Promotions-Chief Petty Officer E. Murray to ard officer.

NAVY LEAGUE DANCE - AUGUST 5. Please interest all your friends in the League.

THE NAVY LEAGUE WURNAL

COMMODORE WARDLE FAREWELLED.



States Courtesy Datty Telearaph

Commodore T. E. Wardle, D.S.O., A.D.C., R.N. (in multi, centre) until a month or so ago commanded the Royal Australian Navy. On leaving for England on board the P. & O. liner "Chitral" a large number of friends and about ninety Navy League Sea Cadets assembled to bid him God speed.

Commodore Wardle was succeeded in the command of the R.A.N. by Commodore G. F. Hyde, who adds to Australian history by being the first officer of the R.A.N. to attain the rank of Commodore commanding the fleet.

DRUMMOYNE.

(Contributed by Writer C.P.O. Kveringham). Owing to their leaving the district Mr. W. Hooper O.C., Mr. C. Hooper, Coy. Writer, and Cadet Hooper have had much against their wills to leave the Company. In his farewell speech Mr. C. Hooper expressed his regret at having to resign from the Drummoyne Company, for since its inauguration he had watched the progress with interest and when the chance came for him to be an active member he took it eagerly. He has held office in several social bodies, yet never with the pleasure he obtained from the League. But owing to the health of his daughter it has become necessary for him to leave the waterside. He expressed his appreciation of the respect paid to him by the boys and the pleasure which he obtained from the various camps which were held "I believe that Drummoyne will still continue in its present state of success and harmony," he said, a sentiment which was endorsed by the boys. His audience was deeply concerned, for more reasons than one. because as as a camp cook he is " second to none."

Mr. W. Hooper, in taking his official farewell, urged the boys to keep going as they had done in the past and to do their duty by their future O.C., always remembering the good old cry " Come on Drugimovne," when in a light corner. Mr. Hooper has rendered signal service to the Company and has helped Drummoyne to maintain its prestige. We hope to see more of him in the very near future when we hope to show our appreciation of his and his father's good work in our own little fashion. One and all we wish him good success and happiness in all his undertakings. He was liked by everyone of the boys and no one had a had word to say behind his back. They were indeed rousing cheers which bade him farewell.

The same night he handed over the reins of control to Mr. J. Hirons, who has been appointed O.C. (pro tem) for three months.

Of late the Company has been practising for the two races which are to follow so close on one another and which we sincerely hope we shall be able to win, especially the McMaster Cup.

The Committee also promised a football to the Company when a captain was elected. A captain has been elected and we hope in the near future to have the pleasure of encountering some other Company in a match, provided we can arrange for a ground.

A considerable amount of sailing has been indulged in and we finally established our superiority to the Balmain Company when they forfeited to us on Saturday, 15th May.

On the and June, C.P.O. Pickles had the misfortune to be knocked from his bicycle at the approach to the Iron Cove Bridge. He is at present in the Balmain Hospital suffering from slight concussion and abrasions. Our heartfelt sympathies are extended to him in his trouble. New RECRUITS-George Law and Walter Pownceby.

PROMOTIONS - L. McDowell to C.P.O. : -. Everingham to C.P.O., and writer to Company; A. B Bowden to P.O.

CLOVELLY-COOGEE

Under the guidance of Mr. Stone this new Sub-Branch is making good headway.

The Company is small at present, but there is no reason why it should not be one of the largest in the near future. The cadets are liaving a good deal of boating, although the weather has not been very pleasant, and on a good many occasions they have not been able to get their boat in the water owing to the heavy surf.

The Company has selected Gordon Bay as their new headquarters. Al present we have not gol a place to liouse our boat and gear, but we are having meetings and are endeavouring to get together a Committee to organise dances and entertainments to raise funds for the erection of a boat shed and drill hall combined.

The Deputy-Mayor of Randwick, Mr. Goldstein, has been interviewed with regard to the Council granting permission for our Sub-Branch to crect a boat shed, and he was very favourably impressed with the movement and said he would do all he could to help us in our endeavours to make a boat shed for the cadeis.

LANE COVE

(Contributed by Mr. R. M. Sommerville).

