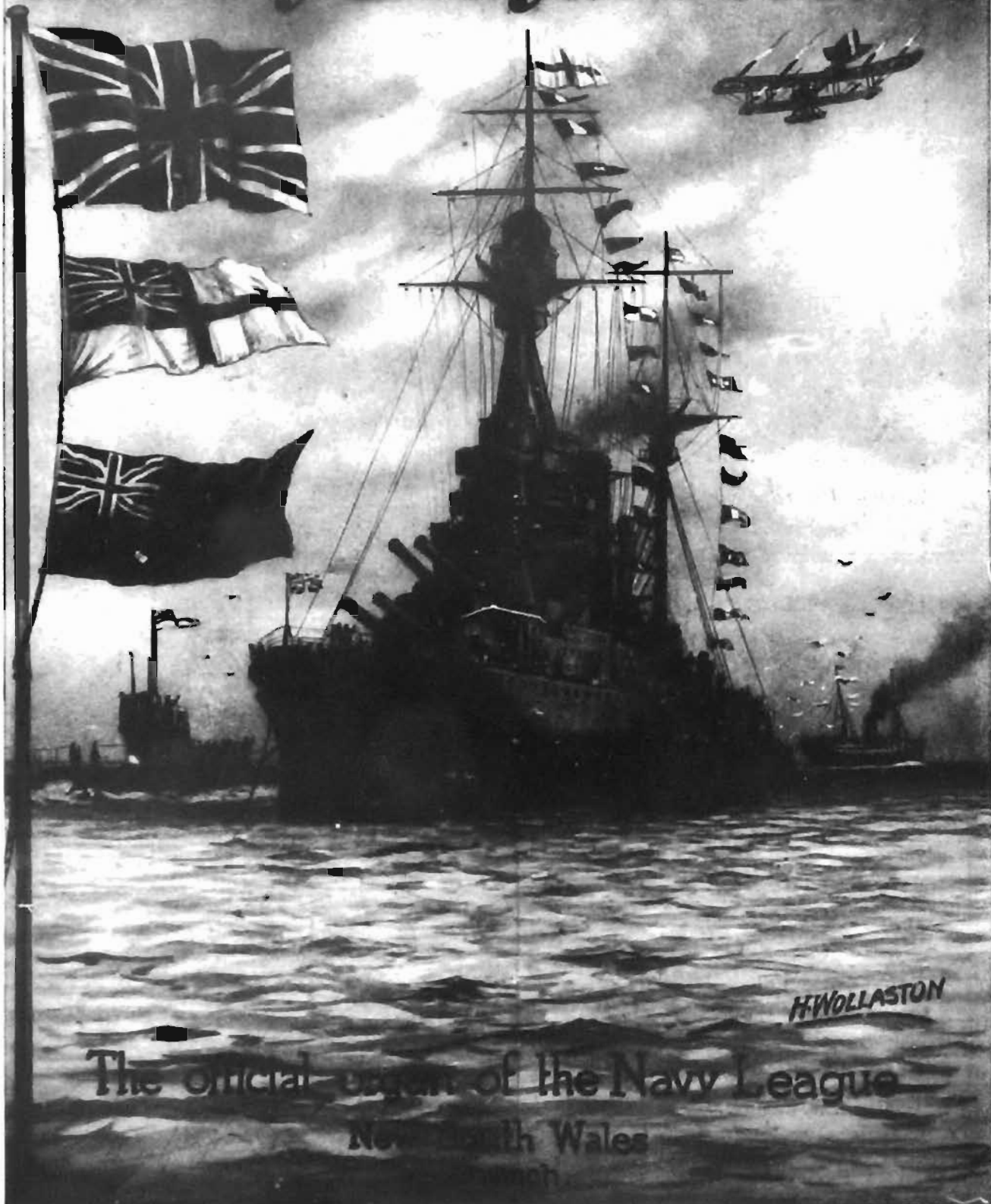


VOL. 8. No. 6

OCTOBER, 1927

TELEPHONE, B 7808

The Navy League Journal



The official organ of the Navy League

New South Wales

Sydney

Two Banks in One.

The General Banking Department opens current (cheque) accounts and transacts every kind of Banking business associated with cheque accounts, such as the accepting of fixed deposits at interest, the issue of drafts and letters of credit; and the transaction of international business.

The Savings Bank Department provides a most efficient service for the thrifty and for the people of smaller means, a service that includes interest-bearing Savings accounts, the money box and many banking facilities.

Both Departments will be found in every one of the Bank's 87 Branches, and in addition practically every Post Office in Australia is an agency of the Savings Bank.

You can do business with either department, or both.

Open an account now, with the

Commonwealth Bank of Australia

(Guaranteed by the Commonwealth Government).



Every Possible Safeguard

must be taken to protect your dependants. Fortunes, acquired by years of toil, often dwindle rapidly in the hands of incompetent executors. The

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

offers the security of its whole capital and assets—over £1,000,000—permanence, and sound and economical administration of estates.

Manager—J. W. Barnes.

Write for Free Booklet.

25 O'CONNELL ST.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorized Capital £5,000,000
Capital Paid up and Reserve £2,300,128
Average Assets at 30th June, 1927 £12,300,337
Directors: SIR MARK SHELTON, K.B.E., Chairman;
FRANK N. YARWOOD, H. R. LYNAGH, O.B.E.;
GEORGE J. SLAY, L.L.D.; LARRY, Col. T. L. F. RUTLEDGE,
JAMES KYLE.
General Manager: C. M. C. STANNON.
Chief Inspector: W. O. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 18 PLACES IN NEW SOUTH WALES.

BRISSBANE:—21 Queen St. Chief Inspector for Queensland—L. A. VANCE. Manager—G. H. HOWELL.

BRANCHES AND RECEIVING OFFICES AT 27 PLACES IN QUEENSLAND.

MELBOURNE:—25 Collins St. Manager—M. H. FINNEY.

ADLAIDE:—20 Rundle St. Manager—R. T. MOORE.

PERTH:—55 St. George's Terrace. Manager—A. C. BIRCH.

LONDON:—25 Threadneedle St. E.C. 2
Manager—A. F. JENKINS.

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

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

Achieving Beauty and Permanence
HOMEBUILDERS everywhere are achieving permanent ceiling beauty, by installing Wunderlich Art Metal Ceilings. Reasonable prices and low cost of fixing place our Ceilings within the means of even the modest Homebuilder.
Send 10-day for our free Catalogue M. 2
WUNDERLICH LIMITED
Baptist Street, Redfern, Sydney
WUNDERLICH
Art Metal Ceilings



The Navy League Journal

VOL. VIII. No. 6.

SYDNEY, OCTOBER, 1927.

PRICE 3d.

The Navy's Strength.

WHATEVER treaties have been or may in the future be entered into by the British Empire with the leading naval powers having for their primary object the reduction and limitation of naval armament, there is, nevertheless, one fact that all treaty obligations and promises in the world cannot mitigate—the measure of quality. Quality and efficiency in anything may be interfered with directly or indirectly by legislative acts, but in the international sphere of agreement, though there may be limitation of quantity, no such regulation of quality can subsist by reason of its very nature.

In the past we have been justly proud of our navies. Efficiency in the service has reached a very high level indeed, and, aside from the strength of fleets in tonnage and man-power, we take it for granted that the finest materials and equipment are used and that the personnel is of the finest calibre reasonably obtainable. So much has this thought become sunk into national consciousness that efficiency and the navy have become synonymous terms.

Everyone is or should be interested in the welfare and security of his country, and the interest and pride taken in our sea forces have, to a large extent, made them what they are to-day. We have given them of our best and our supreme confidence, and the service has responded and given us

of its best. And for a continuance of this happy state of affairs we, individually, must do all in our power to further the good of the service and set our faces against anything that may prove derogatory to its well-being.

A case in point, coming within the latter category, against which we of the Navy League and other bodies and citizens of the Commonwealth have protested as being, to our minds, against the best interests of the service and its personnel is the cessation of boy-training for the Navy.

In these columns we have reviewed the whole question fairly extensively in the past, and the Navy League has drawn the attention of the Federal Ministry to its disagreement with the step taken. We have, not been content with just disagreeing, but have put forth very cogent reasons therefor. Also the Press, especially of Sydney, has given ample ventilation to the serious alteration of policy in regard to training questions. Yet the matter still remains *in statu quo*. Our hope must be that in the very near future (it is now a long time over-delayed) a deputation may be able to lay the case clearly before a Minister and thus bring the matter to an issue.

What we have, or are allowed to have, of ships and men, let us see to it that the fine quality of both is in no way impaired but is ever jealously maintained.

Interstate Steamship Sailings

Modern Passenger
Steamers:

ORMISTON
KATOOMBA
ORUNGAL
CANBERRA
ZEALANDIA
KARoola
BOMBALA
DIMBOOLA
KANOWANA

Regular Passenger and Freight Services
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

Adelaide Steamship Co. Ltd. - 22 Bridge Street, Sydney City 8820
A. U. S. N. Co. - 7 Bridge Street, Sydney B 7805
Australian Steamship Ltd., Kombla Buildings, Margaret St., Sydney B 7611
McBarrath, McEachern Ltd. - 19 Bridge Street, Sydney BW 1047
Haddart, Parker, Ltd. - 10 Bridge Street, Sydney BW 1441
Melbourne Steamship Co. Ltd., Cr. Clarence and Barrack Streets BW 1804

TELEPHONE



INSURE WITH THE MERCANTILE MUTUAL

INSURANCE CO., LTD.

An Australian Insurance Co. Established 1878

FIRE, ACCIDENT, MARINE and WORKERS' COMPENSATION INSURANCE

MOTOR-CAR, PUBLIC RISK, BOILER EXPLOSION, PLATE GLASS, BURGLARY,
ACCIDENT AND SICKNESS, LOSS OF RENTS, LOSS OF PROFITS,
FIDELITY GUARANTEE, PLUVIUS (RAINFALL) INSURANCE.

AGRICULTURAL INSURANCE, CROPS, HAYSTACKS, FENCING,
WOOL FROM SHEEP'S BACK TO WAREHOUSE.

HOUSEHOLDERS AND HOUSEOWNERS COMPREHENSIVE INSURANCE.

Be Patriotic Insure Australian Property in an Australian Insurance Co.

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY. KELSO KING, MANAGER.
Agencies in all Suburban and Country Centres.

American Shipbuilding Costs.

Considerable surprise has been occasioned in British circles by the announcement that the new American 10,000-ton cruisers which have been ordered pending a decision at Geneva should work out at no less than 16,000,000 dollars apiece, which is well over £3,000,000. Similar cruisers in the British Navy, taken to the same state, are costing quite appreciably less than £2,000,000 apiece, and the Admiralty is continually trying to reduce even this price.

The huge difference in cost is not explained by the fact that the American ships will carry two more 8-inch guns than our own, for the cost of warships averages out in a remarkably even manner and if one feature is inserted another has to be dropped to maintain the same displacement. The cost per ton is the only fair criterion and as these ships are of the same displacement the discrepancy can be seen.

Nor is the difference in price explained by the higher wages earned in the United States, for these are to a great extent discounted by the greater use of labour saving machinery. In any circumstances the difference is not nearly so great as the price.

The true explanation is that American shipbuilding is in a very bad way indeed at the moment, following the war-time boom, and that several big firms have been forced out of the business. This is the last thing that the United States Government desires and they are willing to pay the excessive price to keep the shipyards going which may be useful in wartime as a form of indirect subsidy.

The Admiralty policy is very different, and several big firms that have specialised in naval shipbuilding have been allowed to get into financial difficulties and extricate themselves as best they could. They know perfectly well that unless they can contrive a very low tender the order for new construction will go to the Royal yards at Portsmouth, Devonport and Chatham, which are always on the lookout for them and which are always agitating for them in Parliament.

The Interchange of Cruisers.

Naval opinion both in Great Britain and Australia is showing great satisfaction at the assurance that the system of interchanging cruisers between the Mother and Daughter Navies is only in abeyance, and that it is the fixed intention of the authorities to restore the practice as soon as possible.

It is felt, however, that its utility is very greatly reduced if the small ship is exchanged for a big one, and that the only way to get real satisfaction out of it is to work with sister ships. At the present

moment this is impossible, for practically all the British sisters of the SYDNEY and ADELAIDE are on their way to the scrapheap and there are none left in the active squadrons that can give the Australian seamen the most useful training.

The AUSTRALIA and CANBERRA are, of course, exact sisters of the 10,000-ton ships of the British "County" type, and it is intended to exchange these vessels at a later date. It will not be done for the moment, however, for the first five ships are urgently needed on the China Station, where an Australian ship could not spend her time to any very great profit, while the second batch has been very considerably delayed by the strike preventing the delivery of material. Also it must be remembered that Australia wants to see her new ships, in which she naturally takes a great pride and in which she is very much more interested than in British ships of similar design. Therefore, no move is likely to be made until they have been at least a commission, that is to say two years, in home waters, and by that time the Imperial Navy will have more 10,000-ton ships in commission.

There are several people who question the wisdom of the policy on the ground that an infant Navy naturally takes the greatest pride in its own ships, and that their removal to distant waters, even if it is only temporary, diminishes this invaluable feeling. That is not at all fair to the Australian public, who followed every mile of the ADELAIDE's cruise with the Special Service Squadron and took the very greatest pride in the smart showing that she made at sea and at exercises in friendly competition with her consorts. They had every reason to be proud of her performance, as of that of every other Australian ship that has co-operated with our squadron, and the Australian Navy certainly is not out of mind as soon as it is out of sight.

In any circumstances this consideration would be more than outweighed by others which have to be thought of in a modern fleet. New scientific gadgets and fittings are constantly being introduced into the fleet, particularly in range finding and gunnery control, and these can only be studied satisfactorily in home waters or with a big fleet which is constantly trying them in something like war conditions and improving on them. Two Australian ships certainly would not do this, especially with the necessity of parting company in order to cover such a colossal coast line.

Also there is the inestimable value of naval competition in exercises, gunnery and boat work, a competition of which we do not hear nearly as much as we did before the war, but which exists quite as powerfully and which does wonders in keeping the fleet in its present remarkably efficient condition.



Aberdeen Line Holt's Blue Funnel Line White Star Line

Regular Sailings to ENGLAND—via DURBAN, CAPE TOWN & CANARY ISLANDS

*A combined service offering Unequalled Facilities at fares
to suit all Travellers*

S.S. "NESTOR" - 14,547 tons	S.S. "EURIPIDES" - 15,000 tons
S.S. "ULYSSES" - 14,626 tons	S.S. "THEMISTOCLES" 11,250 tons
S.S. "ASCANIUS" - 10,148 tons	S.S. "DEMOSTHENES" 11,250 tons
S.S. "ANCHISES" - 10,000 tons	(First and Third Class Passengers carried)

(First Class Passengers Only)

S.S. "CERAMIC" -	- 18,945 tons
S.S. "SUEVIC" -	- 12,686 tons
S.S. "RUSIC" -	- 12,663 tons
S.S. "MEDIC" -	- 12,222 tons

(Cabin Class Passengers)

Passengers from New Zealand can be
booked by local New Zealand Agents.

Fares and further particulars on
application.

JOINT AGENTS:

BRISBANE—Dalgety & Co. Ltd. and Wills, Gilchrist & Sanderson Ltd.
SYDNEY—Dalgety & Co. Ltd. and Gilchrist, Watt & Sanderson, Ltd.
MELBOURNE—Dalgety & Co. Ltd. and John Sanderson & Co.
ADELPHI—Dalgety & Co. Ltd. and George Wills & Co. Ltd.
ALBANY—Dalgety & Co. Ltd. and Henry Wills & Co.
FREMANTLE and PERTH—Dalgety & Co. Ltd. and George Wills & Co. Ltd.

If there were only two ships to try their strength whenever they had an opportunity to meet the interest would soon tend to diminish, but if every bluejacket knows that the eyes of the whole squadron are upon him, particularly those stationed on the bridge of the flagship, he is naturally tremendously keen.

Another very material point is that a young Navy which is being run with the keenness and initiative of the Australian is bound to develop a school of thought of its own, while it is very necessary for it to keep in the closest touch with British naval ways. It must be remembered that standing orders provide for the formation of a big Eastern fleet the moment hostilities are declared, the five cruisers from the China Station and the three from the East Indies joining forces with the Australian Navy and the New Zealand Division and forming a magnificent fleet that should be quite capable of protecting the coasts and interests of the Commonwealth and the Dominion. This fleet has got to work like a perfect machine the moment war is declared, an aim which can only be attained by perfect understanding.

Before international conferences cut the Empire's cruiser force down to the bone it was the hope of many naval officers that a flying squadron of cruisers would be formed, ready to go anywhere in an emergency and in peace time to visit the various stations, competing with the ships there in evolutions, steaming and gunnery and acting as liaison between the various sections of the fleet. That would perhaps be the ideal system, but as it is impossible on the grounds of economy the interchange system is the next best thing.

Also there is another factor of the greatest value in the interchange system, a factor which is frequently lost sight of by both seamen and laymen. In the old days, when the Royal Navy maintained a powerful Australian squadron, there were always a large number of seamen who saw the island continent and who made up their minds to settle there the moment their time in the Navy had expired. Such seamen were magnificent settlers and were very highly valued in their new home. The modern bluejacket has all the virtues of his predecessor, while at the same time he has the advantage of superior education and having a trade at his finger tips before he leaves the White Ensign. Far too few British bluejackets now get an opportunity of seeing Australia, but the interchange system is at least a step in the right direction.

—Frank C. Bowen.

PLEASE SUPPORT OUR ADVERTISERS

RECESS.

G. R. D. M.

This peace of mind,
This little rest upon the way
Is of the rarest kind.
Beckoning to play
The screwtight senses
Whither bright fancy may
Betake them. The body, mind
In casual freedom stray
From the dull folds of doing
What's done everyday.
O, happy hour thus undefined:
This little rest upon the way.

Calm backwater,
Reclined from the streaming way.
In faithful quiet mirrors
The sempiternal away
Of certainty and good.
There is no need to pry
When such a magic mood
Is praised the livelong day
And finds the age-old world
As pristine, young and gay:
Shy beauty throws aside her head
Along the trackless way.

This little rest,
This breathing-space upon the way
By knowledge doubly blessed:
Through lingering be the way
Of healing lamitude
The clarion-calling of the fray
Will bid a changed mood:
A sharpened vigor to ensue
The craggy heights of active good
And strongly brave the heat of day:
K'een to him with crown of wood
Was granted respite—on his way.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the
EDITOR, THE NAVY LEAGUE JOURNAL,
Room 110, Dalton House, 115 Pitt Street,
Sydney.

The Navy League does not necessarily endorse
the opinions of contributors to the JOURNAL.

All alterations of standing advertisements
should reach the JOURNAL NOT LATER than
the 1st day of the month of issue.

Price: B 7808.



THE route of a mighty P. & O. Liner carries you smoothly
I across sparkling seas and through fascinating ports.

Magic Colombo—gateway to Modern India; Aden, harbour
of Sunset and Afterglow; Suez, picturesque melting pot of races,
Marseilles, delightful, electrical, unique; London, grey Heart
of Empire.

Such a voyage under such a Flag leaves fadeless memories.



THE special Excursion
rates to Colombo
suggest an ideal three
months holiday. Special
return tickets from Sydney
may be obtained for £65,
First Saloon and £42,
Second Saloon.

The Comforts of a P. & O. Liner

may be illustrated by the refinements en-
joyed in Second Saloon—spacious cabins,
wide decks, luxurious saloons, and ever-
appetising cuisine.

P. & O. ROYAL MAIL LINE

Macdonald, Hamilton & Co.,

Agents—

247 GEORGE STREET, SYDNEY



CAPTAIN A. W. PEARSE, F.R.G.S.
Member of the Navy League Executive Committee, N.S.W.

Captain A. W. Pearse, F.R.G.S., the author of
"A Windjammer's 'Prentice" which has had such
a wonderful reception, has kindly consented to
allow its inclusion in our Journal. Elsewhere in
this issue will be found the first instalment of these
engaging reminiscences of a full and varied life,
and dealing chiefly with the old days of sailing
ships.

Captain Pearse is a well-known member of our
Executive Committee, and is the founder of the
Ancient Mariners' League in Sydney, and as a
fellow of the Royal Geographical Society was
interested in the formation of the Geographical
Society in Australia.

After a fine career at sea, Captain Pearse in-
stituted the "Pastoral Review" and became a
recognised authority on the frozen meat trade, and
kindred enterprises. During the war he was for
some time Chief Commissioner of the Australian
Comforts Fund in Egypt. Since leaving the sea
in a professional capacity, he has travelled ex-
tensively. His interests in his paper, and his
representation of the Port of London Authority
have meant many voyages in all parts of the world.

"A Windjammer's 'Prentice" is published by
John Andrew & Co., Phillip St, Sydney, and may
be obtained from any city bookstall at a moderate
price.

BABCOCK & WILCOX LTD.

HEAD OFFICE & WORKS IN AUSTRALIA:
REGENTS PARK, N.S.W.

Monofecture

The World Renowned Water Tube Boiler, unanimously recommended by the Boiler Committee appointed by the British Admiralty and now the Standard Boiler of the British, American, and other Navies.

CITY OFFICE:
UNION HOUSE, GEORGE STREET, SYDNEY

"SERVICE" SUIT

Made from all-wool English and Australian Tweeds. Allowances made for enlarging. First quality linings and reinforced wearing points. Trousers pockets of good quality Drill. Sizes to fit boys 8 to 16 yrs.
Price .. **35/-**

**DAVID JONES'****A. FORSYTH & CO. Ltd.**

Australian Rope
Works

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

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

339 Kent Street,
Sydney

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

LARGEST MANUFACTURERS IN AUSTRALIA OF:
White and Tanned Manilla, Coir Rope, Spun Yarn, Lashings,
Clothes Lines, New Zealand Flax and Russian Hemp Rope,
Log Lines, Harvesting Twine, etc., Manilla Drifting Ropes,
Plain and Cable Laid Cotton Ropes, Sash Cords, etc.
Sisal Fibre for Plaster Boards a Speciality.

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

Phone: B 7302-3

European Naval Notes.

(By a Special Correspondent)

The war-built monitors **AUERCLIMBIE** and **HAVELOCK** are on the sale list at Portsmouth, their consorts **LORD CLIVE** and **GORGON** being on the suspense list.

Admiral Sir Henry Oliver has hauled down his flag as commander-in chief of the Atlantic Fleet.

The battleship **RAMILLIES** has joined the Mediterranean Fleet on completion of her guardship duties at Cowes.

Vice-Admiral Sir Michael Hodges has assumed his duties as Second Sea Lord.

Captain Gordon Campbell, V.C., has relinquished the command of the gunnery-training ship **TIGER**, and is taking a Senior Naval Officers' Technical Course.

The cruiser **COMUS** has been recommissioned at Devonport for further Atlantic Fleet service.

Rosyth Dockyard is to be used for laying up reserve destroyers, which is expected to save £170,000 a year. **GREENWICH** will be depot, and the Portsmouth contingent will be **STURDY**, **TRUSTY**, **SALADIN**, **TILBURY**, **TRINIDAD**, **TURQUOISE** and **TROJAN**.

The battleship **CENTURION** has completed converting into a self-propelled and wireless-controlled target at a cost of £358,000.

A German film version of Jutland, entitled "When Fleet meets Fleet," has been shown in London. Lord Jellicoe attended.

The old screw frigate **ARETHUSA** is "hogged" and funds are urgently needed for repairs. She has been a Thameside training ship for destitute boys for many years.

The "China" gunboats **WOODLARK**, **WOODCOCK**, and **ROBIN** will be sold locally when relieved by the new **GANNET**, **SEAMKW**, and **TERN**. They are the oldest British fighting ships, being built in 1897.

When the converted aircraft-carrier **COURAGEOUS** is completed early next year, she will join the Mediterranean Fleet.

Paymaster Captain T. Spickernell, secretary to Earl Beatty, has been knighted on the latter's retirement as First Sea Lord.

The new Singapore floating dock will be towed out by the famous Dutch firm of Smits, which has acquired new tonnage for the purpose.

Earl Beatty's son, Viscount Borodale, has been promoted to sub-lieutenant.

The East Indies Squadron has been rejoined by the cruisers **ENTERPRISE** and **EMERALD**, which were detached to China.

The income of Greenwich Hospital for this year is £263,522, a decrease of over £14,000.

The destroyer **SKATE** is to be used for mining experiments.

Captain Fryatt's son, Cadet C. A. Fryatt, won a good conduct medal on the **WORCESTER**.

The cruiser **CONCORD** has become an accommodation ship at Portsmouth following her return from the Mediterranean.

The sloop **ROSEMARY** has gone to sea for the first time since about 1919.

The destroyer **RETRIEVER** (built 1917) has been towed from Portsmouth to Blyth to be broken up.

Vice-Admiral Sir Walter Cowan has been promoted Admiral.

The battle-cruiser **REOWN** has completed refitting after her Royal cruise.

The scrapping of the battleship **THUNDERER** at Blyth is proceeding rapidly.

Mr. L. Cope Cornford, the naval writer, has died aged 60.

The new "County" cruiser **CORNWALL** has commenced trials.

Admiral Sir Lewis Clinton-Baker has retired. He recently relinquished the post of Admiral Commanding Reserves.

Chatham Yard is to refit the Devonport-manned cruisers **CONCORD** and **CARADOC**, owing to its repair programme being disorganised by placing vessels on the sale list.

The battle-cruiser **TIGER** is to be replaced as sea-going gunnery training ship by the battleship **MARLBOROUGH**.



WRECKS AT DEAL—13th FEBRUARY, 1870.



"CARDIGAN CASTLE" 12,000 Tons

A Strange Expedition.

BY A. MACINTYRE HYDE

FOR generations my family had lived in Sussex but the time I am writing about was 1835, 20 years after the close of the European War.

My father was a young boy then and he, with other Sussex lads, listened with rapture to the stories of soldiers who had fought in the old days against Napoleon's armies. No doubt many of the men had been prisoners in France and it was this country that fired the youthful imagination of the boys: the land that lay across the water.

The outcome of it all was that my father with others of his playmates decided to make an expedition across the Channel. The boyish adventurers chose a staunch fisherman's craft and with food supplies smuggled out of their individual homes prepared for the great expedition.

It was agreed to start in the dead of night as secretly as possible, for it was a matter of taking "French Leave." The penalty imposed on those who should not be at the place of meeting was a good cudgelling on the return of the expedition.

Before launching the boat my father, George Hyde, a boy 11 years old, was selected as "Captain"; William Knowles, 9, chosen as Mate and Herbert Cross of Littlehampton, second mate.

Thus they gallily set off for Boulogne in a fishing-boat full of school-boys to see the country across the sea. It seems, however, that their absence was soon discovered and the parents, guessing somewhat at the truth, despatched a tug to pick up their erring sons and to tow them back.

The expedition were within a mile of the French coast and making the harbour of Boulogne when the tug spied it and bore down. After a parley in which the dauntless "Captain" refused to suffer the ignominy of being towed back to England when within an ace of his goal, the tug's skipper threatened to run him down. He seemed to mean it too, and the only thing left was to submit without further resistance. Needless to say as each boy landed he was taken in charge of by an iron parent who administered the required dose of correction, which acted as a sufficient warning for the future.

It is interesting to relate that my father rose to be a Captain and so did Cross and Knowles, and all became well-known men in Australia between the "fifties" and the "nineties." Some of the other lads rose to high positions in the Navy, at least one of them attaining the rank of Admiral.

NAVAL NOTES—Continued.

The French cruiser DUQUESNE (laid down in October, 1925) has commenced trials. Her sister TOURVILLE (laid down in August, 1924) is not expected to do so before November.

The French armoured cruiser CORON (built 1902) is being used as a barracks for recruits, to keep them away from Communistic propaganda.

The destroyer VIDETTE has completed re-tubing at Devonport.

It has been decided that the German battleships HESSEN and LOTHRINGEN, both built 1903-04, are not worth re-fitting. Since the war they have been used as depot ships.

The Bolshevik naval manoeuvres in the Baltic were attended by the "entire revolutionary council" in the Bagship MARAT. After they had finished the men were sent across Russia to take the Black Sea fleet.

The French cruiser D'ENTRECASTEAUX (built 1896) has been acquired by Poland and renamed KING LADISLAS IV.

The minesweepers SKYBORNE, NEWARK, MISTLEY, LEAMINGTON, BURSLEM, BADMINTON, TRURO, DORKING, GAINSBOROUGH, GRENA, FAVERSHAM, FORD, KENDAL, MARLOW, NORTHOLT, RUGBY, STAFFORD, YEOVIL, MELTON, MALVERN, CHELMSFORD, ATHERSTONE and TONBRIDGE, have been placed on the sale list.

The submarine E 48 has been relieved by I. 6 as self-propelled surface target. She is the last of her class and is expected to be scrapped.

The destroyers SHARPSHOOTER and RETRIEVER, both built 1917, are being broken up at Briton Ferry and Blyth respectively.

PHOTOGRAPHS OF SHIPS OF ALL KINDS

Sailing ships and warships of all ages and all countries a specialty, also a large selection of the early liners. Post card size 3d. each, larger sizes proportionate.

Nautical Photo Agency, 9 Victoria Street, London, S.W.1.



KIWI IS BEST FOR ALL FOOT-WEAR. IT IS SUPREME IN BLACK, TAN, PATENT LEATHER, LIGHT TAN, DARK TAN, NIGGER, OX BLOOD & BROWN.



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

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

JAMES BARNES LIMITED
MANUFACTURERS
REDFERN, NEW SOUTH WALES
ESTABLISHED 1887



If you smoke a pipe, of course you smoke "Vice Regal"
Mixture in a Corbin Pipe.

W. D. & H. O. WILLS



Increasing in popularity year after year. There is no substitute for "Vice-Regal" quality, nor for the comfort of the "Ivory tips, smooth to the lips."

Packets of 10, Eightpence
Packets of 15, 1/-
Aft-eight tins of 50, 3/5.

A Windjammer 'Prentice

BY CAPTAIN A. W. F. HARRIS, R.N.

CHAPTER I.

SCHOOLDAYS.

I WAS a boy at school at Deal, in Kent, in the year 1866 to 1869, during which time I picked up a lot of useful knowledge which came in handy later on in life. On every possible occasion I went out in the Downs with the Deal boatman, "Hovellers" as they were called, waiting on the numberless sailing craft passing through the Downs. It was no unusual sight, after a long spell of south-westerly winds, to see over a thousand craft of different size and rig anchored off Deal waiting for a fair wind. Most of these vessels wanted something from the shore, so the Deal boatman in those days, especially in bad weather, reaped a harvest. Their galley punts were to be met with as far down the Channel as the Isle of Wight, and right away up the Thames.

It was a wonderful sight as hundreds of vessels made sail at the same time, directly the wind shifted to a favourable quarter. I remember seeing 1,200 sail in one day. How different it is now! It was a red letter day, also, if I could smuggle myself in the Deal or Walmer lifeboat and get a run off to the Goodwins, in a howling gale, to the rescue of some unfortunate crew wrecked on those treacherous sands.

Many a smuggling episode I witnessed, for the Deal boatmen never missed an opportunity of getting to windward of the Customs House officers. On one occasion our boat was full of small puncheons of rum, and we ran her ashore near Sandown Castle. Directly we touched the beach out jumped four men, each with a small keg on his back, and, chased by the officers, cleared away over the sandhills. When they were caught they were taken to the Customs House and charged with smuggling brandy or rum, but on an examination of the kegs they were found to contain only water. Meantime all the *bona fide* kegs had been safely landed and hidden.

Another instance I remember was when we hoisted a lot of tobacco to the masthead on a dark night. The boat was, as usual, searched directly

we reached the beach. When the officers departed we lowered away and secured our cache of tobacco. Those were indeed interesting times, but steam has practically displaced sail, and Deal, instead of being a large shipping centre, is now a noted seaside resort, with excellent golf links, and good fishing in the Downs.

One Sunday morning I remember a terrific north-east gale that drove ashore every ship at anchor in the Downs. There was a full-rigged ship, the *Queen Margaret* I think she was, also three barques and a brig. The first was run ashore between Kingsdown and St. Margaret's Bay, bow on, and by skilful handling was kept in that position and eventually refloated, her patron Saint, no doubt, helping her. The remainder were broken up and their cargoes strewn from end to end of the beach. Cotton seed, locust beans, Dutch cheeses, sugar cane and other produce were to be seen in the surf and breakers for miles along the beach. Casks of rum were also washing up, and several men, trying to knock out the bungs, between the seas, for a drink, had their limbs broken. There was no church service that day. Every man was on the sea front, saving life and merchandise, also personally appropriating as much of the latter as they could. The rocket and mortar apparatus saved most of the crews, but several men were drowned.

During my school days at Deal I remember a big ship full of gold diggers returning from Australia going ashore on the Goodwin Sands, every soul being lost, not to mention a vast amount of gold dust and nuggets. The ship was literally swallowed by the Sands.

CHAPTER II.

A NOTED RACE.

In 1866 I witnessed the ending of a famous and almost classical race between five tea clippers, all of which left China about the same day. The captain who first landed the new tea in the London markets obtained a bonus of 10s. a ton for the owners, and £100 for himself. The finish of this particular race was a wonderful sight, and

Those whose daily work demands absolute fitness—both physical and mental—find in K. B. Lager just what they require.

It's a beverage which not only refreshes but sustains—which quenches the thirst and keeps the faculties clear—K. B. is a TRUK Lager.

TOOTH'S K B LAGER



For those who care

Dill's "BEST" Virginia Tobacco

Dill's "Best" high-grade Virginian Tobacco, in cube cut and ready rubbed. A cool, mild tobacco that will not burn the tongue.

1 lb., 16/- 8 oz., 8/- 4 oz., 4/- 1 oz., 2/-

TOBACCO DEPARTMENT, GROUND FLOOR

FARMER'S SYDNEY

Box 497 A.A., G.P.O.

THE

BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

MANUFACTURERS OF:

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



WORKS:

IRON & STEEL WORKS,
NEWCASTLE, N.S.W.
IRONSTONE QUARRIES,
IRON KNOLLS, N.S.W.
SILVER-LEAD MINE,
BROKEN HILL, N.S.W.

BRANCH OFFICES:

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

HEAD OFFICE: SQUITABLE BUILDING MELBOURNE

the two foremost ships, *Ariel* and *Taeping*, tearing past the Deal Pier early in the morning under a cloud of canvas, determined me to become a sailor, and to have a share also in such things. The following is an account of the race, quoting from Lubbock's *China Clippers*.

"It is probable that no race ever sailed in blue water created so much excitement as the great tea race of 1866. Every man with a nautical cut to his jib had a bet upon the result, whilst the rival owners, agents, and shippers wagered huge sums. Nor were the captains or the crews of the ships themselves backward in this respect. In 1886 freight was up £7 a ton for the first six or eight ships loading at Foo Chow, and the beginning of May found sixteen of the best-known and finest clippers assembled at the Pagoda Anchorage, waiting for the first season's tea to come down the river. Amongst these were the *Ariel*, *Fiery Cross* (which ship I saw burnt in Algoa Bay in 1881), *Serica*, *Taeping*, *Fulton*, *Flying Spur*, *Black Prince*, *Chinaman*, *Ada Coulthart*, and *Taitting*. The *Ariel* was the favourite.

"On May 24th the first lighters of new tea came down the river, and the *Ariel* made a start. On the 27th she had sixteen lighters alongside, and Chinese coolies worked night and day getting the tea aboard. On the 28th she was loaded with 1,230,000 pounds of tea. The four next favourites were the *Fiery Cross*, *Taeping*, *Serica* and *Taitting*. The *Ariel* was the first ship ready. At 5 p.m. on the 28th she was unmoored, dropped well below the shipping, and anchored for the night. The next ship was the *Fiery Cross*, twelve hours later, and she in turn was followed by the *Taeping* and *Serica*; getting away together, and then came the *Taitting*, a day behind.

"At 5 a.m. on the 29th the *Ariel* proceeded down the river. However, the tide, which was a regular sluice, forced her to anchor in order to prevent disaster. A further delay, caused by the pilot, allowed the *Fiery Cross*, which was drawing less water, to pass, her crew giving three mocking cheers as they went by. That night the *Ariel* was again delayed by want of water and a timid pilot. At 9 a.m. on the 30th the *Ariel* once more got under weigh, but the delay had given the *Fiery Cross* a lead of fourteen hours, and also brought

up the *Taeping* and *Serica*, which crossed the bar only a few minutes behind the *Ariel*. By 10.30 a.m. *Ariel*, *Taeping* and *Serica* hove to together to drop their pilots. Again luck was against the *Ariel*. A ship called the *Island Queen*, in lowering her boat to fetch off the pilot, capsized it, and was so long in saving the boat's crew, who were struggling in the water, that the *Ariel* had to signal to a pilot boat to come and take off her pilot.

"At last at 11.10 a.m., Captain Keay filled away and stood away for Turnabout Island, with a moderate north-east wind. It was a level start for those three favourites. The weather was thick and gloomy, and before nightfall they lost sight of each other. The *Taitting* left on the 31st, the *Black Prince* on June 3rd, followed by the *Chinaman* and *Flying Spur* on the 5th, and others at later dates. Captain Robinson in his six-year-old veteran *Fiery Cross*, led to Anjer. *Ariel* passed the Paracels on the same day as the *Fiery Cross*, June 3rd, *Taeping* also same day, but *Serica* was a day behind. On June 8th *Taeping* and *Fiery Cross* passed each other on opposite tacks, and on the 9th *Taeping* and *Ariel* exchanged signals.

"They passed Mauritius as follows: *Fiery Cross*, 10 days; *Ariel*, 11 days; *Taeping*, 11 days; *Serica*, 12 days; and *Taitting*, 13 days from Anjer. The Cape was passed as follows: *Fiery Cross*, July 15th, 10 p.m.; *Ariel*, midnight; *Taeping*, 12 hours later; *Serica*, July 19th; *Taitting*, 24th. *Taeping* was first to pass St. Helena, and *Serica* caught up to *Ariel*, passing in the following order: *Taeping*, *Fiery Cross*, *Serica*, *Ariel*, and *Taitting*.

"At Ascension the positions were again altered: *Taeping*, *Fiery Cross*, *Ariel*, *Serica*, *Taitting*. The three first ships crossed the Equator on the same day. On August 9th the *Taeping* and *Fiery Cross* were close to each other, with the *Ariel* a day behind, but during the next few days she took the lead. Cape Verde was passed on August 13th by the *Ariel*, followed next day by *Taeping*, *Fiery Cross* and *Serica*, with *Taitting* six days behind. On the 29th the first four ships passed Flores within twenty-four hours, with the *Taitting* only two days behind.

"Strong, fair winds took them all on to soundings in six days, and at 1.30 a.m. the *Ariel* sighted Bishop Light, and with every stitch set, tore along



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. W. BUCKLAND
Hon. Secretary Mr. J. SPARK
NORTHSYDNEY—Officer-in-Charge Mr. W. L. KAMMIS
Hon. Secretary Mr. E. BOWEN
LANE COVE—Officer-in-Charge Mr. E. BOWEN
Hon. Secretary Mr. F. L. REEDS
COOGEE-CLOVELLY—Officer-in-Charge Mr. E. BOWEN
Hon. Sec. Mr. J. E. HILL
MORMAN BAY—Officer-in-Charge Mr. H. E. BURNINGHAM
Hon. Secretary Mr. T. V. ROBERTS

DRUMMOYNE—Officer-in-Charge Mr. J. HIRONS
Hon. Secretary Mr. A. WALKER
RICHMOND—Officer-in-Charge Mr. G. KYNDOR
Hon. Secretary Mr. J. G. ANTILL
ROSE BAY-BONDI—Officer-in-Charge Mr. E. J. BOWEN
Hon. Sec. Miss BOOTH
BIRCHGROVE—Officer-in-Charge Mr. J. BUCKLE
Hon. Secretary Mr. W. S. HURLEY
MIDDLE HARBOUR—Officer-in-Charge Mr. E. BOWEN
Hon. Secretary Mr. E. BOWEN

Cochrane Shield.

This race was re-rowed in Woodford Bay on Saturday, 1st October, under ideal conditions. The start was in sheltered water and the course was in such a direction that the boats had the advantage of a following wind. Above all, the afternoon turned out bright and sunny—quite an enjoyable spell from the recent torrential downpours.

The boats could have been smarter in getting on the line; but it seems that 3 p.m. is a little early to expect all boats to be up in position. The start went off like clock-work, which certainly endorsed the utility of the numbered flags' method of starting.

Lane Cove cutter gig, the first on the handicap list, started in fine style and was able to maintain its lead to the finishing line. Birchgrove cutter swung along mighily but the distance just snatched

the trophy from this boat and it crossed the line a very close second. Middle Harbour gig made a good race and is to be reckoned with in future, finishing a good third. Well done, Lane Cove, for such a plucky and successful effort!

Lane Cove ladies entertained the visiting boats' crews and supporters in the reserve near Bay Street Wharf where an excellent tea was enjoyed by all. Lane Cove hospitality is proverbial and the arrangements for regaling the guests were perfect on that day.

Nelson Night Concert.

We have much pleasure in announcing that His Excellency the State Governor, Sir Dudley de Chair, has accepted an invitation to be with us at our Nelson Concert on Friday, 1st October next.

Our President, Sir William P. Cullen, K.C.M.G., will take the chair and a bright and festive programme of entertainment is being arranged

BALMAIN.

(Contributed by Mr. J. Spark, Hon. Sec.)

The Balmain Company had an excellent attendance on parade at the depot on Friday night, 13rd September. The company marched to Chelmsford Hall where the Ladies' Welfare Committee had everything in readiness to entertain them. The hall was tastefully decorated with streamers. On arrival the cadets marched round to music rendered by Miss D. Johns.

There were about 40 parents and friends of the cadets present. Members of the committee were also present including Mr. T. Fox (President) and Mrs. Fox, Mr. and Mrs. McKibbin (Chaplain), Mr. J. J. Booth (Senior Vice President), Mr. G. E. D. Billam (Org. Secretary).

After a few words from Mr. W. Buckland, O.C., the cadets settled down to an enjoyable evening.

Mr. G. Phillips organised and started a balloon race which was run off in seven heats, the winner of the final being L. Keen. The event proved most exciting as the floor was very slippery and the contestants in their chase of the elusive balloon threw discretion to the winds and paid the penalty. Mr. McKibbin presented the prizes and promotion badges. Promotions were as follows:—Leading Seaman to 1st Class Petty Officer: F. Smith, S. Smith, K. Easton. Cadet to Leading Seaman: G. McGarr, C. Bell, R. Lowrie. Two prizes presented by 1st Officer, Mr. Geo. Phillips, were won by:—F. Smith, a watch for being best batsman in Company, S. Smith, a watch for being best bowler in Company. Mr. McKibbin made a few remarks to the prizewinners and those present. He reminded them how useful the Navy was in the late war, and the confidence the men in the trenches placed in it. Although he trusted that the boys present would never actually need to take part in warfare, he could see that the training was keeping the Company fit and well and imparting some very useful knowledge.

The following cadets also received prizes:—1st, G. McGarr—Seamanship Manual, 2nd, C. Bell—a watch, 3rd and 4th, R. Lowrie and S. Clarke—Books. For being highest in Leading Seamen's Examination, S. Smith was presented with 10/6 donated by Mr. T. Fox (President). Master Keith Fox, who is the Company's mascot, was quite proud of his rate when a Petty Officer badge was pinned on his arm by Mr. J. Spark (Hon. Sec.).

Mr. Buckland pointed out that cadets had done very well indeed in their examinations, especially Cadet S. Clarke, who had been only a short time in the Company.

Their success was largely due to the help of the Bosun, R. Fox, who had been the O.C.'s right-hand man in the preparation for and conduct of the examinations.

We are indebted to Mr. Harry Shelley for a donation of pocket-knives and peanuts. Mr. Smith, Miss D. Johns and Miss P. Shimell enlivened the party by contributing items, for which we thank them. The cadets thank the Welfare for such a great evening, and especially the following ladies and gentlemen who in one way or another helped the Coy.:—Mr. T. Fox (Pres.), Mr. G. Phillips, Mr. H. Cochrane, Mrs. Lawler (Pres. Welfare Com.), Mrs. Phillips (Vice Pres. Welfare Com.), Mrs. S. Fox (Sec. Welfare), Mrs. T. Fox, Mrs. Smith, Mrs. McGarr, Mrs. Johns, Mrs. V. Joiner (donated Jazz Caps), Miss Wilkins and Miss Robinson.

The Company attended the Spring Dance Parade through the city streets, and looked very smart. Mr. Buckland was officer of the day, and reported 11 officers and 114 cadets on parade. Considering that the weather was dreadfully wet with half-a-gale blowing, the muster was really excellent.

We have to thank Messrs. Lewis Berger & Co., for their kind donation of paint. Now that the fine weather has come we are to be busy with the paint brushes, and hope to have everything clean and bright in a few weeks time.

Two Church Parades this month to the Central Methodist Mission.

Our thanks to Mr. J. J. Booth for a prize to be competed for by the company.

Still new recruits roll up, the tally this month being L. Taylor, A. Wilson, E. Goyer, S. Tutton and K. Dias.

DRUMMOYNE.

(Contributed by Mr. J. HIRONS, O.C.)

Since our last report the depot is in good standing. Two more boys have joined up, but there is plenty of room for more.

On 29th September, we held our Boomerang Dance under the auspices of the Ladies' Welfare Committee. The ladies certainly worked hard for the good cause, and a very enjoyable dance was the result. Among those present were Sir Thomas and Lady Henley, the Mayor and Mayoress of Drummoyn, Captain O. Smith and party, Mrs. Walker and party, Mr. G. E. D. Billam, Org. Sec., with party and a new member of the Welfare, Mrs. Swales brought a party. Our hope is that all these kind friends will help us again in the near future.

Trophies for All Sports



Silver-plated Miniature Cup, 8 inches high.

Price 30/-

HARDY BROTHERS offer an unequalled selection of articles suitable for Sports Trophies. Each one is of attractive design and excellent quality. The cup illustrated is an example; and demonstrates the moderation of the prices.

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

HARDY BROS LTD

The House of Exclusive Jewellery
13 HUNTER STREET, SYDNEY

116-118 QUEEN STREET SYDNEY 254-260 COLLINS STREET MELBOURNE

COUGHS Quickly Stopped —if treated promptly

Take proper steps in the first stages of a cold, or on the slightest sign of hoarseness and you will ensure relief, easily.

Elliott's Compound Syrup of White Pine and Tar is a soothing, natural medicament for throat and lungs. It prevents coughing and relieves hoarseness. It is splendid in all cases of loss of voice.

Elliott's Compound Syrup of White Pine and Tar is obtainable from all chemists. Insist on the genuine.

ELLIOTT BROS. LTD.
G'CHURCH, SYDNEY, SYDNEY

PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER



James Hardie & Coy. Ltd.

FOR your new home, veranda or mountain bungalow—specify "FIBROLITE" Asbestos Cement Sheets for Exterior Walls, Interior Walls and Ceilings and "FIBROLITE" Slates for Roofing. "Fibrolite" costs no more than weatherboards and slate boards and is superior in every respect. It is Fire Retardant, White Ant Proof, and Improves with Age.

Write for Free Catalogue.

James Hardie & Coy. Ltd.
"Asbestos House"

York and Wynyard Streets, Sydney.

DRUMMOYNE—CONTINUED

We made our appearance at Lane Cove on the 1st October, for the Cochrane Shield. They say the last shall be first, but it wasn't so this time. A word of praise for Lane Cove; they pulled a very good race. Well done Lane Cove!

It took us some time to go back to our depot. We left it about 3 p.m. and we were under an hour in going, but 3 hours returning owing to the wind and lack of sails in the cutter. What we really need is a tow sometimes for the race meetings, but we will be down the Harbour on the 15th October. We hope someday to get a motor for our boat, then we shall be able to get to the rendezvous without troubling anyone.