The usual night parades were carried out during the month, the secretary (Mr Hedges) taking charge of the Company during the temporary absence of the O.C. in Adelaide.

Two Church parades were held during the month-one at the Methodist Church and the other at the Church of England.

The boys, though not numerically strong nor hely in statute, are very enthusiastic, and are always ready and willing to turn out when needed. A card evening was held at the School of Arts

by Mrs. and Miss Darcey, and a very successful evening is reported.

The race for the Cochrane Shield was held on King's Birthday, and created a lot of interest locally. After the race the boys-some 250 strongtogether with their officers and friends were given light refreshments.

Many thanks are due to the Birchgrove Ladies' Welfare Committee who came to our assistance. forfeiting their own provisions in order that the boys should not go short, as the attendance was in excess of what was expected.

THE BOATSWAIN'S CALL AND SEA TERMS. .____

The Bostswain's Call, or Boatswain's Whistle is an instrument by means of which orders may be passed round a ship in the quickest and easiest manner: firstly, by recognised sounds which can be understood by all hands without an order having to be shouled verbally ; secondly, by recognised sounds which cause all hands to listen for an order which is about to be shouled; thirdly, by recognised sounds which give salutes and marks of respects. These sounds are known as "pipes " or " calls."

Those which are understood without a subsequent shout ars :--

- (1) "Call the Boats- Two short high notes repeated wain's Mates." three or more times.
- (2) " Attention " or One long full high note be-"Sill." ginning and ending sharply. No variation. This imposes stillness throughout the ship. If some "word" is to be "passed" the pipe is followed by the words "1)'ye hear there."
- (3) "Pipe the side" A long pipe of about twelve seconds beginning on the low note, rising to a medium and then falling to a low note again.
- (4) " Pipe down " A single high note followed by a trilled high note falling to a trilled low note ending on a single high note.

(5) " Pipe to a meal Four distinct "pipes." 1 and 2 " Breaklast," "Pipe the side" call twice "Dinner," "Tes," repeated, then 1 vibrating or "Supper." high notes altering to a long drawn high note gradually failing to a low note, ending with a the " Pipe down."

(6) "Pipe sweepers" A long succession of steeply undulating high and low vibrating notes.

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- (5) " Pipe recters " A trilled low note, a trilled high note, and a trilled low noic.
- (8) " Haul taut " A sharp rise from low to high ending very sharp and high.
- (9) "Haulaway"or A low note rising sleeply to a long high note then falling "Hoist away " steeply to a short low note, i.e., the have taut well drawn ciiil.
- (10) " Haul" ... A signal for standing pulls all together : a moderately long low note rising steeply to 4 long high note; the actual signal for the pull together is the rising of the note.
- (1) "High enough" Rapid or vibrating high notes, or " Avast." ranid or vibrating low notes to a steady high note.
- (12) " Belay " ... The same only followed by a full low note and sharp stop.
- (1a) "Light to" or A low note sharply rising to " Let go." high and then trilling to low finishing by a single high note.
- (14) "Walk Back " A succession of trilled notes beginning high and falling or " Lower." steeply.
- (15) "Heave round A long call of short notes rising and failing in long undulathe Capsian." lions.
- (16) "Veerand haul" Meaning to yield and pull alternately. A long rippled high note, then a short low note, then a high note-the whole movement being rebeated as necessary.

The sounds which are followed by a shouled order are .-

(1) The Hands Call, Segin on a vibrating low note i.e., Call the Hands steeply rising to a high steady "to lash up and note, finished sharply, a stow." "to fall in." pause and then the same "to stand by ham- pipe as in calling away a mocks," årc., årc. galley.

- (2) The Watch Call; Begin on a low note, rising and "pipe" for steeply to a high note, finish common use presharply; then high note fullceding an order. ing to low note. Depending (Shortin the latter for length as to whether both Watches, one Watch, or part of the Watch are needed.
- (3) Calling a heat Begin low tising to a high note, then falling, rising and falling again and ending with the low note well drawn out. The length of the call depends upon the boat. For an Admiral's or Captain's galley - the longer the better-for other boats the call should be of moderate length except for a life boat. when it should be very quick and sharp.