We are sorry to report that Leading Seaman Cadet A. Marlow met with an accident on Eight-Hour Day. He put his shoulder out but still comes down to the depot with his arm in a sling. We wish him a speedy recovery.

We are all looking forward to Nelson Night Concert, and hope to bring along a strong contingent.

MOSMAN.

(Contributed by Mr. H. R. Carrington, O.C.)

Despite the steady weather conditions on the 17th ultimo, our march through the City, together with staffs of cadets from some of the other companies, was held with a view of advertising the Spring Dance.

SPRING DANCE.—By kind courtesy of J. C. Bendrodt, Ltd. This dance was held at the Palais Royal on the 19th, when an enjoyable and profitable evening was spent—had greater interest been taken by other companies a far better result could have been obtained.

DEPOT DOINGS.—The officers and cadets invited the committee, friends and supporters to a "Depot Warming" on the afternoon of Saturday the 24th. The cost of admission being an article of utility. About 50 persons availed themselves of the opportunity of inspecting our depot and grounds, and great was the variety of gifts thereat, even almost to the proverbial needle and anchor. There were chairs and tables, buckets, bilbies, and scrubbing brushes (16) hammers and nails, saws and saucepans, pictures and boxing gloves, a pocket first aid, a flag from our good old Flagship, H.M. A.S. "Australia," also dozens of articles too numerous to enumerate, even to a pair of cosy slippers for the O.C., but minus the armchair and smoking cap. The boys served afternoon tea to

our guests in our silverware service, and we trust all enjoyed themselves. Mr. Billam was requested by one of our senior cadets to propose a vote of thanks to our committee and supporters, for their good work, and the many good things with which they had provided us.

COCHRANE SHIELD.—Mosman's heartiest congratulations to Lane Cove, on their win on the 1st inst. We hope later on to come into the limelight in boat racing. Our boys at present, like a few of the other companies, being a bit small to be reckoned with in a matter of "brawn." Seeing their ages are under 16 it is remarkable to note the physique of some of the competing crews. This makes Lane Cove's win far more meritorious.

Many thanks to Mr. Gale for his generosity in towing our boats to and from the race, also for his sound and seasonable advice regarding our boats.

JUVENILE DANCE.—Under the able organisation of Mrs. Dillon and her indefatigable committee of ladies, this dance was of the usual sociable and financial success—many thanks to all helpers.

SWIMMING.—After many weeks of waiting our Honorary Aquathermometricalist has declared pre-season for swimming of which our boys are taking full advantage.

WANTED.—A 60 or 70 ft. flagstaff—will some kind person carry one along to us?

NORTH SYDNEY

(Contributed by Mr. W. L. Hammer, O.C.)

The reconstruction of the company together with its sub-branch committee dating from the month of June has been most satisfactory in every way. So much so that the depot is clear of debt, and on the right side of the Balance Sheet for the ensuing year. The company has benefited considerably with regard to recruiting efforts, etc., due chiefly to the loyal support given to the O.C. by the officers and the local committee.

Since the formation of the sub-branch committee before-mentioned, two very successful events have taken place—certainly from the financial and social points of view. The last event took place on the 6th ult., and was an annual Sub-branch Committee Ball held at Warringah Hall, Yeo Street, Neutral Bay. This function was indeed a great success from every point of view. The supper and musical arrangements were carried out extremely well, and the ball was thoroughly enjoyed by all present.

Among those present were the Mayor and Mayoress, Alderman and Mrs. Primrose; Lieut.

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

AUTHORISED CAPITAL

£12,000,000.

CAPITAL PAID-UP

£4,710,412 10 0

RESERVE FUND

£3,950,000 0 0

RESERVE CAPITAL

£4,730,512 10 0

£13,390,925 0 0

DIRECTORS:

GEORGE J. COHEN, CHAIRMAN, HON. SIR THOMAS HUGHES M.L.C. DEPUTY CHAIRMAN:

HON. JAMES ASHTON, M.L.C. MAJOR-GENERAL THE HON. J. W. MACARTHUR ONSIOW.

V.D., M.L.C.: OWEN E. FRIEND.

GENERAL MANAGER: J. R. DRYHURST

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICES: 18 BIRCHIN LANE, LOMBARD STREET, E.C. 3, AND 69 KING WILLIAM STREET, E.C. LONDON BANKERS. THE BANK OF ENGLAND: WESTMINSTER BANK LIMITED: BARCLAYS BANK LIMITED

Branches throughout QUEENSLAND, NEW SOUTH WALES and VICTORIA, at ADELAIDE, S. AUSTRALIA, and CANBERRA (Federal Territory), Agencies throughout AUSTRALIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD

SAFE DEPOSIT.

For safe of Title Deeds, Insurance Policies, Bonds, Receipts and other Valuable Documents, Jewellery, Plates, etc. Not subject to the Bank's own Customers. RENTALS 69 SHILLINGS range from 2/- to 10/- per annum upwards. HOURS Monday to Friday, 9 A.M. to 4 P.M. Saturday 9 A.M. to 12 P.M. Holidays accepted. Further particulars on application. Locks and Keys supplied.



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

MANGROVITE LEATHER

FOR ALL PURPOSES

Leather and Raw Hide Belting.

(Write for particulars of the new
Waterproof "Mangrovite")

Rigging Leather.

Mechanical and Pump Leathers.

Sole Leather.

Scrap Leather for Repairs.

All leather thoroughly tanned and of the
highest quality.

MANGROVITE BELTING LTD.,

CHARLES LUDOWICZ, MANAGING DIRECTOR,
49 YORK ST. (WYNDHAM SQUARE) SYDNEY

NORTH SYDNEY—CONTINUED.

Comms. Hill, R.N. and Mrs. Hill, Mr. and Mrs. G. N. Kenworthy and party, Mr. G. E. D. Billam, Org. Secretary, Headquarters, representing the Executive Committee and Mrs. Billam and party, President of the Local Sub-Branch Committee Mr. A. H. Woods and Mrs. Woods, the Vice-President Mr. Oscar Curtis and party, Mr. and Mrs. A. Woods and party, the Hon. Secretary Mr. Mr. and Mrs. Scowcroft and party, Mr. Hiddilston, Hon. Treasurer and Mrs. Hiddilston, Mrs. Coleman, the O.C. Mr. W. Hammer and party consisting of the President of the Mosman Bay Sub-Branch Committee Navy League, Major E. I. Scott, D.S.O., and Mrs. Scott, Misses Beryl and Hazel Scott, Mr. Max Scott, and Mr. Hamilton. Also Mr. Nizey, O.C. representing Middle Harbour Company, and many other guests and supporters of the Local Committee and Cadet Company

One of the leading features of the evening's programme was the march past of those taking part in the fancy dress competition which was most impressive. The Mayor and Mayoress together with Lieut. Commr. and Mrs. Hill were chosen as the judges of this event. These ladies and gentlemen carried out their duties most successfully. The successful competitors in this competition were as follows:—Mr. and Mrs. Hiddilston and also others whose names the O.C. was not in a position to furnish up to the time of going to press.

The Mayoress and Mrs. Hill were presented with bouquets on behalf of the sub-branch Committee, the presentation being made by the youngest cadet in the company, Ivor Hiddilston.

Through adverse circumstances Captain and Mrs. W. W. Beale were unable to attend but conveyed their sincere regrets by letter and wished the function every success.

We desire to take this opportunity to thank Mr. and Mrs. Dadswell who have presented a number of boys' books which have been added to the number already on the library shelves at the Depot.

The O.C. in company with the Vice-President Mr. Oscar Curtis attended the Cochrane Shield Boat Race held on the Lane Cove River on Saturday 1st October. These gentlemen thank Mr. Cochrane for the generous hospitality extended to them aboard his boat "Viking." The O.C. has been fortunate in partaking of such hospitality before and can speak. The right royal manner in which this gentleman, one of the most active members of the Navy League, extends the hand of hearty welcome. The race was undoubtedly a thorough success and we heartily congratulate the winning crew, Lane Cove Company, Navy League Sea Cadets.

Great activity was very much in evidence at the North Sydney Depot during the week end. Dating from the 30th September week-end billeting at Depot has commenced and will be carried on right through the summer months, cadets reporting at Depot 6 p.m. Friday evenings and remaining for duty until Sundays 7 p.m.

The O.C. and the First Officer Mr. A. E. Dodd R.N. look upon billeting in depot over week-ends as a most essential part of the work of the Navy League sea cadet training. Thereby regular ship routine can be maintained such as keeping watches, boat duty, lash and stow, scrubbing down, cooks, hands to bathe, physical exercises, seamanship, signalling, flag up with guard and buglers, sunset and a sing-song after supper and lights out etc. The whole routine is being worked out in North Sydney depot very satisfactorily by a watch and station bill, proving a simple and very effective method of organisation.

Promotions for the month of September are as follows:—Mr. B. Collins from Petty Officer Boy 1st Class to Warrant Rank dating from 1st October; S. Hilton to leading Signal Boy; D. McArthur, Petty Officer Boy 1st Class.

Mr. A. E. Dodd R.N. acting First Officer of the Company to First Officer dated from 1st October.

The O.C. would like to take this opportunity in expressing his thanks for the excellent and capable manner in which the First Officer has carried out those duties entrusted to him. It was a great pleasure to confirm Mr. Dodd's appointment from Acting First Officer to the "Jimmy the one" of the Company.

The O.C. wishes to announce in this month's journal, that he has attended a meeting of the Pittwater Regatta Committee at which he was elected a member. He has been appointed to look after the arrangements for inviting four or five from each company to compete in the regatta. The chosen boys from any company sending representatives will be in camp for a few days and will have an excellent time in Broken Bay.

LANE COVE

(Contributed by Mr. R. M. Sommerville, O.C.)

The most exciting event of this month has been of course the success of this Company in the boat race: particularly gratifying to us as the Shield was donated by our President. We are looking forward to holding it for a considerable time to come. We have better training facilities on the water now but are very much handicapped by having only a make-shift depot. Unfortunately for the boys very

CAREFUL, PRUDENT MEN

who in their lifetime deposit their money with a strong Bank, and insure their lives only with a powerful Assurance Society, should not be content to leave their Estates after death, to the control of individuals who may be financially weak. PERPETUAL TRUSTEE COMPANY (LIMITED) has been in business as a CORPORATE TRUSTEE for over 45 years. Its wide experience and reasonable charges ensure expert administration at moderate cost, while its Reserve and Undivided Profits provide a degree of security beyond the power of the Private Trustee.

DIRECTORS:

Hon. R. J. Black M.L.C. (Chairman)
Dr. Robert L. Palfill
T. H. Kelly
Mr. Samuel Hardern
Walter T. Bruston
Herbert M. Gynghat

MANAGING DIRECTOR: R. COPLAND LATHBRIDGE

CAPITAL AND RESERVES:

Subscribed Capital	£1,000,000
Unpaid Capital	£25,000
Reserve Fund	110,000
Perpetual Deposit with Government	50,000

TRUST AND AGENCY FUNDS NOW UNDER THE COMPANY'S CONTROL EXCEED £29,000,000.

PERPETUAL TRUSTEE COMPANY (LIMITED)

33-39 HUNTER STREET, SYDNEY.

Write for Explanatory Booklet.

Manager: H. V. DODDLEMAN.

MURDOCH'S Big Purchase

8/6 Golf Shirts or
Pyjamas for . . . 5/11

MEN'S Ultra Smart Kepp Poplin Golf Shirts—
newest coloured stripes on white ground,
perfect in fitting; made with reinforced neckband,
soft turnover cuffs and soft collar to match.

Sizes: 13½ to 17 only.

Usually 8/6 . . . While Stocks last 5/11

BUY your Summer Pyjamas now while
this remarkable opportunity lasts. Sum-
merweight Ceylonette Pyjamas—un-
excelled in comfort, being roomily made.
First-rate laundering qualities. Broad or
medium stripe effects.

Sizes: S.M., M., and O.S.

Usually 8/6 . . . While Stocks last 5/11

When writing, kindly state size and mention
Navy League Journal.



Postage Paid to
Your Door.

MURDOCH'S IN PARK STREET LTD SYDNEY

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

LANE COVE - CONTINUED.

Few parents take an active interest in the movement, beyond sending the boys epic and span to drill. We have a few splendid workers, but the majority of these have no boys to join the company. This indeed reflects more credit on them. Mrs. Barker has never missed a night at any function and she officiates in the kitchen always, and also loans her home to prepare eatables for each function.

Our Euchre Parties are well attended still but the Dances are falling off.

Church Parade was held at the Church of England during the month.

Mrs. and Miss Darcy represented Lane Cove at the Navy League Dance at Palais Royal and took a party.

Our boys had a bumper time at Birchgrove last Saturday, where they attended a Regatta and came away very envious of the new depot. Petty Officer Pritchard and Leading Seamen Edwards tied for the prize for cleanliness, punctuality and attendance, never missing a mark; and we know for certain the Petty Officer frequently came on parade without his tea, so he should be in time. Well done Cadets Pritchard and Edwards. Four other cadets were very close. The competition has had to be judged very severely as Lane Cove mothers seem to take pride in the boys' appearance and boys have lost marks over very trivial things.

Ladies of the Lane Cove thank Birchgrove for their assistance at last boat race. Such help is of great value.

We are also grateful to Mr. Wilkinson, of Greenwich, for placing his laundry at our disposal for preparing tea.

ROSE BAY-BONDI.

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

The past month has been a busy one at our depot overhauling of gear, constructional work, plenty of boat work, under oars and sails, visits to other depots, and from other companies, who camped over the week-ends, made our programme a varied one.

The race for the Cochrane Shield resulted in a win for Lane Cove, whom we heartily congratulate on their well-earned victory and take this opportunity to thank the Lane Cove Sub-Branch Committee for their hospitality in catering for the boys on that occasion.

A visit to the "Tingira" was much appreciated by the boys, who explored her thoroughly, and got a good idea of what one of the old crack "wind-jammers" was like.

By way of centram we paid a visit to the American 6-masted schooner "Fort Laramie," built during the war, and were greatly impressed with

the strong manner in which she was constructed; evidently they had money to burn when this vessel was put on the stocks.

On our trips down the harbour we called in at Clark and Shark Islands, Neilsen Park and Balmoral. Also called in at our coal depot at Rose Bay, where the tide leaves the coke on the beach, and secured 6 bags full for our stove.

In company with Coogee-Clovelly we sailed to Mosman depot and assisted Mr. Stone with his cutter, moored off the depot.

Mr. Nixey, O.C., Middle Harbour, and his Coy. sailed over and camped week-ends with us, also some of the Coogee boys under C.P.O. J. Proclair. All hands had a good time and reckon this is the life.

Last week-end was spent on the harbour, Mr. Nixey and the boys in our Fairfax whales and the 1st officer, F. Hopkins, in the Rose Bay gig, and Warrant officer Mickelson (Coogee-Clovelly) in their dinghy, in company, had a good time. Falling in with North Sydney's new whaler in charge of Mr. Dodd we had a trial of speed in our gig in which we succeeded in passing our North Sydney friends.

North Sydney are to be congratulated in securing the services of this officer, who is able to get the best out of his boat and is a sailing enthusiast.

We are looking forward to meet in friendly competition, the above and other companies under sail, during the coming season.

The swimming baths at the depot have been very popular with the boys during the last few week-ends and will become increasingly popular as the season advances.

All hands are looking forward to a good time on Nelson Night.

MIDDLE HARBOUR.

(Contributed by Mr. D. L. Fisher, 1st Officer.)

The Company is making fine progress and the first meeting of the Sub Branch Committee is being called on Tuesday, 25th October, by the Mayor, Alderman R. T. Forsyth. Local supporters and any interested persons are very welcome. The rendezvous is the Town Hall, Chiswick, and the social meeting will open at 8 p.m.

We offer our best congratulations to Lane Cove on their fine performance in winning the Cochrane Shield and our best wishes to Birchgrove in running a close second. We were very pleased that we were so well in the running, coming into third place. In this connection we thank Mr. Hopkins of Rose Bay for allowing us to keep our boat at his depot prior to racing.

The boys are eagerly looking forward to the Royal Sydney Yacht Squadron's Race on Saturday, the 15th inst.

The following cadets on being recently examined were promoted as follows:—Cadet to Leading Seaman: F. North, F. Sylvester, C. White. To Boatswain and Boatswain's Mate: J. Walker and G. Race.

Our cadets had the "Fairfax" whaler out on Sunday last. It was kindly lent them by Mr. Hopkins and they had a good day's sailing.

for the mouth of the Channel. At daybreak the *Tarpeing* was sighted on the starboard quarter under a press of canvas. All day these two fliers surged up Channel together, going fourteen knots, with every kite set with a strong W.S.W. wind. The *Lizard* was passed at 8 a.m., Start Point at noon. Towards 7.15 p.m. St. Catherine's was passed, and soon after midnight Beachy Head was abeam. During this run up the Channel there had been no alteration in the position, the *Ariel* keeping her lead. At 3 a.m., when near Dungeness, the *Ariel* began to reduce sail, send up rockets and burn blue lights. At 4 a.m. she hove to for the pilot.

"At 5 a.m. the *Tarpeing* was close astern of the *Ariel*, but showing no signs of heaving to. Captain Keay began to fear that she meant to run ahead of him, so he hove up across her course and made her stop. At 5.30 the pilot cutters were seen coming out, and the *Ariel* was at once kept away and got in between the *Tarpeing* and the cutters, and at 5.55 the pilot stepped aboard and saluted Captain Keay as the first ship of the season from China.

"Off Deal both ships took in sail and signalled for steam. This time it was the *Tarpeing's* turn to crow, for the best tug coming out sent her tow-line aboard of the nearest ship, which being the sternmost one was the *Tarpeing*. The *Ariel* had to put up with a poorer tug. The *Tarpeing* arrived off Gravesend fifty-five minutes before the *Ariel*. At 9 p.m. the *Ariel* arrived at the East India Docks, and *Tarpeing* at the London Docks at 10 p.m., and, getting through sooner than the former, docked twenty minutes before her. The *Tarpeing* claimed the prize of 20s. a ton, which she received, but the owners divided it with the *Ariel*, and the two Captains divided the £100 given to the winner. The *Serica* got into dock at 11.30, just as the gates were being closed. It was a wonderful performance. They left China the same tide and docked the same tide. The *Tarpeing* was only twenty-four hours behind, the *Taiting* the following day. The final times were: *Ariel*, 99 days; *Tarpeing*, 99 days; *Serica*, 99 days; *Taiting*, 101 days; and *Taiting*, 101 days.

CHAPTER III.

TO SEA AT LAST.

On leaving school my parents put me in an

accountant's office for eighteen months, and the knowledge of figures I obtained there helped me materially in my nautical examinations later on.

At last I obtained permission to follow my bent, and endeavoured to get taken on as an apprentice in the Loch Line of clippers. The ship I wanted was the *Loch Ard*, on board of which I had a friend, but, fortunately for me, I applied to the firm of Houlder Bros. & Co., in London, and there met the late Captain Lewis Davies, captain and part owner of the good ship *Cardigan Castle*, who, upon payment of a premium of 75 guineas, agreed to take me on as an apprentice for the term of four years. His advice to me was, however, to go in for shoe blacking rather than go to sea.

The next morning I received a wire from Glasgow saying that I could go in the *Loch Ard*. It was too late, however. From Houlder Brothers' office I went straight to Messrs. S. W. Silver & Co., the nautical outfitters, and the head of the firm, who was a relative, instructed one of his men to see that I was fitted out with all I required, so that in a few days I was strutting about in all the grandeur of a brass-bound uniform, with Houlder's Maltese Cross on my cap.

The *Cardigan Castle* was a full rigged ship of 1,200 tons, belonging to the firm of Messrs. Richards, Mills & Co., of Liverpool, and was loading in the London Docks for Melbourne with a general cargo. The firm owned a line of sailing ships, known as the Welsh Castle Line to distinguish them from Donald Currie & Co.'s Castle Line. The owners had a reputation for closeness, "skinning a flint for its hide and tallow," so the food was far from good. Weevely biscuits, mouldy flour and rusty pork was the order of things. We carried fourteen able seamen, two ordinary seamen, two apprentices, three mates, carpenter, sailmaker, boatswain, cook and steward. The Captain carried his wife, daughter and three sons with him, also a nurse. The children I have always kept in close touch with, and until recently two of the sons were wealthy merchants in Sydney, and are now living in England.

Sailors strongly objected to captain's wives on board, and many times we apprentices bitterly cursed the work we had to do for them. We felt we hadn't paid 75 guineas to come to sea to pick-

beds, fill the baths, clean the cabins, etc. However, there were advantages, as we used to get plates of fragments every night from the good lady, about 10 p.m. in the first watch.

About 9 p.m. we commenced to watch that plate on the sideboard through the skylight, and continued there until we saw it move. Then like greased lightning we were away to the cabin door. Occasionally we might be up aloft stowing or reefing canvas, and get no plate of leavings. Those were bitter nights, and we turned in at midnight hungry. My companion apprentice was a boy named Lauria, son of a Bedford minister. He later joined the Kelly gang in Victoria, but got away from them before they took to bushranging. Ultimately, he became a doctor at Hertford, and died a few years ago.

CHAPTER IV.

FIRST VOYAGE.

On joining my ship I well remember the first job I had in my new uniform. It was a nasty, wet day, and we were anchored off Gravesend. The providore had sent down twenty little pigs in bags, and when they were turned loose on the deck I had to catch the brutes and put them in the pig sty. It hardly improved my uniform, and I soon got into dungarees after the experience.

The first mate hailed from Aberdeen, and he was universally hated on board. For several months I had to clean his cabin every day, and he had a diabolical temper. A favourite trick, when he found one of us asleep on watch, was to put his cigar or hot pipe on the culprit's nose. This usually resulted in a painful blister. However, he played the trick once too often, as I "laid for" him and knocked his favourite meerschaum overboard. He rope-ended me for it till he was tired, but ever after that, as far as I was concerned, he devoted his cigars and pipes solely to smoking. The second mate, Mr. A. C. Farmer, was first-rate in every respect. He helped me in my navigation whenever he had a chance, and my success in passing my examinations in later years was largely due to him. He became Commodore of the Royal Mail Steam Packet Co., Ltd., trading from Southampton to West Indies and South America, and retired just before the late big war. The third

mate lived in the deck house with us. He was a big, hulking bully of the first water, and ill-treated us shamefully for the first six months. However, in sheer desperation, one day the two of us joined forces and almost killed him. After that he left us severely alone.

I shall never forget that first night at Gravesend. We had said good-bye to mothers and sisters, and had seen the last of them. We then turned to that subject usually uppermost in a boy's mind, namely, food, and as there was nothing else to be had, opened our boxes of luxuries and indulged in a heavy feed of biscuits, tinned salmon and preserved milk. The natural result was that we were ill before we started, and I have never been able to look at tinned salmon since.

We left Gravesend in tow of the tug *Robert Bruce* on April 11th, having on board thirty-nine passengers. In company with us was Devitt & Moore's clipper ship, *Collingwood*, and also the *British Seaptor*, the ship that picked up the three survivors from the *Gospatrick*, which was burnt, west by south of the Cape of Good Hope, with four hundred and seventy-three souls on board, on November 17th, 1874. The only ones saved were the second mate, quartermaster, and a boy. The first boats launched from her were sunk, and eventually only two kept afloat. A gale sprang up on the 21st, and one boat disappeared. The other, the port lifeboat, with 41 men on board, saw the ship sink on the 19th. Captain Elmalie, the master, threw his wife and child into the sea and he himself jumped after them. After drifting about for ten days the boat was picked up by the *British Seaptor*, all but five having died of hunger, thirst and exposure; two more died after being rescued. In the boat they had neither water, food, masts nor sails, and many went mad and jumped overboard. The history of that wreck is terrible reading. Another noted vessel towed down with us was the ship *Brilliant*, commanded by Captain Davidson, who died recently in Sydney.

Our trip across the Bay of Biscay was pretty bad, a nasty S.W. swell, but we were not allowed to be seasick. The mate hauled us out the very first night, welted all the seasickness out of us, and kept saying: "You'll thank me to-morrow for this." I know I was on the missestoppalliant yard the

first night out of the Channel, and very quickly learned something that I have never forgotten, viz., to have two strings to my bow, not to trust to ratline, footrope shroud or grummet singly, but to keep hold of two things always. If one failed there was the other, always something to fall back on—a golden rule in any walk of life.

One day, about three weeks after we had sailed, the captain asked me if I thought I could keep the ship's accounts, stores, portage bills, etc., and if I could he would give me 1s. a day for it. My experience in an accountant's office, therefore, stood me in great stead, as I was earning money during all my apprenticeship. I gladly took on the job, and when there were any particularly unpleasant duties about, such as chipping or tarring the cables, with the boys in the chain locker, getting smothered in 8th, I found I had important work to do for the captain. I also on every occasion hammered away at my navigation. The third mate worked out the captain's sights every day, so I watched him, and by degrees got to be able to do it myself, consequently on the voyage home, twelve months later, when he was distracted for being drunk, I did it every day instead of him.

We were always on the verge of starvation, though we got the Board of Trade allowance, but the beef and pork was half bone, so this didn't amount to much after it was cooked. Biscuits were our main food, though certainly we had pea soup on Monday, Wednesday and Friday, and boiled rice on Saturday, with plum pudding on Sunday.

Padding, I say, but that is not the word.
No nice ingredients were required here,
Plums were too scarce and currents were too dear.
Mixed with salt water from the foaming cress,
To make it light and easy to digest.
Jack is a pleasant word called it dull,
And, forced to stay his hunger, ate the stuff.

The result was that we were out to purloin food whenever and wherever we could. One invaluable ally was a patent harpoon which was used for spearing loaves of soft bread from the galley skylight when the cook had gone aft. Further additions to our commissariat were made by harpooning tins of sardines or milk down the storeroom skylight on the poop, in the middle watch. Another method was to grease the deck for the steward's benefit when carrying the food aft; this, however, was very risky, for if seen doing it, it meant rope and a beating across the deck for a week. One good

way of replenishing our larder was to lie on the fowl coop at night time and wait for a fowl to put its head out for a drink, then run a long needle into its brain and kill it. In the morning when the steward came along he would unlock the coop, and as he was about to throw overboard the deceased, and presumably "diseased," bird we would pray for it with a "We don't mind diseased fowls, steward." That fowl would be very quickly stewed up with crushed biscuits.

The captain's wife had some goats for milking purposes, and these we used to entice into our cabin at 5 o'clock each morning, taking a proportion of their milk for our so-called "coffee." A great improvement we found it, but the captain could never understand why so little milk was forthcoming for the family. Things are different nowadays. Men wouldn't put up with what we had given us—maggoty biscuits, rust pork, beef that proclaimed itself to the heavens, weevily rice and peas, and, in fact, short commons and third-rate food. Wonderful to relate, however, we thrived on it, and such a thing as sickness from overladen stomachs was unheard of.

In addition to being able to keep the ship's accounts, I could play the piano by ear and vamped accompaniments, so that was another link between me and the "Old Woman." I was called down on many dirty nights to entertain the family, none of them knowing a note of music, luckily for me. I also vamped hymns on Sundays, and was made chantyman in my watch, the first mate's. These antics made light of the work, and I learned them all.

Captain Davies was an excellent seaman, one of the old Black Ball captains, his ship in that Company being the *Royal Dane*, and my success as a sailor was entirely due to him for seamanship, and to the second mate for navigation. The captain was a strict teetotaler, but an inveterate cigar smoker. In a heavy gale he would be seen for hours holding on to the Spanker Vang looking to windward, with cigar after cigar disappearing in smoke. When one was finished he would raise the skylight and sing out, "Another cigar, dear." "Yes, dearest," would come the reply, and a cigar was handed up. His wife took the time for him for longitude, and regularly twice a day, when the sun was visible, we could hear him say, "Are you ready, dear?" "Yes, dear." "Stop," he would say, and the time would be registered. He knew as much almost about the ship as he did. He was a stern master, but had many flowery traits which I discovered later. He died in 1919, a wealthy man, in Sydney, at the great age of 94. His wealth, however, was not made at sea, but by the sale of a business which he had started in Liverpool, and which business he and his children had worked up.

Continued in our next issue.

Naval News.

On Oct. 15th H.M.A.S. "Melbourne" replaced H.M.A.S. "Sydney" as flagship of the Australian Squadron. The "Melbourne" has just paid a visit to Lord Howe Island with the Governor, Sir Dudley de Chair, as passenger prior to her passage to England to be handed to shipbreakers she will undergo several minor repairs. With Commodore Hyde in Command she will leave with a complement of about 700 officers and men who take over one of the new cruisers when ready. The Commodore's pennant will then be flown by the H.M.A.S. "Australia" which automatically becomes the flagship of the Australian Navy.

New Construction.

Following the abortive Armaments Conference the British Admiralty is proceeding with naval construction which Mr. Bridgman, the First Lord of the Admiralty, held up pending agreement. It has also contracted for the early completion of a 10,000 ton cruiser with 8 in. guns and speed of 32 knots. The destroyer and submarine construction is going ahead following out a replacement programme.

Naval Appointments.

Captain Henry P. Cayley R.A.N. has been appointed to this position in succession to Captain John F. Robins, R.A.N. His last sea command was H.M.A.S. "Melbourne." Captain George L. Massey, R.N. has now been appointed to this vessel.

Captain Henry P. Cayley, R.A.N., until recently in command of H.M.A.S. Melbourne, has just assumed the position of Captain-in-Charge of Naval Establishments at Sydney, in succession to Captain J. F. Robins, R.A.N., who left for England a few days ago.

Captain Cayley was born at Clifton, Bristol, in December, 1877, and joined the Royal Naval training ship, H.M.S. Britannia, in 1891. Captain Cayley's first sea appointment was to H.M.S. Hood, a predecessor of the ship of the same name which visited Australia some time ago as flagship of the Special Service Squadron, under command of Sir Frederick Field. Captain Cayley served in the Hood for three years on the Mediterranean station, and was then appointed to H.M.S. Royal Sovereign, of the Channel Fleet. He then went to China, where he served in several ships, and subsequently served in home waters, and again in the Mediterranean.

When the Royal Australian Navy was established Captain Cayley was in command of Spectacle Island, and held the appointment of superintendent of warlike stores for the Imperial Navy in Australian waters. He decided to transfer to the Royal Australian Navy. He was serving on the shore when the war broke out, and was appointed as a transport officer with the 1st Division of the A.I.F. He was second-in-command of H.M.S. Isis in the Atlantic during the first half of the war, and second-in-command of H.M.A.S. Sydney during the second part of the war. Captain Cayley was promoted to the rank of captain in April, 1919, and among the positions he has held since that date was that of Second Naval Member of the Naval Board. He held that office for three years, and in May, 1927, was appointed to the command of H.M.A.S. Melbourne, a post he held until appointed Captain-in-Charge of Naval Establishments at Sydney.

== SUPPORT OUR ADVERTISERS ==

By Appointment to
H.M. King George V.



BRITISH

—from Radiator Cap to Tail Light

THE Leyland Lorry is as British in its dependability, as the Leyland service is thorough and conscientious. There are lower-priced lorries than the Leyland, but in the final analysis you will find that your Leyland costs less. Practically every nation on earth pays tribute to British engineering skill by using Leyland Lorries. Invented in a British soil.



LEYLAND MOTORS LTD.
ENGLAND

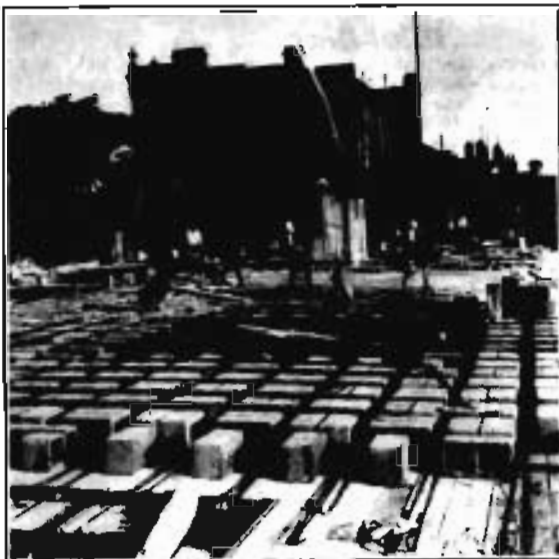
Head Office:
24 Grosvenor Street,
LONDON, E.C. 4.

Service Station:
Ainslie Street,
CAMBRIDGE.

"INNES-BELL"
**REINFORCED
 CONCRETE
 FLOORS**

Girderless Spans
33' 6" x 33' 6"

PATENTEES:
James Bell & Co.,
 PTY., LTD.,
 109 PITT STREET
 SYDNEY



BLACK AND WHITE TAXI GARAGE

ALLIANCE ASSURANCE CO. LTD.
 OF LONDON

ESTABLISHED 1824

Assets Exceed £25,000,000

Chairman: CHARLES E. BARNETT, Esq.

CHIEF OFFICE FOR AUSTRALIA:

Alliance Chambers, 97 Pitt Street, Sydney

Local Directors:

A. H. MOORE, Esq., Chairman; A. E. BRACKO, Esq.; FRANCIS BLIGH, Esq.; W. GORDON DIXON, Esq.;
 HENRY MORRIS, Esq.; G. B. VICKERY, Esq.

FIRE INSURANCES ACCEPTED ON ALL CLASSES OF PROPERTY
 MARINE RISKS OF EVERY DESCRIPTION ACCEPTED

PERSONAL ACCIDENT and DISEASE - BURGLARY - MOTOR CAR
 PLATE GLASS and FIDELITY GUARANTEE RISKS ACCEPTED

Telephones BW 1638 and 1639

H. J. EMMS, Assistant Manager.

ARCH. D. STOBO, General Manager.

Outward Bound For California.

Goldseekers Who Stole a Bishop's Yacht to Cross the Pacific.

Lincoln Bill and the Voyage of the Bee.

BY THOMAS DUNNABIN.

POSITIVE PIRATES.

ALMOST from its foundation the port of Hobart has produced bold and hardy seamen, both professional and amateur. The voyage from Hobart to Sydney of the 17 ton auxiliary yacht *Rondon*, manned by five brothers named Robertson and a Kellaway, is a reminder that the old spirit is not dead.

The run from Hobart to Sydney is, however, but a trifle to some of the voyages made out of Hobart in the old days in vessels little if at all larger than the *Rondon*. Perhaps the most remarkable of these was that of the 25 ton schooner *Emma Kemp* round the world in 1826.

She *Emma Kemp* was commanded by Captain Seyne, an Australian by birth, who had with him a crew of five men. It is recorded that none of them except himself could either read or write. After leaving Hobart the schooner touched at Cloudy Bay in New Zealand and then sailed to Rio de Janeiro round the Horn.

At Rio she took in a cargo of tobacco and returned to Hobart by way of the Cape of Good Hope. She thus completely circumnavigated the world in the southern hemisphere.

A few years later there was built in Tasmania a ketch named the *William the Fourth* which had some remarkable voyages to its credit. Built about 1830, in the reign of the King after whom it was named, it once carried mails between Tasmania and New Zealand. It crossed the Tasman Sea not once but many times while it also sailed as far to the westward as Albany and Fremantle in Western Australia.

This wonderful little craft continued to sail out of Hobart until a few years ago so that it had a career of about four-score years and ten. In its latter days, however, it was in the timber and firewood carrying trade and did not sail far afield.

Just over 20 years after the voyage of the *Emma Kemp* four men who had "left their country for their country's good" as Barrington put it crossed the Pacific from Tasmania to California in a 10 ton yacht. This craft belonged to Dr. Nixon, the Anglican Bishop of Tasmania, who used it for visiting the outlying parts of his diocese.

The discovery of gold in California in 1848 caused great excitement in Tasmania as it did in N.S.W. and elsewhere in Australia and many forty miners went from Hobart Town and Launceston to the land of promise. Many vessels were laid on from these ports to Frisco but the four prisoners of the Crown could not sail in the usual way. So they took the Bishop's yacht and managed to reach San Francisco in her. That they were not lacking in some of the better feelings of humanity, including politeness, is shown by the fact that they sent the Bishop a letter from California, apologising for having made so free with the episcopal yacht and explaining that they would not have done so had there been any other way out of their difficulty.

Of these four voyagers nothing seems to have been heard after their safe arrival in California, but another man from Van Diemen's Land has found a place in the history of the golden days of California. His story too is in a sense connected with the sea.

This was Thomas Kay, once of Hobart Town, who reached San Francisco early in the days of gold and became harbour-master there. Though he managed to secure his eminently respectable position he was associated with some of those daring criminals from Australia who were known as "Sydney coves" or "Sydney ducks." The word Sydney, by the way, was not strictly applicable to some of the high-fliers among the desperate characters who went from Australia to California. They came, like Kay, from Hobart Town.

BOBBED BY THE VIGILANTES

Working in association with some of these choice ruffians, Kay planned a robbery of the Customs House. His position in the port enabled him to choose a time when there was something in the Customs House worth stealing. He and his companions duly broke into the Customs House, and robbed it of 14,000 dollars (£1,800). They had a craft ready, and got away to South America.

One of the historians of California records a report that when last heard of in 1856, Kay was in some sort of piracy business, on the West Coast of South America, and "doing well."

Kay was luckier than that Sydney cove, John Jenkins, who was the first man hanged by the Vigilantes in San Francisco. Jenkins assaulted and robbed a citizen, near the water front. He had a boat ready, but before he could get away he was caught. The trial was not protracted but at its close Jenkins borrowed a cigar and remarked that the proceedings had been slow.

California keeps cropping up in these early voyages. It was there long before the days of gold, that William Cuthbert (commonly known as Lincoln Bill because he was a Lincolnshire man) died after a hectic voyage, in the course of which he literally outran the constable.

Our knowledge of Lincoln Bill's exploits is mainly derived from certain letters and statements of a very remarkable man, William Stewart. It was he who gave his name to Stewart Island, to the south of the South Island of New Zealand. Stewart seems to have fallen on evil days in his later years. One account describes him as living amongst the Maoris, wearing Stewart tartan to the last and remembering that like Alan Brock Stewart, he bore a king's name.

In 1830 Stewart was at Cloudy Bay when the brig Bee with Lincoln Bill on board put in there. Bill wanted a mate and Stewart shipped with him.

SHANGHAIED THE CONSTABLE.

From Cloudy Bay the Bee sailed to Hobart Town where Lincoln Bill seems to have been well known to the police and others. The brig did not sail boldly into the port, but hung about outside the mouth of the Derwent. Lincoln Bill and one or two others went ashore there while Stewart was

instructed to take the brig round to the East Coast where he was to wait near Maria Island for Bill and the others.

Bill turned up a few days later. He brought with him one or two passengers, very much of his own kidney, and also a constable who was more or less shanghaied on board.

As soon as the party was safe on board the Bee stood away for New Zealand, taking the constable with her. Stewart found the behaviour of Cuthbert and his friends little to his liking. He complains that they spent their time in rioting and drinking, and that it was hard to maintain any semblance of order or discipline on board.

From New Zealand the Bee kept on her way north-eastward across the Pacific. She put in at Tahiti where the Hobart Town constable was left behind. He must have been a strangely incongruous figure in that tropic paradise. No doubt he found his way back to Tasmania later.

Stewart stuck to his job as mate till the Bee reached Honolulu. In those days British influence was strong in the Hawaiian Islands, and Richard Charlton, the British Consul, wielded great power.

Stewart, thoroughly weary by this time of the doings of Lincoln Bill and his cronies, lodged a complaint with Charlton, and made an affidavit, setting out what had happened since he had joined the brig at Cloudy Bay. He did not omit the suspicious doings on the Tasmanian coast, and he told the story of the kidnapping and marooning of the constable.

Charlton at once had the Bee seized, but Lincoln Bill was too slippery for him. He got away to California in an American vessel.

BLACK MEN AND WHITE

However, Lincoln Bill did not long survive his escape. He died in San Francisco. As for Stewart he returned to New Zealand.

Western Australia has lately celebrated the centenary of the foundation of the pioneer settlement at Albany by Major Lockyer. Lockyer reached King George's Sound in December, 1826, but the Hobart Town sealers had been there before him.

A few days after his arrival, Lockyer found on

Green Island the body of a native man who had been dead about two months. How he came by his death did not appear, but a little later a boat belonging to the schooner Governor Hunter, of Hobart Town, came into the Harbour. In it were four men belonging to the Governor Hunter, and four to the schooner Brisbane, also of Hobart Town.

They were a mixed company. The Governor Hunter's men were William Bundy a boat steerer, Thomas Toolen, Robert Williams, a black man, and Pigeon, a Sydney black. Belonging to the Brisbane were George Thomas, boat steerer, John Hobson, seaman, Thomas Tasmein, a black man, and William Hook, a New Zealander.

Lockyer questioned these men, and Hook told a story of murder and ruffianism on the part of the sealers. He mentioned incidentally that these sealers had been left on the islands to the eastward of King George's Sound by the Governor Hunter and the Brisbane. They had with them two native women from Van Dieman's Land, taken on the shores of Bass Straits, and one from the mainland of Australia, opposite Kangaroo Island.

The men named by Hook as concerned in the murder were not those who came into the harbour with him, but four others. Lockyer was anxious to arrest them, but they made off to the westward.

"COMPLETE SET OF PIRATES"

Lockyer has a good deal to say about the sealers. He remarks that they were a "complete set of pirates," going from island to island along the southern coast from Bass Straits to Rottnest Island in open whale boats. They had their chief resort at Kangaroo Island and made descents on the mainland from time to time.

Some of them told him they had been a considerable way up the Swan River. It seems to have been common for them to make voyages of several hundreds of miles in whaleboats.

Earlier than this two famous boat voyages had been made out of Hobart. In 1815-1816 James Kelly and four other men, circumnavigated Tasmania in a whale-boat. Kelly and two of the other men were natives of N.S.W. There are conflicting stories about the voyage, but on the whole the evidence seems to be that it was made as described though according to one account a

schooner went as far as at least as Port Davey.

It was on this voyage that Macquarie Harbour was discovered. Kelly Basin still preserves the name of the leader and the Gordon River that of James Gordon of Pittwater who is said to have lent the whaleboat for the voyage.

From Macquarie Harbour, Kelly and his companions worked northward along the coast to Cape Grim and then round to Launceston, where, it is said, they were arrested as suspicious characters and were hard put to it to prove who they were.

On the northeast coast they found two native tribes at war and both sides tried to enlist their services but they managed to keep out of trouble.

The second boat voyage round Tasmania was that of Hobbs, made in 1824. Like Kelly, Hobbs made his first voyage in a whaleboat, but he had fewer adventures.

Such are a few stray bits of the old sea history of Hobart. There is many another story hidden away in old records or in the fast fading traditions of the early days, stories of the Hobart Town whalers which ranged the seas from Kerguelen and the Crozets to the coast of Chile and from the edge of the Antarctic to the seas of Japan.

■ PRINTERS OF THE JOURNAL ■

'PHONE B 4517

H. T. DUNN & CO.
PRINTERS

for

**ALL YOUR PRINTING,
BOOKBINDING and
STATIONERY, Etc.**

■

HARRINGTONS BUILDINGS
53-55 GEORGE ST. NORTH.
SYDNEY

PRINTERS OF THIS JOURNAL.

■ PRINTERS OF THE JOURNAL ■



The Navy League

PATRONS—

H. E. THE GOVERNOR GENERAL THE RT. HON. LORD STONEHAVEN, P.C., G.C.M.G., D.S.O.
H. E. THE STATE GOVERNOR ADMIRAL SIR DUDLEY DE CHAIR, K.C.B., M.V.O.

PRESIDENT—

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

EXECUTIVE COMMITTEE—

EDWARD W. KNOX
KELSO KING
SIR SAMUEL HORDEN
F. W. HINSON, O.B.E.
ALFRED G. MILES
G. E. FAIRFAX, B.A., LL.D.
H. H. MILES
R. P. SIMPSON
A. CONNERY STEPHEN
A. J. WARRY
CAPTAIN A. W. PRINCE, F.R.S.

CAPTAIN S. G. GREEN, F.R.S.
CAPTAIN O. SMITH
R. R. WHITE
SIR F. G. WALRY, K.B.E.
SIR A. MACGOWAN, M.D.
W. A. MACKAY
JIMIE A. P. ROCHESON, M.A.
J. PAYNE
OSCAR LINES
A. GORDON WISCHER
SIR A. W. MERR, K.B.E., M.L.C.
C. M. C. SHANNON

HARRY SHILLERY
WALTER M. MARKS, M.P.
S. PETER-NEWLANDS
SIR FREDERICK HUGHES, M.L.C.
HON. J. LANE MULLINS, M.A., M.L.C.
T. FOX
T. H. SHER, A.M.L.C.K., M.L.N.A.
H. COCHRANE
J. J. BOOTH
H. K. WHITE, F.I.A., F.N.Z.I.A.
MAJOR E. I. C. SCOTT, D.S.O.
O. H. WOODS

HON. MEMBERS—

COMMODORE G. E. HYDE, C.B.E., R.A.N. CAPTAIN J. E. ROBERTS, R.A.N. COMMANDER H. L. QUICK, R.A.N.

HON. TREASURERS

KELSO KING C. M. C. SHANNON HARRY SHILLERY

HON. SECRETARIES

F. W. HINSON, O.B.E. ALFRED G. MILES

JOINT ORGANISING SECRETARIES—

W. W. BRAD, O.B.E. G. E. D. HILLAM, B.A., LL.B.

Aims and Objects of the Navy League.

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

ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANCAORD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, IN CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEEDS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the BOYS TO BECOME GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their motto—
"FOR GOD, FOR THE KING, FOR THE EMPIRE."

Woodrows HATS

For Style

For Quality

For Durability

OBTAINABLE AT ALL HATTERS
and OUTFITTERS.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors Sir S. Talbot, E. J. Talbot, and Frank Talbot.

HER MAJESTY'S

Nightly at 7.55.

"CASTLES IN THE AIR"
Musical Comedy.

CRITERION THEATRE

MARGARET LAWRENCE in
"Our Wife"

THEATRE ROYAL

MAURICE MOSCOVITCH
in "THE RINGER."

"PACIFIC"

Is splendid Household and
STEAM COAL

BRIGHT BURNING and
GREAT HEATING
POWER.

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.

The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

SOUTH BULLI COLLIERY, SOUTHERN
COAL DISTRICT, N.S.W.

Steam Collier Fleet and Hulkage capacity,
including Mechanical Discharging Plant,
6,500 tons. Colliery waggon and bunker
storage, capacity 6,000 tons.

Total 12,500 tons.

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

OFFICES:

SCOTTISH HOUSE, 19 BRIDGE ST.
SYDNEY.

Are you in the League?

Why not?