The manner of using the Oall.

If the Call is blown into with moderate force a certain note depending upon the make of the call will be obtained.

If, however, it is blown into with greater force, and the air which would escape is throttled by the fingers, a note of almost an octave higher will be sounded.

By checking the throttling-that is, by not closing the fingers completely over the howl, any note between these can be obtained.

It is asserted that an expert boatswain's mate can produce certainly eight notes.

By gradually closing the fingers it is possible to run from one note to another.

The hand should contain the bowl close against the ball of the thumb. The tip of the thumb should rest on the ring, or rather beyond it. The first finger should grasp the call to the ball of the thumb. When throttling, the hand should be clenched, bringing the middle finger to the ower side of the bow), and the third and fourth fingers close against it, taking care not to touch any part of the edge of the hole in the bowl as this would stop the sound altogether. When open, the second, third and fourth fingers should be lifted

THE NAVY LEAGUE JOURNAL.

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together. When running a note up or down the second, third and fourth fingers are slowly closed or opened.

The three rules for blowing the call are : --

- (1) Blow with an even pressure to get the clearest note at the particular state of throttling
- (2) To introduce a trill, similar to a whistle with a pea inside it, allow the longue to vibrate whilst blowing, as if making the sound of a prolonged "R " without allowing any voice to escape.

(a) Blow with a vibrating pressure, this will produce an effect like a canary singing.

The use of the Boutswain's call is restricted to the Boatswains, the Boatswain's Mates and the Call boys.

It is but rare now that a Boatswain finds a use for his call, but it is the custom of the Service that he should pipe the side for a Flag Officer who comes to or leaves the ship with his flag flying in his boat, and always for Royalty. For Royalty it is the Boatswain's special and particular privilege.

HOW TO FORM A SEA CADET COMPANY.

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

Obtain the use of a bail. This can generally be done free of charge in the noighbourhoad.

- Call a preliminary meeting and invite all boys in the neighbourhoad aver the age of 11 to attend. If possible, obtain the accelers and help of a neighhouring Company of the Navy League See Cadeta in uniform.
- Explain at this meeting the object of the organization. and appoint a day on which laws may attend to enroli thennelves as recruits. The age of enrol ment is between 11 and 16.

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

The lands which shinkl be kept are ; Attendance Register, and an Account Buck. The entry form butts should also he carefully kept by the O. in C.

No attantat should be made to put the boys into uniform, nor should any material expense he incurred, until the Company is formed. The reason for this caption is that many of the bays join only for the honour of wearing the uniform, which, therefore, they should not obtain until keennoss and continuous interest has been assured and the parents have signed the form of encolment.

Companies must be maintained by local effort, but any ressanable amintance will be given by the Excoutive Complittee of the Navy League.

Training depote for which rent is paid must be used by the Osimpany not lass than one night s week, and also on Saturday afternoons.

Officers in Charge are appointed by the Excoutive and their appointment shall be gazetted in the NAVY LEAGUE. JOURNAL, the official organ of the N.S.W. Branch of the Leekne.

All other officers' and instructors' shall be appointed by the Officer in Charge, in committation with the local Committee (where such holly exists).

Officers who fail to attend recognized drifts must furnish the Officer in Charge with a satialactory reason, otherwise they may be superseded.

The Officer in Charge should make one of his Officers resumable for the cars of boats, equipment, etc., which is on loan, gift, or property of the Navy Longue Encou-tive. Busting should be induged in as much as is practicable, as this is one of the greatest incentives to boys to join up as Sea Cadets.

At all boot mees, sports, reviews, public gatherings and the like, in which cadets representing every Conpany (or every available Company) take part or are present, the Officer of the Day shall have complete charge of all the endets and be responsible to the Savy League Executive for their behaviour and dress. If a cashet on parade is dressed partly in multi and partly in uniform the Officer of the Day shall have power to dismiss him from that particular parade.

Officers in Charge of Companies shall set in rotation as Officers of the Day, and shall continue so in the following arder ; Richmond, Balmain, Drommoyne, North Sydney, Lane Cove, Birebgrove, Rose Bay, Coogee,

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 codets.