The Navy League is

*a WATCHDOG of National and Imperial
security,*

*an ENEMY of apathy in all matters naval
and maritime,*

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

REPRODUCED BY PERMISSION OF THE NAVY LEAGUE OF THE UNITED STATES

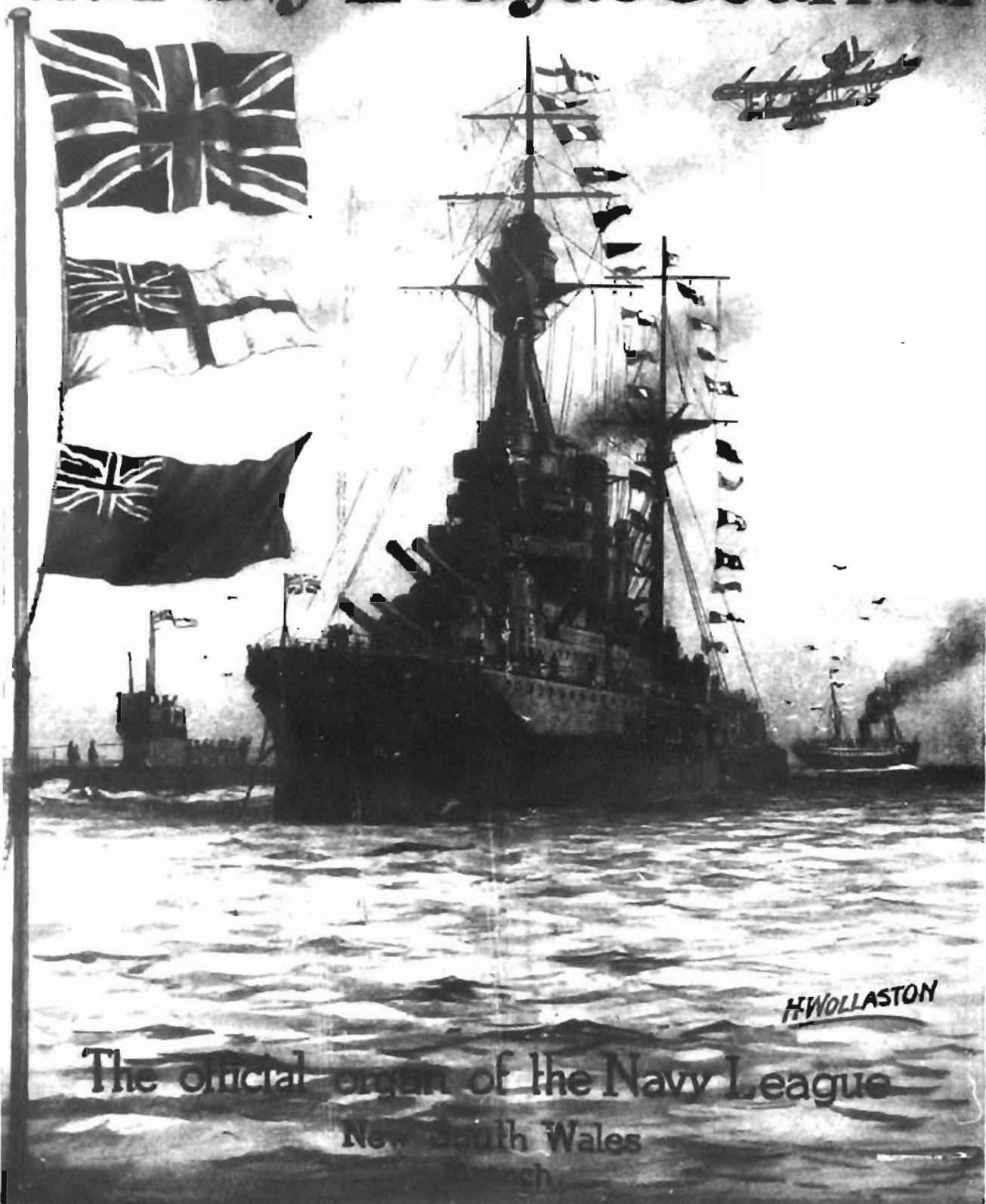
*If you subscribe to these ideals you should subscribe to the
League's funds for their more perfect attainment.*

VOL. 8. No. 7

NOVEMBER, 1927

TELEPHONE, B 7808

The Navy League Journal



The official organ of the Navy League
New South Wales

YOU MUST LIKE TO BE POOR

if you earn money and spend it.

Don't!

Earning money is not easy, but saving is, if you've any strength of mind at all.

Ensure against the future by opening a Savings Account.

The Money you save will earn interest as long as you do not urgently need it for any other purpose - it will be immediately available to you when you do.

Every Post Office is a Savings Agency of the

Commonwealth Bank of Australia

(Guaranteed by the Commonwealth Government.)

YOUR ESTATE

YOU cannot afford to be indifferent about the management of your Estate, for the appointment of any but a reliable and experienced executor often means not only trouble to your dependants but expense to your estate. Only those who have had the duties of an Executor thrust upon them can realise the importance of the services involved.

Our interesting booklet telling you of the services we perform as Trustees, Executors, Attorneys and Agents, and how the wealth of experience we have acquired during the 40 years administration of all classes of trust business, can benefit you, will be sent post free on request.

J. W. BARNES, Manager
E. V. T. WHITTLE, Assistant Manager.

Permanent Trustee Company
OF NEW SOUTH WALES LIMITED
25 O'CONNELL ST., SYDNEY.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorised Capital - £5,000,000
Capital Paid-up and Reserves - £2,305,110
Aggregate Assets at 30th June, 1927 - £10,101,337
Directors: Sir MARK SICKLTON, K.B.E., Chairman;
FRANK N. YARWOOD; H. H. LYNAGH, O.B.E.;
GEORGE J. SIM, M.L.A.; LEONARD T. L. F. BUTLER;
JAMES KYLL.
General Manager: C. M. C. SHANNON.
Chief Inspector: W. G. HULL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 138 PLACES IN NEW SOUTH WALES.

QUEENSLAND: - 261 Queen St. Chief Inspector for Queensland - L. AUKLAND. Manager - U. H. HOWELL.

BRANCHES AND RECEIVING OFFICES AT 27 PLACES IN QUEENSLAND.

MELBOURNE: - 225 Collins St. Manager - M. D. FINNEY.

ADLAIIDE: - 34 Rundle St. Manager - R. T. MOONEY.

PERTH: - 11 St. George's Terrace. Manager - A. C. HOBBS.

LONDON: - 21 Threadneedle St. E.C. 2
Manager - A. F. JACKSON.

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

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.



The Navy League Journal

VOL. VIII. No. 7.

SYDNEY, NOVEMBER, 1927.

PRICE 3d.

Federation of the League in Australia.

IN much phenomena of this life the growth seems to tend to centralisation. We have seen this fact, for example, operating in the schemes of government. So long as purely local interests and needs are safeguarded and taken care of by those directly concerned, no great evil can come from centralising the more general and wider-placed interests. On the other hand we can readily see the weighty balance of good arising therefrom.

The Navy League of New South Wales has in the past been in touch with the League in other States of the Commonwealth offering to discuss the expediency of the formation of a Federal Council of the League for Australia. To bring this about several schemes of co-operation and trial were submitted by this Branch with the idea that such a policy would in time lead to the desired end. Even these tentative proposals seemed to be unacceptable to some of our colleagues in other States.

There is not a shadow of doubt that a welding of the various State Leagues into uniformity and

co-operative endeavour would greatly facilitate the attainment of our general aims and objects. It is not as though we should be plunging into the dark: into an untried association. We have this example of the League in operation throughout three of the great dominions of the Empire and of the League in the United States of America. These are all, more or less, highly centralised; one of the happiest and fruitful examples being that of the Dominion of Canada.

As a Federal organization the Navy League would command greater attention and would have more far-reaching influence and power in Governmental circles as well as with the general public.

The whole economies that we find accruing in the centralisation of big business would likewise exist and wield their beneficent sway over the administrative and financial affairs of such a League as ours.

If only for the above reasons we would commend their sincere and earnest consideration to other Australian Branches.

Interstate Steamship Sailings

Modern Passenger
Steamers:

ORMISTON
KATOOMBA
ORUNGAL
CANBERRA
ZEALANDIA
KAROOLA
BOMBALA
DIMBOOLA
KANOWNA

Regular Passenger and Freight Services
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

TELEPHONE

Adelaide Steamship Co. Ltd. - 22 Bridge Street, Sydney City 9520
A. U. S. N. Co. - 7 Bridge Street, Sydney B 7905
Australian Steamship Ltd., Kambla Buildings, Margaret St., Sydney B 7611
McEwen, McEachern Ltd. - 19 Bridge Street, Sydney BW 1047
Hoddart, Parker, Ltd. - 10 Bridge Street, Sydney BW 1441
Melbourne Steamship Co. Ltd., Cr. Clarence and Barrack Streets BW 1804



INSURE WITH THE MERCANTILE MUTUAL

INSURANCE CO., LTD.

An Australian Insurance Co. Established 1878

FIRE, ACCIDENT, MARINE and WORKERS' COMPENSATION INSURANCE

MOTOR-CAR, PUBLIC RISK, BOILER EXPLOSION, PLATE GLASS, BURGLARY,
ACCIDENT AND SICKNESS, LOSS OF RENTS, LOSS OF PROFITS,
FIDELITY GUARANTEE, PLUVIUS (RAINFALL) INSURANCE.

AGRICULTURAL INSURANCE, CROPS, HAYSTACKS, FENCING,
WOOL FROM SHEEP'S BACK TO WAREHOUSE.

HOUSEHOLDER'S AND HOUSEOWNER'S COMPREHENSIVE INSURANCE.

Be Patriotic Insure Australian Property in an Australian Insurance Co.

HEAD OFFICE: 16 MARTIN PLACE, SYDNEY. KELSO KING,
MANAGER.
Agencies in all Suburban and Country Centres.

THE FAMOUS FLYER "RED JACKET."



*Famous Australian Sailing Ships.
No. 1. The Red Jacket.*

The RED JACKET was one of the most celebrated of the American-built clippers which ran on the Australian trade, a clipper ship of rather extreme lines which was designed by Samuel H. Took and built by George Thomas at Rockland, Maine. In those days it was quite usual for American-built ships to have their copper sheathing put on in Britain, and on this account the RED JACKET was uncoppered, when, under the command of Captain Asa Eldridge of packet ship reputation, she sailed from New York to Liverpool on January 11th, 1854. She arrived in 13 days, 1 hour and 25 minutes, which is a sailing ship record which stands to this day, her best day's run being 413 miles.

As being one of the biggest of the extreme American clippers the RED JACKET attracted a good deal of attention when she arrived at Liverpool and she was immediately chartered by the White Star Line for a single voyage to Melbourne, Captain Samuel Reid being in command. She sailed in May 1854, her time to Port Phillip being 69 days 11 hours 15 minutes, a distance of 13,800 miles. In spite of poor wind her return voyage was made in 73 days, including time wasted when she was embayed in the ice off Cape Horn.

On this maiden voyage she carried gold dust worth £200,000, but circumstances prevented the Captain signing the bills of lading, and this was accordingly done by the consignee's agent. This aroused a suspicion of intended piracy and two

British men-of-war were sent out to stop her. The speedy clipper had not the least difficulty in leaving them hull down astern in a few hours.

After her maiden voyage the RED JACKET was purchased by Messrs. Pilkington & Wilson, of Liverpool, for permanent service in the White Star Line which they managed. She led the Australian fleet in 1855 and tied with the LIGHTNING on the return voyage. In the same year she was in collision with the EMERALD ISLE but escaped with slight damage.

Her 1858 passage from Melbourne to Liverpool was 67 days, faster than had been contrived for some considerable time. In 1860 her command was transferred to Captain Enright, one of the best known captains on the Australian passenger trade.

In 1866 she was sold but her new owners kept her on the same service. On her first voyage under this ownership she was no less than nine months overdue and practically all hope of her safety was given up, 90 guineas per cent. being paid on her re-insurance. The reason was that the racing had strained her soft-wood hull very badly, and her repairs cost so much that her owners found it impossible to keep her running and she was taken over by the Mortgagees.

She was then sold into the London trade from the St. Lawrence, with several rapid changes of ownership, and in 1883 she was converted into a coal hulk in the Cape Verde Islands. There she remained until 1886, when she dragged her anchors and drove ashore, her hull by that time being in such poor condition that it was decided that she was not worth any attempt at salvage.

—Frank C. Brown.



Aberdeen Line Blue Funnel Line White Star Line

Regular Sailings to ENGLAND—via DURBAN, CAPE TOWN & CANARY ISLANDS

A combined service offering Unequalled Facilities at fares to suit all Travellers

S.S. "NESTOR" - 14,547 tons	S.S. "EURIPIDES" - 15,000 tons
S.S. "ULYSSES" - 14,626 tons	S.S. "THEMISTOCLES" 11,250 tons
S.S. "ASCANIUS" - 10,148 tons	S.S. "DEMOSTHENES" 11,250 tons
S.S. "ANCHISES" - 10,000 tons	(First and Third Class Passengers carried)
(First Class Passengers Only)	(For Third Class Fares apply Dalgaty & Co. Ltd. only)

S.S. "CERAMIC" - 18,945 tons	"Cabin"
S.S. "SUEVIC" - 12,686 tons	Class
S.S. "RUNC" - 12,663 tons	Passengers
S.S. "MEDIC" - 12,222 tons	

Inclusive Tours to South Africa at reduced rates.

Passengers from New Zealand can be booked by local New Zealand Agents. Fares and further particulars on application.

JOINT AGENTS:

BRISBANE—Dalgaty & Co. Ltd. and Wills, Gilchrist & Sanderson Ltd.
 SYDNEY—Dalgaty & Co. Ltd. and Gilchrist, Watt & Sanderson, Ltd.
 MELBOURNE—Dalgaty & Co. Ltd. and John Sanderson & Co.
 ADELAIDE—Dalgaty & Co. Ltd. and George Wills & Co. Ltd.
 ALBANY—Dalgaty & Co. Ltd. and Henry Wills & Co.
 FREMANTLE and PERTH—Dalgaty & Co. Ltd. and George Wills & Co. Ltd.

The Mesopotamia Operations of 1917.

C. M. Collins, B.A., LL.B.

ARISING out of certain naval and military operations that took place in Mesopotamia in 1917 a motion was made in the Admiralty Court for prize bounty by the officers and crew of the naval flotilla taking part in those operations, on the ground that they had captured certain of the Turkish vessels. The claim was resisted on the ground that the captures in question were the result of a joint naval and military operation, and therefore outside the provisions of the Naval Prize Act, 1864, under which the claim was made. The learned President of the Court, however, allowed the claim, holding that the question was whether the flotilla and troops were jointly engaged in the capture of the ships, and that as the troops in fact took no part in the capture, the officers and crew of the flotilla were entitled to the bounty.

In the course of his judgment, which will be found reported in (1922) Probate at page 73, the learned President said:—"This is the claim of Captain Wilfrid Nunn, R.N., and the officers and ships' companies of His Majesty's ships 'Tarantula', 'Mantis' and 'Moth', for an award of prize bounty under s. 42 of the Naval Prize Act, 1864, in respect of the capture of the armed Turkish vessels Sulman Pak, Sumana, Pioneer and Basrah, on the River Tigris on February 26, 1917, during the operations in Mesopotamia which resulted in the overthrow of the Turkish authority in that year, the capture of Baghdad, and the occupation of the country by His Majesty's forces. The number of persons on board the captured vessels at the commencement of the engagement in which they were captured is placed at 1549, and the claim for bounty at the rate of £5 per head is £7,745.

The validity of the claim depends upon the answer to the question whether the capture of the Turkish vessels was a purely naval operation, or was a conjoint operation of sea and land forces. Apart from this question, nothing is in dispute between the claimants and the Lords Commissioners of the Treasury. The grounds of objection to the claim were that the action of the naval flotilla was ancillary to that of the army, that the capture was made in course of carrying out directions of Sir Stanley Maude, Commander-in-Chief of the Army in Mesopotamia, and that the capture was rendered possible by the operations of the army under Sir Stanley Maude's command.

The flotilla in the Tigris, which was under the immediate command of Captain Nunn, formed part of the naval forces on the East Indian station

under the then Vice-Admiral, Sir Rosslyn Wemyss, Commander-in-Chief. It acted in concert with the army, its commander doing all in his power to meet the requirements of the Commander-in-Chief.

Sir Stanley Maude's despatch of April 10, 1917, which was put in evidence, describes fully the plan of the campaign in course of which the capture was made. Turkish forces of great strength centred at Samarra on the Tigris and holding positions of wide extent on both banks, barred the intended British advances upon Baghdad. Down river British naval forces operated. Up river Turkish armed craft and river transport occupied the waterway and maintained the river communications of the enemy. To capture Samarra, cross the Tigris higher up, clear the right bank and advance in force on the left bank and drive the enemy beyond Baghdad, appear to have been the successive operations which were resolved upon by the Commander-in-Chief. Of the part played by the flotilla, Sir Stanley Maude says in his despatch: "They carried out somewhat restricted but none the less important duties in the earlier part of the period. The fact that the enemy barred the way at Samarra necessitated their work being at first limited to assisting in the protection of our water communications, co-operating with our detachments on the Euphrates front, and occasionally shelling the enemy's position at Samarra, when the naval kite balloon section rendered good service in observation work. Their opportunity came later, when after the passage of the Tigris they pressed forward in pursuit and rendered brilliant and substantial services." The services so designated consist substantially of forcing the passage of the Tigris beyond the Turkish rearguard position and effecting the captures now in question, to which some reference in detail must necessarily be made.

Sir Stanley Maude's despatch divides the military operations into eight periods, of which two come in question here—namely: "The capture of Samarra and passage of the Tigris—February 17th to 24th," and "The advance on Baghdad—February 25th to March 11th." The flotilla co-operated on February 22 and 23 in the operations against Samarra and in the fighting which attended the crossing of the Tigris. On February 24th it moved on the river, and late at night took possession of Kut. During the whole day of February 25th fighting with the Turkish rearguard proceeded. By a forced march during the night of the 25th the main force of the Turkish army placed a substantial distance between themselves and the British land forces. Sir Stanley Maude, early on the 26th directed the flotilla to "push on and inflict as much damage as possible." Advancing up the Tigris they encountered at Nahr Kellah formidable fire from Turkish rearguard forces in occupation of a strong position

Continued on page 9

Through India to England!

CEYLON, enchanted Doorway of India, offers the P. & O. voyager a thousand sparkling contrasts, and the glamour of the East endures until he is borne smoothly upon the blue Mediterranean towards Marseilles and London.

¶ The comforts of a 21,000 ton P. & O. liner may be illustrated by the refinements enjoyed in Second Saloon. Spacious one and two berth cabins, luxurious saloons, wide decks and dainty meals are features which never fail to win appreciation.



Indian Snake Charmer.

Travel Earlier by the P. & O.

BLENDING and color-perfect under brilliant sunshine, the blue seas and sparkling shores of the French Riviera are the jewelled winter playground of Europe. They afford never-ending variety and interest.

¶ The Australian who wisely prefers to travel by a P. & O. liner in the five months prior to February can pick his accommodation, avoid the Monsoon and excess of climate, and later cross to the freshness and fragrance of an English Spring.

P. & O. Royal Mail Line

Maedonald, Hamilton & Co., Agents

Union House, 247 George Street, Sydney.



Temple of Tooth, Kandy.

EXCURSION TO CEYLON.
An ideal holiday at reasonable cost is assured to Australians by the P. & O. Excursion Fares to Ceylon. The special return tickets are available for three months and may be obtained for £65 (from Sydney) First Saloon, and £42 (from Sydney) Second Saloon.

European Naval Notes.

(By a Special Correspondent)

NELSON, battleship, has proved very economical at low power, and considerably exceeded her designed speed. She and her sister RONNEY can use their 6-inch guns for anti-aircraft defence, just as the "County" cruisers can use their 8-inch main battery.

The first of the new "County" cruisers to run trials are BERWICK, SUFFOLK, CUMBERLAND and CORNWALL, but the last named had to interrupt hers owing to engine trouble.

The battle-cruiser COURAGEOUS which has been converting into an aircraft-carrier for some years, is to be ready at the beginning of next year, when she will join the Mediterranean Fleet.

The Italian 10,000 ton cruiser TRENTO has been launched by Ansaldo of Leghorn. It is claimed that she will be the fastest of her type afloat.

The Navy is replacing the 35-ft. steam pinnaces by motor boats of equal size and power.

The film version of the battles of Coronel and the Falklands has been released. It was accorded the honor of a "command" performance at Balmoral.

The French cruiser DUQUESNE is ready for trials. She was laid down in 1925.

"Command and Discipline" has been written by Vice-Admiral Sir Herbert W. Richmond.

Provision is made in the Swedish Naval Estimates for the immediate construction of two destroyers, three submarines, an aircraft carrier, and four surveying vessels. Later there is a big programme in view, including armoured ships. The idea is to prevent the Bolsheviks becoming the bullies of the Baltic.

JEANNE D'ARC, worn-out French cadets' training-cruiser, has been temporarily replaced by the armoured cruiser EDGAR QUINET (built in 1907), which is expected to receive her name. An entirely new ship of novel design is to be built.

The 34-knot Dutch Destroyer PIET HEIN (1,620 tons) has been launched, the third unit of a class of six being built to British design.

The Turkish battle-cruiser YAWUZ SULTAN SELIM (originally the German GÖTTEN) has been successfully dry-docked at Constantinople for repairs. It is doubtful if she will ever be efficient again.

ROSEMARY, sloop, is to be commissioned for the Persian Gulf.

FISGARD, the engine-room artificers' training establishment at Portsmouth, is to be moved to Chatham where it is expected to be transferred to shore. Its hulks include the old TERRIBLE and the early ironclads HERCULES and SULTAN.

The submarine "M.2" has been refitted and has been joined by a full crew for experimental work.

Pirates' houses at Bias Bay were destroyed in a raid carried out by the cruiser DANAE, the destroyer SIRDAR, the sloop FOXGLOVE, and the aircraft-carriers HERMES and ARGUS. The West River lairs were attacked by a punitive expedition from the gunboats MOORHEN, MOTH and CICALA.

The Florilla leader SKYMOUR, is to be refitted at Portsmouth.

The paddle minesweeper ATHERSTONE (built 1916) has been purchased by the New Medway Co. and will run excursions to France as QUEEN OF KENT. She is the first naval paddler to be converted.

The German battle-cruiser MOLTKE is being scrapped at Lyness after being raised from the bottom of Scapa Flow.

UTTERN, HAJEN, BAYERN and VALROSSEN, Swedish submarines, put into Dover for provisions on their way home from the Mediterranean.

The monitor HAVLOCK (built 1915) is being broken up by Wards at Preston. Her sister ABERCROMBIE has also been purchased.

HUMAYATA, 1,300-ton Brazilian submarine, has been launched by Ansaldo at Spezia.

The cruiser London was launched at Portsmouth, the ceremony being performed by the Lady Mayor of London. She has many improvements on the KENT type, including internal subdivision instead of blisters.

The aircraft-carrier HERMES has arrived at Portsmouth from Chiua.

BABCOCK & WILCOX LTD

HEAD OFFICE & WORKS IN AUSTRALIA:
REGENTS PARK, N.S.W.

Manufacture

The World Renowned Water Tube Boiler, unanimously recommended by the Boiler Committee appointed by the British Admiralty and now the Standard Boiler of the British, American, and other Navies.

CITY OFFICE:

UNION HOUSE, GEORGE STREET, SYDNEY



Boys' Wrist Watch of Continental manufacture in a heavy nickel case. A watch that is a good timekeeper, and will stand plenty of hard wear. Would make a very useful and acceptable Christmas present for any boy. Price ... 6/9

DAVID JONES'

A. FORSYTH & CO. Ltd.

Australian Rope
Works

Box 86 CC, G.P.O.

Cable and Telegraphic Address:
"Rope"

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

339 Kent Street,
Sydney

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

LARGEST MANUFACTURERS IN AUSTRALIA OF:
White and Tanned Manila, Coir Rope, Spun Yarn, Lashings,
Clothes Lines, New Zealand Flax and Russian Hemp Rope,
Log Lines, Harvesting Twine, etc., Manila Driving Ropes,
Plain and Cable Laid Cotton Ropes, Sash Cords, etc.
Sisal Fibre for Plaster Boards a Speciality.

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

Phone: B 7302-3

NAVAL NOTES—Continued.

The battleships *ROYAL SOVEREIGN*, and *MALAYA* have been withdrawn from the Mediterranean for large refits. *RAMILLIES* has filled the gap left by *ROYAL SOVEREIGN*.

The Flotilla leader *VALENTINE* has joined the Mediterranean and Flotilla on completion of re-tubing.

The cruiser *DORSETSHIRE* has been laid down at PORTSMOUTH on the slip vacated by *LONDON*.

The special entry cadetships offered at the half-year number only 8 executive and 7 engineering, in order to avoid creating a surplus. In 1925, 15 and 25 were offered.

It is rumoured that the next Naval Estimates will be asked to provide for a large increase in personnel.

Corsica's suitability as an aircraft base has been tested by the French Navy.

The new French destroyer *RAILLEUX* exceeded 34 knots on trial.

The new Italian destroyer *TURBINE* when tried made 39.6 knots for 30 miles. For four hours she maintained 38.8 knots.

The new Rosyth destroyer reserve has been joined by *SHARK*, *STEADFAST*, *TURBULENT*, *SCOTSMAN*, *SKARCHMEN*, *SKRENE*, *SEAFIRE* and *SCIMITAR*. *SIMOOM*, *SWALLOW*, *TACTICIAN* and *TRIBUNE* will also be included if their re-tubing can be deferred.

The Greek Navy is reported by the British Naval Mission which recently took charge to have improved greatly owing to the disappearance of politics.

PHOTOGRAPHS OF SHIPS OF ALL KINDS

Sailing ships and warships of all ages and all countries a speciality, also a large selection of the early liners. Post card size 3d. each. Larger sizes proportionate.

Nautical Photo Agency, 9 Victoria Street, London, S.W.1.

THE MESOPOTAMIA OPERATIONS OF 1917—Continued.

in the Nahr Kellah bend. The course of the river gave a great advantage to the enemy. It changes at the extremity of a narrow peninsula from a course of about due north to a course of about due south. Strong Turkish forces occupied the bank in considerable strength, and although the cavalry of the British forces, supported by field guns, engaged this powerful rearguard, the general British advance appears not to have reached Nahr Kellah during that or the next day. The main body of the Turkish army was retreating through the desert on the left bank of the Tigris. The flotilla, however, forced its way beyond the extremity of the peninsula and steamed up the Tigris, and at a distance, as Captain Nunn showed, of from fifteen to twenty miles in a direct line beyond Nahr Kellah, overtook the armed vessels of the Turkish river service, and made the captures now in question. The captures took place in the early evening. The vessels anchored for the night near the furthest point reached in the operations and remained there the next two days. The prizes were sent down the river. On March 1 the flotilla again advanced, and on the morning of that day the *Tarantula* reached Azizieh just as the troops were entering that village. The reach in which the last captures were made on the 26th was stated to be about five miles as the crow flies below Azizieh, and about twenty miles in a direct line above Nahr Kellah. By reason of the tortuous course of the Tigris, the distances on the waterway greatly exceed the distances overland."

PLEASE SUPPORT OUR ADVERTISERS**PLEASE NOTE.**

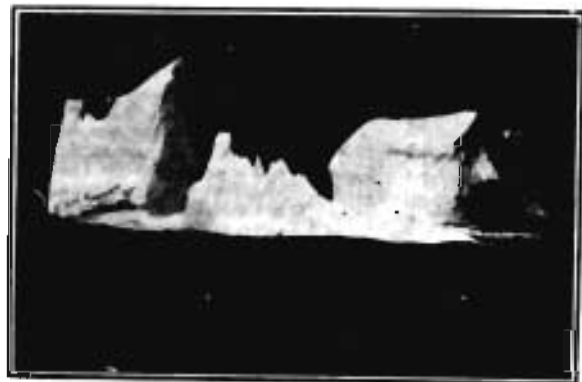
Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, Room 110, Dalton House, 115 Pitt Street, Sydney.

The Navy League does not necessarily endorse the opinions of contributors to the JOURNAL.

All alterations of standing advertisements should reach the JOURNAL NOT LATER than the 1st day of the month of issue.

PHONE: B 7808.

Illustrations from "A Windjammer 'Prentice"



ICE BERG OFF ST. PAUL'S ROCKS
BETWEEN CAPE TOWN AND MELBOURNE



ICE BERG OFF CAPE HORN

Reminiscences of a Naval Career

No. 1

Martinets I Have Sailed With.

(Written for the "Navy League Journal" by "Jack Frost.")

IN a recent issue of the "Navy League Journal" there appeared an article—"The British Navy"—written by way of a necessary prelude to a series to follow, of which this is the first instalment. It was considered advisable, for the edification of the uninitiated, to outline briefly the history of the ancestry and birth of the British Navy, mainly to show with what callous, brutal severity discipline was maintained in those days when merchantmen were practically commandeered by Crown charter, not only to fight the country's sea battles, but also to exploit the seas as much for personal gain as for their own and their country's glory.

With the later introduction of constitutional government for the Navy there came a more humane form of maintaining discipline, both in respect of administration and of the proper apportioning of punishments in accordance with a carefully-framed scale, consistent with the nature of offences committed.

Yet withal the introduction of constitutional government, the exigencies of the sea rendered it both impracticable and undesirable for its ancient disciplinary traditions to be utterly broken down—the callous, steel-hearted ears of the quarter-deck gradually had to tone down their despotism; but they still remained, as they always must remain, in the form of martinets whose rule, if less callously despotic, was equally indisputable, so much so that it gave rise to the use of the age old phrase: "You can drive a carriage and pair through any one of the thousands of Articles in the 'King's Regulations and Admiralty Instructions.'"

In comparatively recent times, the martinet has taken on the role of an eccentric rather than that of a despot. Often, while pretending to rule with an iron hand, he wears a velvet glove. To his everlasting credit, I have never known him to wield his authority other than with impartiality,

especially when dealing with the humble lower-deck ratings. I know of no finer tribute that could be paid him than that which one so frequently hears from old shipmates whom one meets in civil life: "He wasn't a bad sort, after all. His bark was worse than his bite." And this sort of tribute from men who, when at sea with him, often smarted sorely under the feeling that the "old man" was the biggest tyrant that ever trod on deck.

MARTINETS ARE BORN OUTLAWS.

During a long career in the Navy, occupying a position which brought me in closer touch with these martinets than falls to the lot of the average naval man, the writer had exceptional opportunities for studying their real characters. And though with others he often smarted under what, at the time, he imagined to be tyranny at their hands, he can now look back on those times as the happiest of his life and find in their circumstances, material for the brightest of reminiscence. Now I come to think of it, these martinets, while being holy terrors in their exactitude for an adherence to the Regulations in others, were themselves veritable outlaws who would take an almost ecstatic delight in flaunting those Regulations at every favourable opportunity! The immortal Nelson himself was such an example. Did he not demonstrate this when he deliberately placed his telescope to his blind eye in order not to see a signal which he resented having to act upon?

I well remember one fine martinet (a team of butlocks couldn't drag his name nor the circumstances from me) who acted in a similar manner when handed a telegram from his commander-in-chief, countermanding an important mission he was just at that precise moment about to enter upon.

"Damn it!" he exclaimed, thrusting back the crumpled telegram into his clerk's hand. "Re-



KIWI IS BEST FOR ALL FOOT-WEAR. IT IS SUPREME IN BLACK, TAN, PATENT LEATHER, LIGHT TAN, DARK TAN, NIGGER, OX BLOOD & BROWN.



**Globe Brand
Meat Products**

QUALITY GUARANTEED

ASK FOR

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

JAMES BARNES LIMITED

MANUFACTURERS

REDFERN, NEW SOUTH WALES

ESTABLISHED 1881.



If you smoke a pipe, of course you smoke "Vice-Regal"
Mixture in a Cigar Pipe.

W. D. & H. O. WILLS



Increasing in popularity year after year. There is no substitute for "Vice-Regal" quality, nor for the comfort of the "Ivory tips, smooth to the lips."

Pockets of 10, 100, 250
Pockets of 15, 11-
Air-tight tins of 50, 315.

member, this thing came too late; I had left the ship before it arrived!"

I will risk breaching a confidence by stating that the result of this action—only possible for a martinet of fearless initiative—very subsequently set the British Empire ablaze with enthusiasm, by its having, at an exceedingly critical stage, averted a national calamity!

MILD VICES IN VIRTUOUS ROBES.

Impecuniosity or penuriousness has sometimes driven a martinet to extremes of eccentricity or even outlawry of the kind that the Navy has always regarded as a virtue. This fact has frequently been responsible for the currency of naval anecdote that remain imperishable while yet being subject to ridiculous exaggeration. The most flagrantly delightful case of this kind within my memory is that of an impecunious admiral who sought to reduce his household expenses by reducing by one member, his official male retinue. The yarn goes that this man's name was retained on the ship's books, his pay contributing towards the wages of a more-needed female servant.

Similarly, of another impecunious admiral, there is a yarn that he kept a milch cow on the official pay of a fictitious able-bodied seaman!

From time immemorial it has been considered rather a virtue than a crime to filch Government stores, provided the filcher is not actuated by desire of self-gain but for the benefit of the ship. The stringiness of the Admiralty in regard to ship's stores is proverbial, so that any filching of surplus supplies is regarded merely as a system of robbing Peter to pay Paul that prevails in most walks of Government life.

In this respect there are numerous anecdotes handed down of that fine old martinet—the late Admiral Sir John (Jacky) Fisher, of whom it was said that the highest compliment you could pay him was to call him a "dockyard shark."

On one occasion, a member of "Jacky's" staff was caught red-handed by the Customs' officers, smuggling a large quantity of tobaccos, cigars, and perfumery out of his ship lying at Portsmouth. These contraband goods were cunningly concealed in empty gun-cotton cases and in the heads of torpedoes, which a Customs' officer, however dili-

gent, would hardly dare to risk tampering with. The ruse broke down by a clumsy accident.

After the man had pleaded not guilty to the initial formal charge, the old martinet, more amused than angry at his cunning and audacity, sent for him:

"Are you guilty or not guilty of this charge which I hear has been brought against you?" he asked.

"Guilty, Sir," was the reply.

"Then how do you propose to support your plea of not guilty?"

"Just by bluffin' 'em, Sir."

"Jacky" chuckled at the idea of bluffing the Customs' officers: "You pull the bluff off successfully, and you'll earn my everlasting respect and admiration!" he exclaimed. "Fail, and I shall have to come down on you like an avalanche for a damned fool of a rogue!"

The man won his case both at a Naval Court of Enquiry, ordered by Admiral Fisher, and, subsequently, at the local Civil Court. "Jacky" issued instructions that, throughout, the man was to be given every facility and assistance to defend himself.

THE COCKROACH DRIVE.

Any normally observant ex-naval man could furnish a repertoire of martinet anecdote big enough to fill a whole volume. Here are a few others from my own personal experience:

Captain ——— was one of the many eccentric martinets I had the good fortune to serve under. His misinterpretation of the Regulations more often took the form of awarding extraordinary punishments for minor offences. Our ship—a barque-rigged corvette—was overrun with cockroaches, the majority of which were as big as young mice.

The "old man" hit on a ruse to rid the ship of the pest. One day he gave orders that all the boys, to the number of about one hundred, should dress in their best serge suits, all of which had only been issued and were, therefore, new. Towards the close of the day we boys were piped to "fall in" on the quarter-deck. We were then ordered



At
any time
anywhere.

The appropriate beverage for all occasions is Tooth's K.B. Lager. At home—on the road—in the club—you'll find the greatest satisfaction in a glass of mellow K.B.

**TOOTH'S
K.B.**
A True LAGER

Brewed and Bottled by Tooth & Co., Limited,
Kent Brewery, Sydney.



For those who care

Dill's "BEST" Virginia Tobacco

Dill's "Best" high-grade Virginian Tobacco, in cube cut and ready rubbed. A cool, mild tobacco that will not burn the tongue.

1 lb., 16/- 8 ozs., 8/- 4 ozs., 4/- 2 ozs., 2/-

TOBACCO DEPARTMENT, GROUND FLOOR

FARMER'S SYDNEY

Box 497 A.A., G.P.O.

THE BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

MANUFACTURERS OF:

YKE RAILS, BRIDGE RAILS,
BEAMS, CHANNELS,
ANGLES, TEES, ROUNDS,
SQUARES, PLATE
OCTAGONS, FIG-IRON,
INGOTS, BLOOMS AND
BILLETS, REINFORCING
BARS, WIRE RODS,
SENZOL TAP, SOLVENT
NAPHTHA, SULPHATE OF
AMMONIA



WORKS:

IRON & STEEL WORKS
NEWCASTLE, N.S.W.

IRONSTONE QUARRIES:
IRON KNOS, N.A.

SILVERLEAD MINE:
BROKEN HILL, N.S.W.

BRANCH OFFICES:

SYDNEY:

38 O'CONNELL ST.

ADELAIDE:

28 FRANKLIN ST.

LONDON:

3 OF WINCHESTER ST.

HEAD OFFICE: **EQUITABLE BUILDING** MELBOURNE

to roll up the legs of our wide trousers when, behold our bare knees! They were all stained a deep blue by the dye from the serge!

As a punishment for being found "dirty" we were each issued with an empty beer bottle, with instructions that we were to muster each morning and evening for a week with our bottles filled with cockroaches. It was an easy task for the first few days; but gradually our game grew scarcer and scarcer until, towards the end of the week, it became difficult for us to fill our bottles, failing which, there was a dozen strokes with the cane awaiting us. At each muster, we all had to clamber into the lower shrouds and, in the presence of petty officers, tip the cockroaches overboard.

As the cockroaches became scarce, we would attempt, when emptying our bottles, to retrieve a handful or more, slyly pushing the loathsome things inside our flannel singlets, next to our bare flesh! Many of the boys, including myself, were reported for this act and punished with the cane for "misappropriation" of Government stores!

As may be imagined, we thought we were being harshly dealt with at the time, and could not share in the joke that the older hands attached to it. But today, we can enjoy a good laugh over it, just as we can when some of us meet on shore after the passing of the years, and recount other similar "tyrannies" we suffered at the hands of one or other of these fine old martinet.

"LET HER SWING!"

Yet another experience I had of a martinet: Captain — was a stickler for promptitude in obeying a "pipe." We were lying in the roadstead at Spithead. One day, in a choppy sea, the captain's wife came alongside. Being an invalid and practically a cripple, she was always, on her visits, accommodated with a "boatswain's chair," and slung over the ship's side.

On this occasion, just as the lady was suspended in mid air, the boatswain's mate piped dinner, but the officer of the watch, of course, detained the men who were manning the boatswain's chair falls, to complete the job of hoisting the lady inboard.

The captain appeared on the poop. In a violent rage, he roared out to the officer of the watch: "Delay those falls and send those men away! What the devil do you mean, Sir, by working the hands after they have been piped to dinner?"

"But your wife, Sir? She is still swinging at the end of the falls!" expostulated the young lieutenant.

"Let her swing, d—n you!" roared the captain, shaking his fist threateningly. "Serve her right; she should know better than come alongside my ship during the dinner hour!"

And swing the lady did, for nearly an hour in mid air, until the hands were piped to fall in to resume work.

A MYSTERIOUS ANCHOR.

That beneath a thin veneer of austerity, some of these martinets conceal a fine sense of humour, is apparent in the following anecdote:

One of the most arduous evolutions of the many that are performed in the Navy, is that occasioned by the pipe: "Out sheet anchor and cable!" The vessel is supposedly in danger of drifting, a storm, on to a lee shore. To avert the calamity, the heavy sheet anchor, with many fathoms of wire cable, has to be slung overside the stern of a big sailing launch and towed away out to windward and there dropped. By means of the hold on this anchor there lies the possibility of saving the ship from disaster. The evolution is rarely carried out beyond slinging the anchor, flaking down the cable inside and all round the launch, and towing it out to the spot where it would be dropped. To actually drop the anchor would involve an enormous amount of quite unnecessary labour, if not actual risk of losing it. Like all evolutions, it takes the form of keen competition between the ships so engaged.

In this particular fleet this evolution was invariably won by H.M.S. — so much so, that all the other ships were always puzzled to the point of jealous exasperation, as to how she could, on every occasion, beat her own record.

Presumably, the Admiral on the flagship—himself a notorious martinet—became dubious. On the occasion in question, to everybody's amazement, he signalled the unusual condescending order: "Let go all anchors!"

When the order was executed, to everybody's still greater consternation the record-making ship's anchor floated!

The secret was out—the anchor proved to be a wooden dummy; hence its comparatively easy manipulation, enabling the crafty ship to which it belonged to be always at the top of the time score.

The ship paid dearly for her bluff. As a punishment, she was sent to sea for a month with orders to perform the evolution: "Out sheet anchor and cable!" every day—and to do so thoroughly, too; and not with a wooden dummy!

(To be continued.)



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. W. DOWLING
Hon. Secretary Mr. J. SPAIN
NORTHSYDNEY—Officer-in-Charge Mr. W. L. KAMMER
Hon. Secretary Mr. J. DUNN
LANE COVE—Officer-in-Charge Mr. M. DODD
Hon. Secretary Mr. F. L. HEDDER
COOGEE-CLOVELLY—Officer-in-Charge Mr. S. STYER
Hon. Sec. Mr. J. F. MILLER
MOSMAN BAY—Officer-in-Charge Mr. S. H. HARRINGTON
Hon. Secretary Mr. T. V. ROBERTS

DRUMMOYNE—Officer-in-Charge Mr. J. HIRONS
Hon. Secretary Mr. A. WALKER
RICHMOND—Officer-in-Charge Mr. O. KYNCK
Hon. Secretary Mr. J. D. ANTELL
ROSE BAY-BONDI—Officer-in-Charge Mr. S. J. HOPKINS
Hon. Sec. Miss DORIS HESKINS
BIRCHGROVE—Officer-in-Charge Mr. S. BOOPER
Hon. Secretary Mr. W. G. MURRAY
MIDDLE HARBOUR—Officer-in-Charge Mr. W. G. HIRBY

Trafalgar Day.

The Trafalgar Anniversary this year was celebrated by a Navy League Concert and celebration at Royal Naval House, on 21st October.

H. E. The State Governor, Admiral Sir Dudley de Chair, K.C.B., M.V.O., addressed the assembly, giving illustrations of Nelson's determination and strength of character from boyhood up. An inspiring and illuminating speech, it was, on the great national hero, and Navy League Sea Cadets present listened enrapt to the telling of the doings of the boy who rose to such great heights of fame.

The Concert programme proved a very varied one. The N.S.W. State Military Band gave three rousing items selected for the occasion; whilst the Navy League Sea Cadet Band of Birchgrove Company gave excellent renderings from their ever-increasing repertoire.

Mr. Peter Gawthorne (the famous Actor) and Mr. Chas. Lawrence gave a great deal of pleasure. The former was heard in rousing songs and the latter kept one and all in a bubble of merriment.

The Lane Cove ladies and Miss Pansy Shimell

were excellent, and Mr. H. W. Brown and Mr. T. B. Sinclair gave of their best. Mr. Brown rendered "My Bonny Barque" and "Anchored" and Mr. Sinclair played marvellously on the mouth-organ.

Mr. A. G. Milson, Hon. Sec., Navy League, N.S.W. Branch, acted as Chairman, and everyone voted that the 122nd Anniversary of Nelson's victory off Trafalgar had been celebrated in wonderful style.

DRUMMOYNE.

(Contributed by Mr. J. HIRONS, O.C.)

Since our last epistle Drummoyne is still ploughing its way through the rough water into the smooth. We were sorry we could not make a place in the last race, but we had a good try and that's the main thing.

We thank Mr. Harry Shelley for his goodness in towing us down the harbour for the last race. He also supplied the boys with refreshments en route. We also thank the Royal Sydney Yacht Squadron for their invitation and the way the Club looked after the boys in the refreshment line after the race.

Drummoyne News continued page 24.

LANE COVE.

(Contributed by Mr. R. M. SOMMERVILLE, O.C.)

The usual nightly parades and boat drills have been carried out during the month and have been well attended.

The race set apart on the programme of the Royal Sydney Yacht Squadron on their opening day for The Navy League Sea Cadets, was won, after a splendid race, by Mosman Company. Well done Mosman! We offer our heartiest congratulations to this young Company in thus carrying off two prizes so close to one another. If you go on at this rate, Mosman, you will soon be a force to be reckoned with. Thus you have two honours to your credit; first the winning of the Fairfax Banner, and now the winning of the Barometer. Good luck to you!

One of the chief events of the month was taking part in a Guard of Honour to the Governor at the Prince Edward Theatre, at the screening of the "Flag Lieutenant."

Another great night was at the Royal Naval House on the Anniversary of Trafalgar.

There we were entertained at a Concert given by various talented artists, and the prizes won during the year were distributed.

The competition for punctuality and cleanliness resulted in a tie between Petty Officer F. Pritchard and Leading Seaman Edwards, and when this was made known, our President, Mr. H. Cochrane, kindly donated a second watch, for which we tender our best thanks.

On this night also, the Cochrane Shield was presented to the Company as the result of the race held on the Lane Cove River.

Birchgrove's Godmother gave two medals to the Officer-in-Charge of this Company, to be competed for - one for signalling and one for knotting. The examination for these medals will take place in December, and the Company hopes that this lady will be able to pay us a visit at the presentation of prizes as she takes such an interest in this Company.

Owing to the falling off in attendance the Monday night dances have been discontinued, but the Euchre Party is just as well patronised. We have to offer our best thanks to Mr. J. Clayton for the further donation of a prize for the Euchre Party.

We omitted to mention in our last report that Mrs. and Miss Darcy treated the Company to a night at the pictures in recognition of the crew winning the boat race.

ROSE BAY-BONDI.

(Contributed by Mr. C. J. HOPKINS, O.C.)

With the advent of warmer weather increasing activity is noticed in sailing circles, and we, in common with others, have taken advantage of the more congenial conditions prevailing to venture further afield on our week-end cruises, which the shorter days during the winter months somewhat curtailed and the lure of the big fires in our kitchen proved a greater attraction than the "lang of the salt sea breeze."

All this is changed and the warm clothing worn on our cruises has been discarded in favour of Canadian costumes so that the boys can take advantage of going "over the side" at any suitable port of call—Neilsen Park and Clifton Gardens being the favourite spots.

During the month we had the pleasure of a visit of two boats crews from Mosman sub-branch who spent a few hours at our depot. After lunch we tried the sailing qualities of their whaler and cutter with our gig in the run down to Neilsen Park and back in which we again demonstrated the fact we have a real flyer in this new acquisition to our fleet.

We appreciate these inter-company visits and extend a hearty welcome to all to make this depot a port of call and to make use of the resources at our disposal.

Plans are already in hand whereby facilities for handling a large number of boats and also for catering for more week-end campers during the summer months will, we hope, be an accomplished fact during the next four weeks.

The race kindly put on the programme by the Royal Sydney Yacht Squadron was won by Mosman Company, who finished in great style, with North Sydney, well up, second.

We entered the "Fairfax Whaler" coxed by O.C. and the No. 2 "Hisson Dinghy" coxed by 1st Officer, Mr. F. Hopkins. The latter, with a picked crew, put up a splendid fight but unfortunately were interfered with by a sailing boat which spoiled their chance of gaining a place. A bump like this does not damp their enthusiasm, they take these set backs as good sports should and as a matter of course. At the same time they did not have the opportunity of letting the offending skipper of the sailing boat know that he was off his course.

The O.C. and his crew had a splendid view of the race from the rear, as we chased the others in but kept on past the winning post after the others had eased up, and were well to the front when they landed to march up to where the refreshments were kindly provided by the Royal Sydney Yacht Squadron.

Trophies for All Sports



HARDY BROTHERS offer an unequalled selection of articles suitable for Sports Trophies. Each one is of attractive design and excellent quality. The cup illustrated is an example: and demonstrates the moderation of the prices.

Silver plated Miniature Cup, on plinth. Height, 5 inches.

A handsome Catalpa portrait free anywhere. Goods sent on approval throughout Australia. Price per sent discount allowed for cash.

Price

30/-

HARDY BROS. LTD.

"the House of Exclusive Jewellery"

13 HUNTER STREET, SYDNEY

118-116 QUEEN STREET
DUBLIN

279-300 GILLIN STREET
MELBOURNE

COUGHS Quickly Stopped — if treated promptly

Take proper steps in the first stages of a cold, or on the slightest sign of hoarseness and you will ensure relief easily.

Elliott's Compound Syrup of White Pine and Tar is a soothing, natural medicament for throat and lungs. It prevents coughing and relieves hoarseness. It is splendid in all cases of loss of voice.

Elliott's Compound Syrup of White Pine and Tar is obtainable from all chemists. Insist on the genuine.