Where cadets have performed services of autstanding to serve essence next perturners serveres or autoinfining merit, nonnes with a precise of accomplishments should be forwarded to Headquarters for record purposes. Complaints of a seriose nature should be putified to

Readquarters.

Where sub branch Committees are formed it is neces sary to elect a Chairman, Deputy-Chairman, Hon, Score-LATY And Hom. Treasurer.

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

Meetings shall lake place not bee than six times a year. Members of local Committee's 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 Nosy Learne. N.S. W. Branch, or of a sub-branch.

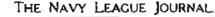
All monies collected, donnted or esized in any way for ar on behalf of a sub leanch or Company must be paid to the Host Treasurer of the sub-branch, who shall give an adicial receipt for same. The Boy. Treasurer shall then pay the numey into the Bank in the name of the Navy League sub brauch. The only persons authorised to sign jointly Navy Loague aub branch cheques shall be the local Navy League sub-branch Chairman and Hon. Trrasurer.

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 venz.

For purposes of administration the See Cadet Company shall be attached to the sob-branch.

Under no circumstances whatever shall the above roles he departed from.

BY ORDER OF THE NAVY LEASURE (N.S.W. BRANCE) EXECUTIVE, STDATT.





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STATEMENT OF RECEIPTS AND EXPENDITURE 31st DECEMBER, 1925.

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We, the undersigned, have examined all flowlys and Receipts of the Birelagrove Welfare Association and have found same correct.

11th March, 1926.

Signed (WILLIAM A. MURRAY BRNEST K. FUX



THE NAVY LEAGUE JOURNAL

Australian Defence.

(Ry Rife General A. T. Anderson, C.M.G., in the excilent pamphlet "Australia's Defence.")

I SUPPOSE that every Australian agrees in the doctrine of a White Australia, and even the most thoughtless must sometimes realise with a feeling of uneasiness the temptation presented by the large empty spaces of his country to foreign Pacific Powers, over populated and eager to find some vicent ground into which they can expand.

Australia has a coast line of 12,000 miles, and an area of 1,000,000 square miles ; about so per cent. of this area is situated within the tropics, and only 3 per cent. of the total population live in this tropical portion. She has a population of 6.000.000, with a density of 1.8 per square mile : while Japan, to take one instance, has a population of 77 millions and a density of 170. Even if, as Professor Griffiths Taylor says, an area of about 1.200.000 miles (i.e., about 40 per cent, of the whole of Australia) can be ruled out as a possible region of close settlement for men of any race, the danger remains a serious one ; substract this acid 40 per cent, altogether from our calculations, and the population has still only a density of 3.4 to the square mile.

Of course, the best remedy is for Australia to increase her population, and so remove the temptation, or at least the pretext, for invasion by another Power. But the process of building up a population, whether by emigration or by natural means, is a slow one, and meanwhile the country must be defended. Can we, as a matter of fact, say that our arrangements for defence are adequate?

Australian defence is in the main a naval problem, and though we cannot provide and maintain a fleet sufficiently strong to cope with that of any great Power, we must at least be prepared to protect ourselves against invasion or bombardment by the use of aeroplanes, submarines and destroyers, and to take some part in the protection by cruisers of our sea-bonne commerce. Since the Washington conference we are faced with an entirely new naval situation; the reduction of the British Navy to a one Power standard, and the fact that the Singapore base has not yet been constructed, make it certain that a considerable time will elapse after an outbreak of war before a superior British fleet will be ready to co-operate effectively in the naval defence of Australia. During this period an enemy possessing temporory naval ascendency might well find it possible to take offensive action against this country. It follows, therefore, that a strong land force is also essential.

Let us examine briefly how the defence of Australia stands at present.

Since the sinking of the Australia, the Australian fleet has no capital ships, and it now consists of four light cruisers, eleven destroyers and few other craft. The Federal Government has now made provision for the building of two large (10,000 ton) light cruisers, and two ocean-going submarines ; and it is also proposed to construct a seaplane carrier. The total defence expenditore for last year (excluding submarines and cruisers building) was £4,203,322, or about half a million less than was expended in the year immediately preceding the great way. There was also a further sum voted of one million bounds to cover the first year of the five years Developmental Programme for increasing arms, armament, ammunition, etc. There are as yet no naval bases in the country, and it is very doubtful if the chief ports are furnished with adequate attillery defence.