ELLIOTT BROS. LTD.

600 KELL STREET, SYDNEY



FIBROLITE

FOR your new home, bungalow or mountain bungalow—specifically "FIBROLITE" Asbestos Cement Sheets for Exterior Walls, Interior Walls and Ceilings and "FIBROLITE" Slates for Roofing. "Fibrolite" costs no more than weatherboards and lining boards and is superior in every respect. It is Fire Retardant, White Ant Proof, and Improves with Age.

Write for Free Catalogue.

James Hardie & Coy. Ltd.
"Asbestos House"

York and Wynyard Streets, Sydney.

PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER

ROSE BAY-BONDI—CONTINUED.

Nelson Night was a great success. A composite Guard from the various companies were drawn up to receive His Excellency The Governor, Admiral Sir Dudley de Chair, who commented on their smart appearance.

The programme was one of the best and everyone enjoyed themselves.

His Excellency presented the watches—donated by that sterling Navy League supporter and enthusiast, Mr. Harold Cochrane—to the boys of the various Companies for punctuality and neat appearance.

Our representative on this occasion was Leading Seaman Master Dean Swift, who has reached a high standard in this respect. The very interesting address given by His Excellency (a British Admiral) on Lord Nelson was listened to with keen enjoyment by all hands, and the homely manner in which it was delivered made its appeal to the boys.

Mr. Chas. Lawrence was in great form, and the imitable manner in which he recounted his various jokes had the elders rocking in their seats "like jellies in a cyclone." If "to laugh is to grow fat" he will find himself exceedingly unpopular in this age of hoity figures.

As Officer of the day I desire to thank the senior and junior officers of the various Sub-branches for their loyal co-operation on this occasion.

In response to a phone message from our good friend, Captain Surtees Rothery, of the Union Steamship Co., we sailed up to where his ship was moored and transhipped two huge sacks of coconuts. Needless to say the gift was very acceptable and appreciated by all hands. Our thanks to Captain Rothery for his kindness.

Mr. D. Hixson, when down on a recent visit from his station at Dalgety, presented a fine lot of sporting material and also a suit of sails to the Company—very useful and acceptable. Our thanks to Mr. Hixson, Jr., who is a real chip of the old block, and like his parents takes a real interest in the boys.

Coogee Clovelly invariably spend the week-ends with us, and like ourselves regard this depot a home away from home.

We recently had a visit from the joint Organising Secretaries, Captain W. W. Beale, O.B.E., and Mr. G. E. D. Billam, B.A., L.L.B., who were greatly impressed with the wonderful possibilities of this depot and its fine geographical position.

If any of our readers residing in the Eastern Suburbs feel an "inward urge" that they would like to take a practical interest in this sub-branch come along any week end—see what we are doing—find out what our requirements are—think it over—then let thought lead to action—we are not monopolists and will appreciate your practical co-operation.

MOSMAN.

(Contributed by Mr. H. R. Currington, O.C.)

We are of course very pleased to have won the Royal Sydney Yacht Squadron's boat race on the 15th October and extend our congratulations to the young crew, and their coxswain, Mr. A. Hamilton. We have decided on two more wins with the Aneroid Barometer for keeps.

Mr. E. C. Gale, of "June Bird" (Auxiliary Yacht) fame has purchased a first-class cutter for us, and let us have it on wonderful terms—all of our thanks Mr. Gale.

Pick and shovel work is not usually an occupation of choice, nor is it often indulged in except as a means of livelihood, yet on Saturday, the 22nd could be seen a volunteer gang of willing non-uniformists excavating, levelling and building the training wall of our Depot Parade Ground. Work is still proceeding on Saturday afternoons, and on completion our grounds will bear inspection. The O.C. provided lunch which our Honorary Gastro-nomic Censor pronounced O.K. despite the fact that the fire touched the custard. Hearty thanks to our voluntary workers.

Our Hon. Organiser, Mrs. Dillon, and her willing band of wonderful ladies appear never to take a holiday. On Saturday evening the 5th instant they staged in the large Assembly Hall of the Mosman Public School a profitable and entertaining Gift Evening as a preliminary to our Grand Christmas Fete to be held in Mosman Town Hall on the 2nd and 3rd of December, where Chocolate wheels, stalls, hoop-la's, etc., will provide Christmas Gifts and poultry for the multitude.

On the 23rd ultimo our latest and youngest recruit arrived safely in the shape of the second successor to the throne of Currington. Good luck to mother, father and son.

Cadet W. Oxenbould is our winner of the 1927 Vikiing Watch—well done Oxenbould!

We were particularly pleased to welcome Captain Beale on his initial visit to our depot on the evening of the 1st instant.

Forty of our cadets attended the Nelson Night Concert at Royal Naval House—their smart appearance called forth laudatory remarks from His Excellency the Governor.

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

AUTHORISED CAPITAL	£12,000,000.
CAPITAL PAID-UP	£4,710,412 10 0
RESERVE FUND	£3,950,000 0 0
RESERVE CAPITAL	£4,730,512 10 0
	£13,390,925 0 0

DIRECTORS:

GEORGE J. COHEN, CHAIRMAN; HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN;
HON. JAMES ASHTON, M.L.C.; MAJOR-GENERAL THE HON. J. W. MACARTHUR ONSLOW,
V.D., M.L.C.; OWEN E. FRIEND.
GENERAL MANAGER: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICES: 18 BIRCHIN LANE, LOMBARD STREET, E.C. 3, AND 69 KING WILLIAM
STREET, E.C. LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK
LIMITED; BARCLAYS BANK LIMITED.

Branches throughout QUEENSLAND, NEW SOUTH WALES and VICTORIA, at ADELAIDE, SAUSTRALIA, and CANBERRA
(Federal Territory), Agencies throughout AUSTRALIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD

SAFE DEPOSIT.

For sale of this Bank's Insurance Policies, Bonds and other Valuable Documents, Jewellery, etc., see Not
confined to the Bank's own Buildings. RENTALS OF SAFES range from 2/- 6- per annum upwards. HIRE, Monday
to Friday, 9 to 5 a.m. to 5 p.m. Saturday 9 to 5 a.m. to 12.45 p.m. Holidays excepted. Further particulars on application
inspection invited.



Leather and Raw Hide Belting New Weatherproof Belting

Mechanical and Pump Leathers.
Sole Leather.
Scrap Leather for Repairs.

ALL HIGHEST GRADE

MANGROVITE BELTING LTD.,
CHARLES LUDWIG, MANAGING DIRECTOR,
49 YORK ST., (WYNWARD SQUARE) SYDNEY

MOSMAN—CONTINUED.

Our quota of cadets also attended a performance of "The Flag Lieutenant" as a Guard of Honour to His Excellency on the occasion of his visit to the Prince Edward Theatre.

An interesting visit was paid by our Company to Rose Bay Depot.

Week-end camps are now in vogue at our depot, as many as 26 boys revelling in their port and starboard fo'castle quarters.

One of our best supporters, Mr. P. J. Benson, has presented our depot with a brand new bell weighing 50 lbs. Many thanks Mr. Benson.

MIDDLE HARBOUR.

(Contributed by Mr. W. G. Nixey, Avig. O.C.)

Since our last report the opening of the Royal Sydney Yacht Squadron season has taken place, and we entered the pulling race specially fixed by the Squadron for Navy League Sea Cadets. We tender our heartiest congratulations to Mosman Company for their excellent win on that occasion. It was a good race and our crew were certainly keen. Unfortunately, one of our boys was placed temporarily out of action by reason of his car unshipping and giving him a knock on the head. But for this incident we stood a good chance of making an exciting finish with Mosman; but, never mind—better luck next time!

Our luck was in, though, in another way that day. Mr. E. P. Andreas, a well-known member of the Yacht Club, after a chat with our Officer-in-Charge, Mr. Nixey, presented the Company with an engine for installation in the gig. Mr. Andreas' donation proved to be a spanking new Abeille 9 h.p. engine, which is now being fixed into our boat by Pritchard Bros. of Carcening Cove, at labour cost. Our grateful thanks to the generous donor for his interest and help, and to the boat builders for their concession.

On 25th October a meeting was called in this district for the purpose of forming a Sea Cadets' Sub-branch Committee. Alderman R. T. Forsyth, Mayor of Willoughby, acted as Chairman. Among others present were:—Messrs. Bales and Thompson, Dr. Reid, and several of the boys' parents. From Mosman Bay Sub-branch we were glad to welcome the President, Mayor E. I. C. Scott, D.S.O., and the Hon. Sec., Mr. Tom Roberts. Capt. W. W. Beale attended on behalf of Headquarters. A permanent Committee was thereupon formed, with Mrs. Whyte appointed as Hon. Secretary.

A Welfare Committee met on the 1st November under the chairmanship of Alderman Bales.

Among others present were Dr. Reid, Mr. and Mrs. Whyte, Mr. and Mrs. Bolton, Messdames Fisher, Nixey and Sylvester. The Concert, which is being held to publicise our activities, is taking place at Chatswood Town Hall on the 8th December. The Welfare Committee is taking care of the arrangements for catering. So roll up, everybody who's interested in our welfare! We promise all a good time on that night, so don't forget the date.

By the way, we hope to have our motor installed in the gig by the 19th instant, and then we'll be able to lend yeoman assistance at our races.

In conclusion, the Company is progressing splendidly, and now that we have obtained the support of a live and influential Committee we are confident of our future prosperity.

NORTH SYDNEY

(Contributed by Mr. W. L. Hammer, O.C.)

Our Sub-branch Committee and Company express their deepest sympathy with all relatives and friends of victims in the terrible Greycliffe disaster.

On the opening day of the Royal Sydney Yacht Squadron we entered a whaler and crew in the Navy League Cadet Race. We had only had the new whaler two weeks, and so our training was done over a limited time. Notwithstanding this and the fact that most of the crew were new hands, the whaler gave a good account of herself in getting a place. The Committee and all hands were very pleased with the performance, and proud of the fashion in which the boys selected turned out for this hotly-contested race. Our possibilities for the future in racing seem very good. In this connection our Company congratulates Mosman Bay on their fine effort in winning the race. Mosman have shown grit and determination in the past races, and now have won a well-deserved reward.

We, in company with other units of the N. L. Sea Cadets, attended the Nelson Night Concert at Royal Naval House. Cadets always look forward to this event, as they know that there will be heaps of good turns to interest and amuse them. They were not disappointed this year, as the programme was an unqualified success. During the evening various presentations were made to cadets by H. E. the Governor. Cadet C. Scowcroft was our representative to receive the "Viking" watch, and he takes this opportunity to thank the donor for the gift.

We thank, on behalf of our boys who attended, the management of the Prince Edward Theatre for allowing them to see "The Flag Lieutenant." Four of our boys were detailed off, with others from the various Companies, to form a Guard of

CAREFUL, PRUDENT MEN

who in their lifetime deposit their money with a strong Bank, and insure their lives only with a powerful Assurance Society, should not be content to leave their Estates after death, to the control of individuals who may be financially weak. PERPETUAL TRUSTEE COMPANY (LIMITED) has been to business as a CORPORATE TRUSTEE for over 41 years. Its wide experience and reasonable charges ensure expert administration at moderate cost, while its Reserves and Undivided Profits provide a degree of security beyond the power of the Private Trustee.

DIRECTORS:

Rev. R. J. Black, M.L.C. (Chairman)
Dr. Robert L. Faithfull
T. H. Kelly
Sir Samuel Hordern
Walter T. Branton
Herbert R. Lynght

MANAGING DIRECTOR: R. COPLAND LETHBRIDGE.

CAPITAL AND RESERVES:

Subscribed Capital £1,000,000
Called Capital 825,000
Reserve Fund 110,000
Perpetual Deposit with Government 20,000

TRUST AND AGENCY FUNDS NOW UNDER THE COMPANY'S CONTROL EXCEED £20,000,000.

PERPETUAL TRUSTEE COMPANY (LIMITED)

33-39 HUNTER STREET, SYDNEY.

Write for Explanatory Booklet.

Manager: H. V. DOUGLASS.

NORTH SYDNEY—CONTINUED.

Honour for H. E. The State Governor at the gala screening of this very fine and instructive picture.

We have been successful in making a bathing pool at the eastern end of the boat jetty adjoining the Depot. After instructional classes are over at the week-ends hands are piped to bathe. Cadets are keenly using this new convenience, and hands who are not quite sure of themselves in the water are given instruction in the art of swimming.

His Worship, the Mayor of North Sydney, has been asked to officiate at the presentation of the new whaler to the Company. The function will take place at an early date.

Henry E. White, Esq., F.I.A., F.N.Z.I.A., has been appointed a Patron of the North Sydney Company by the Sub-branch Committee. Also Mr. John Roach, the popular Secretary of the Royal Prince Alfred Yacht Club, is to become a member of the Committee early in the New Year.

We heartily thank Capt. Stanley Spain for his thoughtful gifts of framed pictures and books for the boys' mess at the depot.

Advertising to the Pittwater Regatta, previously mentioned in these notes, Officers-in-Charge of Companies are asked to note the following arrangements:—

Cadets attending will leave Sydney on the previous Friday evening on the Newcastle steamer.

The time will be notified later. The Regatta Committee have kindly arranged this means of transport.

On the Saturday there will be run off skiff races for the Navy League Sea Cadets, in which there is a chance of winning a silver cup valued at £5, besides money prizes.

The cadets attending will be required to form a Guard of Honour for H. E. the Governor-General, Lord Stonehaven, and for this and other reasons it is requested that the boys selected from Companies will preferably be those having long rig for the sake of uniformity.

The invited Companies to send only five cadets (four oarsmen and coxswain) to the Regatta, and these boys must be provided with six shillings each to cover the expenses of victualling. The skiffs are being hired and provided by the Regatta Committee, and two or more of these will be available at the camping place.

The camp will be situated at Salt Pan Cove, where some very fine baths will be placed at the disposal of the cadets. Camp will be struck on the Sunday, when cadets will return by steamer from Broken Bay to Sydney.

On behalf of their interest in inviting our cadets to attend this great Regatta we wish to give thanks to Messrs. O. Curtis, John Roach and C. Fitzpatrick.

BIRCHGROVE.

(Contributed by Mr. S. Cooper, O.C.)

No notes have appeared for two months, which is unprecedented for Birchgrove. The only excuse we may offer is that we have been very busy, working late nearly every night and every week-end.

Hearty congratulations to Lane Cove for their win in the Cochrane Shield Race at Lane Cove; also to Mosman Bay for their victory in the Opening Day Race.

We thank the Yacht Squadron for inviting our band to play on Opening Day, which we had to decline owing to a previous promise given to play for the North Sydney Hospital. The band has been doing some fine work lately. They played at the Custom House to assist the Pictorial Home Settlement, Sydney Town Hall at the close of the Lord Mayor's Drive, and on a moonlight excursion to help the Sydney Ferries Queen for the same object; and last week again at the reception of H.E. The State Governor at the Prince Edward Theatre.

We all at Birchgrove join together in welcoming Capt. Beale and family back to sunny New South Wales, and all are glad to see him taking up his interest again in the Navy League. It seemed like old times to have his cheery company at the march prior to the Palais Royal Ball. When he is domiciled in Sydney we trust to have a speedy visit from him. With weather and lee helmsmen at the wheel the League should weather any storm that happens along.

During the summer months we intend holding periodic regattas at the depot. The first of the season was held on the 8th October, and it meant hiring six additional boats. The events and winners are as follows:—

FELIX CLUB GIRLS' RACE—1st, May Harvey and Thelma Wells (handkerchief sashel and cushion); 2nd, Lorrie Cooper, Sadie Frankland (tin of lollies).

WELFARE LADIES' RACE—1st, Mrs. Wells, Mrs. Whitmore (large ham); 2nd, Mrs. Harvey, Mrs. Cooper (small ham each).

CADETS UNDER 14 YEARS—Cadets White, Lamperd, Henderson and Wells.

CADETS OVER 14 YEARS—Cadets Storey, Harvey, Ferguson and Delmont.

There were other events on shore, with various competition and raffles. All parents were invited, and Lane Cove and Balmain Companies came along and helped to make Regatta Day a brilliant success. On this occasion Capt. Cayley, R.A.N., visited us, and inspected the depot. He was welcomed by our President, T. H. Silk, Esq., who introduced him to the Company and visitors present. Capt. Cayley was very complimentary on the cleanliness of the depot and the efficient bearing of the cadets, and said how pleased he was to be amongst us. We feel that the League has a great supporter in Captain Cayley.

SENSATION!
THE ILLUSTRATED PATRONAGE OF H.E. THE STATE GOVERNOR AND LADY OF CHAIR.
Under the Auspices
and in aid of the Navy League of N.S.W.
Sydney's Visiting Theatrical Stars
PRESENT
'Folly Fare'
A Musical Comedy Melange
Food -- Fun -- and Fancy
AT THE
Wentworth
on Monday, December 12
Commencing 7.30. Doors open at 7.
A Unique Cafe Chantant Tickets
and Bridge Party 6s. 6d.

PHONE B 4517
H.T. DUNN & CO.
PRINTERS
for
ALL YOUR PRINTING,
BOOKBINDING and
STATIONERY, Etc.
HARRINGTONS BUILDINGS
53-55 GEORGE ST. NORTH.
SYDNEY
PRINTERS OF THIS JOURNAL.

Earl Beatty's Successor.

THE appointment of Admiral of the Fleet Sir Charles Madden to succeed Earl Beatty as First Sea Lord, is one that will be very welcome to the Navy. It is not so much on account of his professional career—although that is enough to commend him to most people who have the interests of the Service at heart—but the fact that his appointment should mean the final burying of the hatchet between the advocates of Earl Beatty and Earl Jellicoe.

This bitter controversy within the ranks of the Admiralty has done infinite harm to the service; and the highest tribute that one can pay to the Commander-in-Chief at Jutland is to recount how he refused to take advantage of an opportunity to criticise a partisan statement on the battle. He realised, as did all his followers, that it was grossly unjust to him as an individual, but he just said that the whole controversy was doing the greatest harm to the Navy as a service, and that as a private individual he preferred to say nothing and to shoulder the injustice, rather than to lend fuel to the fire that was consuming the most vital interests of the Service.

Sir Charles Madden has been in the Navy for over fifty years, and had his first chance of service as acting Sub-Lieutenant of H.M.S. Ruby in the Egyptian campaign of 1882. He was one of the first officers of his rank who realised the importance of the Whitehead torpedo, and immediately set to work to specialise in that branch of the service; although in those days the torpedo was so unreliable that it was the Cinderella of the Navy, and few officers cared to risk their service career by believing in it.

It was, in fact, Admiral Madden who did more than most people to make it reliable and to force the navy to take it seriously as a weapon—for, as First Lieutenant of the torpedo school Vernon, he had ideal opportunities to do this—and took full advantage of them.

When the coveted fourth stripe came to him he had to give up his specialising, and took command of H.M.S. Good Hope as flag captain to Admiral Fawkes. In this position he showed the material of which he was made, and was selected for some highly responsible jobs in the Admiralty in close succession. Then he got back to sea again as the Captain of H.M.S. Dreadnought, which was then still the most important ship in the Royal Navy.

As soon as he had completed this appointment he returned to the Admiralty for a spell; but as soon as he was promoted to flag rank in 1911 he took command of the first division of the Home Fleet—then more or less in reserve—and later two cruiser squadrons.

He and Earl Jellicoe married sisters—the daughters of Sir Charles Cyster, the well-known

ship owner and the founder of the Clan Line—and although the one believed in the torpedo and the other in the gun they were always the closest friends, and spent hours working out improvements in the Navy's material and training. The Navy believes that these hours were frequently devoted to rather hot argument, but each sailorman recognised the value of the other, and when Jellicoe was appointed to the command of the Grand Fleet he requested that his brother-in-law might be appointed Chief of Staff. His services were invaluable and had a lot to do with the wonderful efficiency of the principal striking force of the British Navy during the war.

There was so much political bitterness round the name of his brother-in-law, and so much division in the ranks of the Navy itself, that there were many who believed that he would be shelved as soon as Earl Jellicoe retired. Happily this was not the case, and he commanded the Atlantic Fleet with conspicuous success from 1919 to 1927. He was promoted Admiral to the Fleet in 1924, and with his vast experience of the handling of ships at sea, naval staff duties, and the routine work of the Admiralty, it is very difficult to imagine how a better First Sea Lord could possibly have been selected to succeed Earl Beatty with his remarkable appeal to the public.

BIRCHGROVE—CONTINUED.

Others present were: Our Godmother, Mrs. T. H. Silk, Capt. Bodham Whitlam and Mrs. and Miss Whitlam, Capt. Pigott, Mrs. Robertson, Mr. and Mrs. Goldham, and Mr. and Mrs. Alf. Heine. Everyone agreed that they had the time of their lives and all hands are hoping to enjoy another regatta very soon.

All connected with the Navy League will be sorry to hear of the severe illness of our President, T. H. Silk, Esq. He was taken ill suddenly whilst at his office at Mori's Dock and was rushed off to hospital. This gentleman is still very ill, but we trust he will quickly be on the mend, and that in the near future he will be about again and his old cheery self. He is a great helper of this Coy. and the N.L. in general.

DRUMMOYNE—CONTINUED.

Those who attended Nelson Night reported it a great entertainment. The writer was sorry he could not attend; he had to work instead.

We thank Mr. Cochrane for the Viking watch. The successful cadet is quite proud of it and he is an old Lane Cove boy, which says a lot for Lane Cove.

We thank our President, Captain O. Smith, for a present he recently gave the Company.

We give Moeman Bay a word of praise for their good win at the last race. It was a good race and the best crew won.

The Drummoyn Company is very busy at present getting the boats and gear shipshape and in order for the Xmas Camp.

A Windjammer 'Prentice

BY CAPTAIN A. W. PHILLIPS, V.R.N.S.

Continued from last issue.

To revert to the events of my first voyage. I started with luck, and this good luck followed me all the years I was at sea. It will be remembered that on the day I signed on I received a wire to join the *Loch Ard*. It was fortunate for me the wire came too late, as the following year she was wrecked near Cape Otway, Victoria, and all hands and passengers were drowned, with the exception of an apprentice, Thomas Pearce, and Eva Carmichael, a girl passenger. This Thomas Pearce was later on a shipmate with me in the West Indies in a Royal Mail steamer, and died only recently, after having risen to be captain of one of the Royal Mail steamers.

With splendid north-east trades we crossed the equator on May 8th, longitude 21° west, and after a week's doldrums in 2° south, picked up fresh south-east trades, which we carried to 20° south, averaging, braced sharp up, 10½ knots per hour. On May 30th, in 36° south 6° west, we met a heavy westerly gale, and carried this with us for several days under foresail and reefed upper topsails. We ran our Easting down in 40° to 42° latitude, and on several occasions made over 335 miles in 24 hours, in one case totalling 1,010 miles in three consecutive days. The passengers on this occasion were battered down for some days and fed through the ventilators. On June 10th, lightning struck our main truck, carrying away two feet of the royal mast.

St. Paul's and Amsterdam Islands were passed on June 19th, and one calm day near the former we caught twelve albatrosses with a sail hook and a piece of pork. From the skins we made muffs when we reached port; the web feet skinned made tobacco pouches, the wing bones pipe stems, and the carcasses, after soaking all night in salt water, we ate as a luxury, but 'twas only so because we were ravenous. One albatross I had stuffed and sent to Mr. S. W. Silver at his museum at Letcombe Regis, in Essex.

Before we reached the longitude of Cape Leeuwin we passed several very large icebergs, the

first I had seen. These may be all right when the weather is clear, but they are the very devil on dark, dirty nights. From there, light head winds prevailed to Port Phillip Heads, and as we went in, Green's *Newcastle* (wrecked many years after in the Torres Straits, off the Queensland coast) came out. The trip occupied ninety-two days, and by not going south of 42° we escaped the fearful gales experienced by ships arriving at the same time, and which had been several degrees south of us. Among these were the *Highflyer*, *County of Perth* and *Jason*.