Up to the present the Air Force has been a madly neglected branch, but there are hopeful signs of better things to come. A Royal Australian Air Force station has been constructed at Richmond, and a scheme has been approved for the establishment over a period of five years of an air force nucleus of 63 machines, with a personnel of about 500 officers and men.

As regards land defence, there is no' much room for adverse criticism--theoretically. The Defence Act tays down that all male inhabitants of Australia, between the ages of 18 and 50 years shall in time of war be liable to serve in the citizen forces, and that all males from rs to 26 years shall be liable in peace time to undergo military training. By this Act, brought into law in 1909, the principle of universal liability to Defence Force training in time of peace was made law for the first time in any English.speaking community. The liability to military training was prescribed as follows :--

(a) From 12 years to 14 years of age, in the junior cadets.

(b) From 14 years to 18 years of age, in the senior cadets.

(c) From 18 years to 25 years of age, in the cilizen forces.

(d) From 25 years to 26 years of age, in the citizen forces.

Provided that, except in imminent danger of war, service under para.

(d) shall be limited to one registration or one muster parade.

- (b) In the senior cadets, 4 whole day drills,
- 12 half day drills, and 19 night drills.
 (c) In the citizen forces, 16 whole day drills or their equivalent, of which not less that 8

shall be in camps of military training. It will be seen then that but for the period of

training, which is tamentably inadequate, the land defence of Australia leaves little to be desired—in theory. Unfortunately, it has been decided that the operation of the universal training law be restricted to the more populous centres and to certain quotas only.

Junior cadets are no longer to be trained at all, while

Senior cadet training is confined to lads of 17 (one quota instead of four), and citizen training to youths of 18, 19 and 20 (three quotas instead of

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seven). The organisation is still kept up to the original scale, on paper, i.e. :--

- 60 Battalions Infantry.
- 23 Regiments Light Horse.
- 66 Batteries Light Artillery.

and a due proportion of Engineers and Medical and other services. In actual fact, however, there has been a disastrous falling off, and the compulsory trained strength in 1024/26 will be only some 45,000 men, as compared with the strength of 122,000 in 1927. Another serious blow has been struck against the efficiency of the force by reducing the annual period of training from 16 days to 12. The former period was inadequate, but to attempt to train a soldier in 12 days, of which not more than 8 are spent in camp, is manifestly ridiculous. Small wonder that the Inspector-General of the Military Forces declared in his report for 1922 that with such reduced strength and imining "it is quite out of the question to train an army for the defence of Australia."

In 1913, when the population of Australia was about four and half millions, the appropriation by Parliament for military expenditure, exclusive of the amounts voted for works and buildings, was $\pm 1.5 \approx 3.880$.

In 1925, with a population of six millions, and at a time of far greater national danger, the appropriation was only $\mathcal{L}_{1,051,816}$.

It may be of interest here to compare the cost per inhabitant for defence in Great Britain and Australia at each extreme of the decade 1913-1923

1913. – Great Britain, 33/9. – Australia, 19/5. 1923. – Great Britain, 51/2. – Australia, 15/7.

In other words the cost to the citizen of the mother country increased by over 50 per cent, while it is decreased by about 20 per cent in the case of his Australian cousin.

Such is the present state of Australian defence, and it is safe to say that no naval or military expert would consider k adequate in any branch.

Even with the two new chaisers which are being built, our neval force is far too weak for the work it will be called upon to perform, and we have no naval base on our coast. We have good cause to

be thankful that the Singapore base is now to be constructed. This work is intended for purely defensive purposes, and it is absurd to suggest that it can offer any provocation to Japan : its importance lies not chiefly in the Pacific, but in the Indian Ocean, through which goes the greater part of our trade, and round which lies about threequarters of the Empire. From the point of view of an Australian, however, the chief consideration is that the project will give a first-class lase for the main fleet directly on the flank of any possible expedition for the invasion of his country. This is true, but at least one similar base on our own coast is necessary before we can feel any accurity.

The naval policy, therefore, urged by the National Defence League is : (r) Provision of an adequate aquadron for Australian waters in peacetime, the capital ships being found by arrangement with the British Government; (z) provision of a lase in Australasia with a dock capable of docking the damaged capital ships, as well as smaller ships, of such squadron; (3) provision of adequate garrisona and coast defences to protect our naval base and ports.

As regards air defence, the Federal Government has now at least made a beginning, though much still remains to be done. Our Air Force must have, to quote Sir Keith Smith, "single-scater scouts for spotting purposes, two-seater fighters to attack the swarms of enemy aeroolanes, longdistance bombers to get the first blow in upon the aircraft carriers and airships, and reconnaissance machines. In addition, we would need in this country of long distances huge troop-carriers ; and, above all, we have no airship to accompany the defending fleet." The Government should give every encouragement to commercial aviation, and to the establishment of acrophase works in Australia. A commercial air service would provide an invaluable reserve of airmen and material for the expansion of the fighting forces in time of war.

As has been said, the Defence Act already provides for an army of sufficient numerical strength, but although it is the law, its provisions have been so whitled down for reasons of financial stringency that the army exists for the most part on paper only. The remedy is to enforce the Act as it now

stands, and also greatly to extend the period of training. The National Defence League urges a prompt return to the full number of training days prescribed by the Defence Act, but to concentrate the training within a small number of years, as proposed by Mr. W. M. Hughes when Prime Minister in 1920-the main concentration (yo days' camp training) heing in the 18th/19th (Recruit) year, followed by short trainings in the three following years.

Let me say in conclusion that the National Defence League is no advocate of militarism for the sake of militarism, as the Pacifists seem to believe. We are Pacifists ourselves in the true sense of the word, but we are convinced that the only way to ensure peace is to be so strong that no foreign Power will ever be tempted to attack us. I read the other day a pamphlet on defence issued by a Peace Society in Australia It is an ingenious example of special pleading, and its author has distorted history in a very diverting manner to soit his own arguments. His conclusion is that we should cease to suspect other nations of harboring sinister designs, and should disarm at once. But he deliberately shirks the obvious difficulty-if, after having followed his advice and rendered ourselves helpless, we find that some nation has in fact harbored these sinister

designs against our independence, what are we to do? I do not wonder that he has shirked this question, for it is one to which the Pacifist can give no answer. They must be blinded by prejudice indeed, and deaf to all the warnings of history, who, casting their eyes round the world as it is to-day, can deny that the old proverb is unhappily as true now as it has always been, SI VIS PACEM PARA BELLUM.

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- 2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no same person gradges in optime allairs, and that states a Sudden Development of Naval Strength is infossible, only Continuity of Preparation can Guarantee National And Infertial Secontry.
- 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 AIP Fonce, sufficiently strong in all the elements which modern warfare domainds.
- 4. To teach the chizens of the Empire, young and old allike that "It is the Navy whereon, under the good providence of God, the weakh, safety and strength of the Kingdom chiely depend." and that Twe Existence or the Eurine, with the Hiberty and prosperity of its peoples. No Less Derenves on the Merchant Service, which, under the Sume Switch or the Royal Navy, wellos us into God Imperial Whote.
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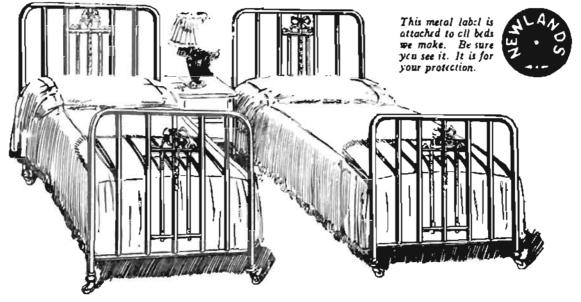
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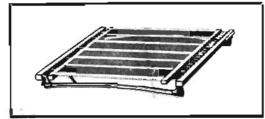


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