We found in port the following clipper ships, many of which are historical vessels: Green's *Highflyer*, *County of Perth*, *Cairo*, *Jason*, *Loch Ard*, *Duchess of Edinburgh*, *Dunnotar Castle*, *Somersetshire*, *Loch Katrine*, *Lord Warden*, *Achilles*, *Essex*, *Melpomene*, *Berkshire* and *Sunda*, with the *British Sceptre* arriving the day after we did.

On our arrival at Melbourne we two apprentices were taken in hand by a party of St. Kilda girls, called the Ivy Club. The duty of each was to have a middy, as we were called, on hand, and give him a thoroughly good time. My patroness was a Miss Alice Macallum, daughter of the late general manager of the Union Bank of Australia. She looked after me in wonderful style, and saw to it that I was well provided when the ship sailed.

At that time the Sandridge (now Port Melbourne) pier-master had a wonderful Newfoundland dog. This dog would recognise drunken sailors and every night shepherd them down to their ships. If one fell over the pier, the dog would jump in and save him, and if he fell into the "Sheoak" net under the gangway the Newfoundland would howl till the inebriated one was pulled out. The "Sheoak" net had to be put under each gangway on a ship's arrival, and it is still done. It takes its name from the terrible beer sailors used to buy, and which they declared was made from the bark of the Sheoak tree; anyway, very little was enough to make them drunk.

There was a Scamen's Bethel at Sandridge which many of us who did not consider the public houses were inviting, used to frequent for reading and writing purposes. I remember a big bazaar being held there, and, of course, we apprentices attended because of the many nice girls there. They pestered us to buy things, but as our combined financial resources amounted to only a shilling, we went out, pawned our silver watch chains, and returned with money to "burn." Unfortunately for us, our chains were missed, and though we got plenty of ridicule, the possession of cash made us feel rather more like men of the world than schoolboys out of pocket money.

We discharged our general cargo at Sandridge, at what was known as the railway pier, a disgraceful structure called the "heel trap," and which the Victorians have only improved on in recent years. Every tide would leave a high water mark on the sands of black heels, wrenched off ladies' boots by the open planking of the pier. After a really enjoyable nine weeks on shore, during which time we made some good friends, we moved to the Town Pier, and loaded three hundred horses for Bombay. Two other ships, one for Calcutta, the *Udston*, and one for Madras, the *Haddington*, were loading horses at the same time. Our charter was to Bombay, thence to Calcutta in ballast, and from Calcutta back to Melbourne with rice, for a lump sum of £8,000.

I early learned to drive the donkey engine, as it was called, and was promoted to be donkey driver, and worked for the stevedores discharging cargo, for which I received another 1s. a day, as well as a present at the end of each week from the head stevedore. I liked the work because on Saturday I finished at noon, and when I had cleaned the engine and engine room, was free to go off and see my friends until Monday morning, the other apprentice and ship boys having to clean the brass-work till late on Saturday, and keep gangway on Sunday. I was much bothered, however, with a crack in the boiler at the entrance to the furnace, and the only way I could keep up steam was by putting in every morning a bucket of horse manure, which temporarily closed the leak and enabled me to keep the winch going.

The night before we sailed a very amusing

incident occurred. All hands went on shore scouring for stray dogs, and by midnight over one hundred of these had been bagged and were hidden away among the horses and under our bunks. In those days big prices could be obtained in Bombay for anything in the shape of a dog. This the sailors knew, and hence the crusade. We fed them on biscuits, dead horses (of which we had seven *en route*), and rope yarns. Many a pet dog disappeared in Melbourne when a horse ship sailed.

CHAPTER V.

TO INDIA WITH HORSES.

During our stay in Melbourne we shipped another apprentice named Fred. Shepherd, so there were now three of us. We sailed on August 22nd with a strong fair northerly wind, but when nearly off Cape Otway met a southerly buster, which took us all aback and took our jibboom out of us. From the south the wind flew to westward, and for five days we were hove-to under the lee of King Island, wearing ship every four hours, up and down the east side of the island. The rolling of the ship was dreadful; the hold contained two tiers of 400 gallon water tanks, and on top of them and in the 'tween decks were the horses, so that with every lurch the ship made the horses shifted also; thus it was a continual roll, the ship being like the pendulum of a clock. However, the horses stood it well, although we were three weeks getting round the Leeuwin, and two months to Bombay. Yet we only lost seven, whereas the *Udston*, which sailed with us, but for Calcutta, lost nearly all her lot in a cyclone in the Indian Ocean. She saved about eighty out of three hundred.

I worked the condenser and made 400 gallons of water a day, but as our daily expenditure amounted to 1,200 gallons, we had to carry a lot below. The owner of the horses, a Mr. Learmonth, with his nephew, were passengers with us. The former died of smallpox on his return in a P. & O. steamer. He was a man we all liked, and was particularly good to us boys.

We crossed the line on October 6th, and to our horror found that our coal for the condensing engine was nearly done, meaning a reduction in the horses' allowance. Luckily, however, we had a quick run to the Indian coast, and on October 21st overhauled a coal-laden vessel, the *Asiana*, from which

we bought twenty tons of the very necessary commodity. In connection with this incident I nearly lost the number of my mess. We had all our boats out transhipping the coal, and during the dinner hour these were tied up astern. After dinner I was told to go over the stern and bring them alongside. As I slid down the rope, not being properly fastened, it came away with me, and I dropped into the water in the midst of a large number of most hungry looking ground sharks. The splash must have frightened them for a moment, because I just had time to scramble into the nearest boat before they surrounded it.

The day before we reached Bombay we caught up and passed a very beautiful barque called the *Windermere*. This book is written mainly for sailors, so I mention these names, as they will bring back many interesting reminiscences to the older generation. On October 25th we reached Bombay, and found the whole place in a state of excitement, as the Prince of Wales (the late King Edward) was expected on the morrow in the *Serapis*, troopship, and every one was *en fete*. The harbour was full of men-o'-war, and the decorations on shore were most magnificent.

Our captain was ever ready to turn an honest penny on his own account, and was generally very successful, but at Bombay he experienced a serious reverse. Before leaving Melbourne he had invested in a large quantity of Swallow & Ariell's biscuits. He filled nearly all the cabins with them, and looked to make a goodly profit. However, local merchants spread a report that those biscuits were made with pigs' lard, so no one would buy, and he couldn't even give them away. He had to take them back to Australia and sell at a big loss.

Before leaving Bombay the captain's wife invested all available money in silk, scarves and Indian chicken work for sale to the Melbourne ladies. What happened to this I will relate later on. After landing our horses and selling the dogs, all hands received a holiday to see the decorations and enjoy themselves. Of this we availed ourselves, and raised the needful by selling the natives our guernseys and singlets. Anything British-made they gave good prices for, but it had to be "Inglesch." As we all had sweethearts in Melbourne, of course we had to get sandalwood glove boxes,

and some other presents for them, and this we did by "Changee for changee, Sahib; black dog for white monkey"—"guernsey, Inglesch Bannel shirt, etc." So eager were we for bargains that the captain, when he learned how we were getting money, made us take our chests into the cabin and had an inventory taken of everything, threatening us with dire punishment if we parted with another garment.

We left Bombay on November 5th, and two days later a new daughter was presented to the captain. The girl is now living, a married woman at Kempsey, New South Wales. On the trip round to Calcutta we met with a continuation of light airs and calms and it took us over a fortnight to pass Point de Galle, the current setting us back as much as we gained each day. Off Colombo we harpooned a huge stingray, 35 feet in circumference and weighing 8 cwt. I remember we were in company with the ship *City of Madras* and *H.M.S. Narcissus* for many days.

One evening, when about in the latitude of Madras, a strange thing occurred, but I can vouch for the truth of it. In the second dog watch, just before eight bells, the ship's cook suddenly yelled out and came flying aft to the poop, where he assured the captain he had just seen his wife, and that she was clothed in a winding sheet. The captain ridiculed it, but noted the occurrence in his log book. On arrival in port a cable was waiting the cook informing him his wife had died the night she appeared to him.

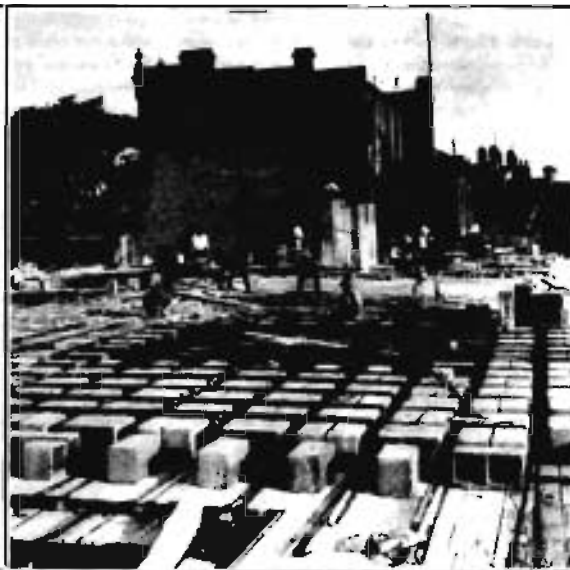
We arrived off Saugar Heads, at the mouth of the Hooghly River, on Christmas Day, with the ship *Alalanta* close astern. No pilot was available on account of the Christmas festivities; but just as we had given up all hope, on the 26th, we saw the *Lanarkshire*, bound for Dundee, come down the river, and we managed to get her pilot. The next thing required was a tug, and after some hours, when the ship *Flying Venus* came down, for 1,200 rupees we secured her tug, the *Rattler*. On the way up the Hooghly we passed a number of outward bound vessels, the *Celeritas*, *Macallummore* for Glasgow, the *Pandora* with coolies for Demarara, *Lalla Rookh*, and *The Bates Family*.

We reached Calcutta on the 29th, and again ran against the Prince of Wales. All Calcutta was en

"INNER-BELL" REINFORCED CONCRETE FLOORS

Girderless Spans
33' 6" x 33' 6"

PATENTEES:
James Bell & Co.,
PTY., LTD.,
109 PITT STREET
SYDNEY



BLACK AND WHITE TAXI GARAGE

ALLIANCE ASSURANCE CO. LTD. OF LONDON

ESTABLISHED 1824

Assets Exceed - - - - £25,000,000

Chairman: CHARLES F. BARNETT, Esq.

CHIEF OFFICE FOR AUSTRALIA:

Alliance Chambers, 97 Pitt Street, Sydney

Local Directors:

A. H. MOORE, Esq., Chairman; A. E. BRAUND, Esq.; FRANCIS BLAIR, Esq.; W. GORDON DIXON, Esq.;
HENRY MORRIS, Esq.; G. B. VICKERY, Esq.

FIRE INSURANCES ACCEPTED ON ALL CLASSES OF PROPERTY
MARINE RISKS OF EVERY DESCRIPTION ACCEPTED

PERSONAL ACCIDENT and DISEASE - BURGLARY - MOTOR CAR
PLATE GLASS and FIDELITY GUARANTEE RISKS ACCEPTED

Telephones BW 1638 and 1639

H. J. EMMS, Assistant Manager.

ARCH. D. STOBO, General Manager

fele, and the illuminations were wonderful. The port was very full of ships at this time, as besides the troopship *Serapis*, there were the warships *Narcissus*, *Doris* and *Topaz*, as well as the following merchant vessels: *St. Enoch*, *St. Magnus*, *Breton Castle*, *Essex*, *Janet Court*, *British Nation*, *s.s. Assam*, *Loch Cail*, *Cochin*, *Forfarshire*, *Rohilla*, *Russia*, *Plassey*, *Roderick Dhu*, *Surrey*, *Star of Denmark*, *Arundel*, *Berkshire*, *Middlesex*, *Loch Gunning*, *Susun Gilmore*, *s.s. Burmah*, *s.s. India*, *s.s. Geneva* and *City of Canterbury*. Before commencing taking in rice we went into the dry dock for cleaning, and here I saw our fellow-apprentice, Fred. Sheppard, who had joined us in Melbourne, dive fifty feet off the dock gate into the river. He was a devil-may-care chap, but a sterling character, and rose to be commander in the P. & O., and then captain of the Emperor of Zanzibar's yacht. His end came when he went out to kill a man-eating tiger at Zanzibar, but the tiger killed him instead.

Whilst in port the captain removed his wife and family to a hotel, and although milk was cheap enough, we had to carry the ship's cow's milk to him every morning, a job we very much objected to. However, directly the winches were wanted for cargo, I got out of all this sort of thing by driving the engine.

An incident happened to us one night which might have had a serious ending. Lauria and myself had shore leave on our last night, and we dressed in our best uniforms and engaged a boat to row us to the bridge, intending to do the "swell" during the illuminations. Luckily my mate had in his pocket a revolver which he had bought from a middy on board the *Star of Bengal*, and instead of landing us at the bridge the two boatmen continued to pull up stream, and we could see we were in for trouble. Suddenly Lauria remembered his revolver. It wasn't loaded, neither had he any cartridges, but he pulled it out, pointed to the shore, and told the men to turn and land us. Immediately they saw the weapon they did as they were told, and we reached shore safely, but we might well have been less fortunate, as in those days many an English boy was lost in Calcutta.

On January 13th we left for Melbourne with a full cargo of rice, gunny bags, and castor oil. The

ships that left with us were Green's *Maharaja*, the *City of Lucknow*, the *Arundel* and *Star of Bengal*. On the way down the river we passed the *Winchester*, the *Bolton Abbey*, the *Lyford*, and the *Haddington*, which had been to Madras with horses. After a quick and fine trip we reached Melbourne on March 8th, finding there the *True Briton*, *Hampshire*, *Superb*, *Loch Garry*, *Riversdale*, and *Glenelg*.

On arrival, the captain's wife began to coin money. Each afternoon the saloon was spread with her Indian purchases, and crowds of women were invited to afternoon tea. They all secured bargains, but were too cute to take them on shore. In the evening we apprentices were called in, made to take off our coats and waistcoats, wind the purchases round our bodies and then go down and deliver to St. Kilda and elsewhere. We didn't like it at first, but there was compensation, as we frequently got a good feed and were allowed to carry on violent flirtations with the daughters of the "bargainers." Of course, we held the mothers in the hollow of our hands, and took care to enjoy ourselves thoroughly. Those were halcyon days!

From Melbourne we were chartered for London, and with a full cargo of wool, hides, and tallow, had a smart passage of ninety days, reaching home after having been away sixteen and a half months. Although over and over again, whilst suffering starvation and discomfort, I had declared I would leave the sea when I got home. I forgot it all in the good time I was given. Moreover, I had too much pride to say I was sick of being a sailor.

CHAPTER VI.

EMIGRANTS FOR NEW ZEALAND.

My next voyage was from London to Lytleton, New Zealand, with 314 emigrants. Captain Davies still commanded, but all the mates were changed. We left the docks on September 30th, 1876, and brought up off Greenhithe, where the emigrants boarded us. The single women, in charge of a matron, were stowed away aft, the married people and children amidships, and the single men forward. Before leaving, Government surveyors came aboard and put us through a boat and fire drill. The boats were all put into the water and the hoses fixed on the various pumps. Several married men were appointed ship's constables, their duties

being to keep peace on board and to see that people kept their quarters clean for daily inspection. Every night at 8 p.m. the single women were sent below and locked up for the night. This seemed very cruel on lovely tropical nights, particularly to those who had sweethearts, but the rule was strictly enforced, and it was necessary. At 9 p.m. all male passengers were ordered below.

On October and we started, with Mr. Posgate, the noted Channel pilot, in charge, and as we passed Gravesend the churches gave us a farewell peal of bells, and a gun was fired at Tilbury. The first incident of note occurred when an able seaman jumped overboard in a southerly gale, in the Bay of Biscay. He had delirium tremens, and his object, so he told us afterwards, was to join his friends. The third mate, in charge of a lifeboat, went after him, and after an absence of an hour and a half returned to the ship with his quarry. It is no easy matter to drown a drunken man.

My duty on this trip was to condense the water every day and to help the third mate with the stores and medical comforts. I am afraid the apprentices' house received most of the medical comforts, as they were called; condensed milk, arrowroot, sardines, captain's biscuits and cocoa were never so plentiful, and we fairly revelled in good things. Tins of beef tea, juggled hare and such delicacies were always to be had, and I have a hazy recollection of many a bottle of port wine finding a destination not on the bill of lading. The amount of water expended was about 1000 gallons a day. Three quarts a day each was the allowance, and with occasional rain to supplement the condenser's daily capacity of three to four hundred gallons, and with the large quantity we started with, we were never in fear of our water supply. The ship, being only 1,200 tons register, was so crowded that, unfortunately, enteric fever broke out, and sixteen of our passengers died before New Zealand was reached.

The *Carriaguan Castle* was very fast on a wind, braced sharp up, and I have known her reel off eleven miles an hour. I only saw her beaten three times whilst I was in her, and that was when the wind was abast the beam. On this trip we caught up and passed the *Wyndover*, *Cruiser* and *Bombardier*.

On Christmas Day we were getting near our destination. I well remember that some of the Irish girls asked permission to make a Christmas plum pudding for all hands. This was granted, but the result was not appreciated. Every mouthful contained long hairs, and apparently this was what kept the puddings from falling to pieces; they acted the part of straw in bricks. Anyway we could tell the particular girl by the different hued hairs we extracted from our teeth, so those puddings were not a success. We made balls of them and pelted the girls with them.

That night, about 11 p.m., two of the saloon passengers for a wager went down a ventilator to the girls' sleeping quarters. The girls caught and stripped them, tied them to a bedpost and were pelting them with bits of biscuits when the captain and doctor, who heard the uproar, went down and liberated them. However, they never saw their clothes again. On January 5th we arrived at Lyttelton, after eight-one days' trip, and were given three weeks in quarantine. We had to land the married people and girls on one island and the single men on another, taking food to them each day. This was work we rather enjoyed.

On our arrival we heard that we were posted missing in England. We had forgotten to unship our fancy head boards with our name on them. These boards, which were only used in port, but had been left on and were washed away by the first head sea and cast upon the Scilly Islands soon after we had sailed. After burning all the cabin fittings and fumigating the whole ship, we were granted pratique and went alongside the pier to discharge. The same day the good old ship *Cruiser*, belonging to Messrs. Patrick, Henderson & Co., Captain Llewellyn Davies, first cousin to our old man, arrived.

During the voyage our third mate, Alexander Macneil, and myself had fallen in love with two Welsh girls on board, and had made up our minds to run away from our ship, go over to the Hokitiki gold-fields, make our fortunes, come back and marry the girls, and settle down happily ever after. However, things did not fall out quite according to schedule. We sold nearly all our belongings, bought an outfit, of course with a revolver each, and on the Saturday night upon which we were to

leave, held a farewell jubilee in our quarters. This consisted of medical "comforts" of all sorts, and "comforts" that night they were in reality, especially a bottle of whisky which we took with us. Our fellow apprentices were invited, and twenty candles were stuck on top of my clothes chest, which I had given to a mate. The evening ended at midnight by firing at each candle till they were extinguished. That was the signal for our departure, so shouldering our swags we started in pouring rain. A long railway tunnel connecting Lyttelton and Christchurch had just been completed, and through this tunnel we walked with a lighted candle each. At 5 a.m. we reached the suburb of Christchurch, where our lady-loves, who were sisters, were living with their mother and brother. Here we stayed until after dinner. We then made a fresh start, still in drenching rain, and already getting very sick of our adventure. On arrival at a place called Tai Tapu we fell in with a party of Maoris, who took pity on us and told us we could stay with them for a few days to rest. This we did, but on the second day one of their number returned with two mounted troopers, and we were captured. The Maoris received five pounds for each of us and had betrayed us. Anyway we were mounted behind the troopers and taken, handcuffed back to our ship, ridiculed by the captains and officers of every vessel as we passed down the pier. We had to pay the £5; our leave, was, of course, stopped, and we were not allowed off the ship. However, the third mate got away a few days afterwards, and years later I heard that he was a storekeeper and mayor of a town called Peel Forest, I think it was. I was promoted acting third mate, and never attempted to run away again. The girls were living in New Zealand until quite recently, and I saw them several times later on in life, but I cannot say that I ever recaptured that ardour that led to my ill-fated attempt at desertion.

To be continued in our next issue.

Please Ask a Friend to Join
The Navy League.

MORE,
PLEASE!

Simple in preparation.
Attractive in appearance.
Irresistibly delicious in flavour.

Pure fruit-juice flavours!

BUSSELL'S
WHITE WINGS
pure fruit
JELLY CRYSTALS

No. 31-1



The Navy League

PATRONS—

H. K. THE GOVERNOR GENERAL THE RT. HON. LORD STONEMAN, P.C., G.C.M.G., D.S.O.
H. E. THE STATE GOVERNOR ADMIRAL SIR DUDLEY DE CHAIR, K.C.B., M.V.O.

PRESIDENT—

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

EXECUTIVE COMMITTEE—

EDWARD W. KNOX KESLO KING SIR SAMUEL HODDERG F. W. HIXSON, O.B.E. ALFRED G. MILSON G. E. FAIRFAX, B.A., LL.D. H. H. MANSIE K. P. SIMPSON A. CORRETT STEPHEN A. J. WARDY CAPTAIN A. W. DEARIE, F.R.G.S.	CAPTAIN E. G. GREEN, F.R.G.S. CAPTAIN O. SMITH E. R. WHITE SIR F. G. WALEY, K.B.E. SIR A. MACCORMICK, M.D. W. A. MACKAY JUDITH A. P. BACKHOUSE, M.A. J. PAYNE OSCAR LINDS A. GORDON WESCHER SIR A. W. MERRIS, K.B.E., M.L.C. C. M. C. SHANNON	HARRY SHIRLEY WALTER M. MARKS, M.P. S. FOSTER-NEWLANDS SIR THOMAS HUGHES, M.L.C. HON. J. LANE MULLINS, M.A., M.L.C. T. FOX T. H. SILE, A.M.L.C.E., M.L.N.A. H. COCHRANE J. J. BOOTH H. E. WHITE, F.I.A., F.N.Z.I.A. MAJOR K. L. C. SCOTT, D.S.O. O. H. WOODS
--	--	---

HON. MEMBERS—

COMMODORE G. F. HYDE, C.B.E., R.A.N. CAPTAIN J. S. ROBINSON, R.A.N. COMMANDER H. L. QUICK, R.A.N.

HON. TREASURERS—

KESLO KING C. M. C. SHANNON HARRY SHIRLEY

HON. SECRETARIES—

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

JOINT ORGANISING SECRETARIES—

W. W. BEALE, O.B.E. G. E. D. ROLLAN, B.A., LL.B.

Aims and Objects of the Navy League.

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

ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples, NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WEILDS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to BECOME GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their motto—
"FOR GOD, for the KING, for the EMPIRE."

WHOLLY SET UP AND PRINTED IN AUSTRALIA BY M. T. DUNE AND CO., 22-24 GEORGE STREET NORTH, SYDNEY.

Woodrows HATS

For Style

For Quality

For Durability

OBTAINABLE AT ALL HATTERS
and OUTFITTERS.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors: Sir G. Talbot, K. A. Talbot, and Frank Talbot.

HER MAJESTY'S

Nightly at 7.55.

"CASTLES IN THE AIR"
Musical Comedy.

CRITERION THEATRE

MARGARET LAWRENCE in
"RAIN"
with LOUIS BENNISON.

THEATRE ROYAL

MAURICE MOSCOVITCH
in "THE TERROR."

"PACIFIC"

Is splendid Household and
STEAM COAL

BRIGHT BURNING and
GREAT HEATING
POWER.

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.

The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

SOUTH BULLI COLLIERY, SOUTHERN
COAL DISTRICT, N.S.W.

Steam Collier Fleet and Hulkage capacity,
including Mechanical Discharging Plant,
6,500 tons. Colliery waggon and bunker
storage, capacity 6,000 tons.

Total 12,500 tons.

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

OFFICES:

SCOTTISH HOUSE, 19 BRIDGE ST.
SYDNEY.

Are you in the League?

Why not?

The Navy League is

*a WATCHDOG of National and Imperial
security,*

*an ENEMY of apathy in all matters naval
and maritime,*

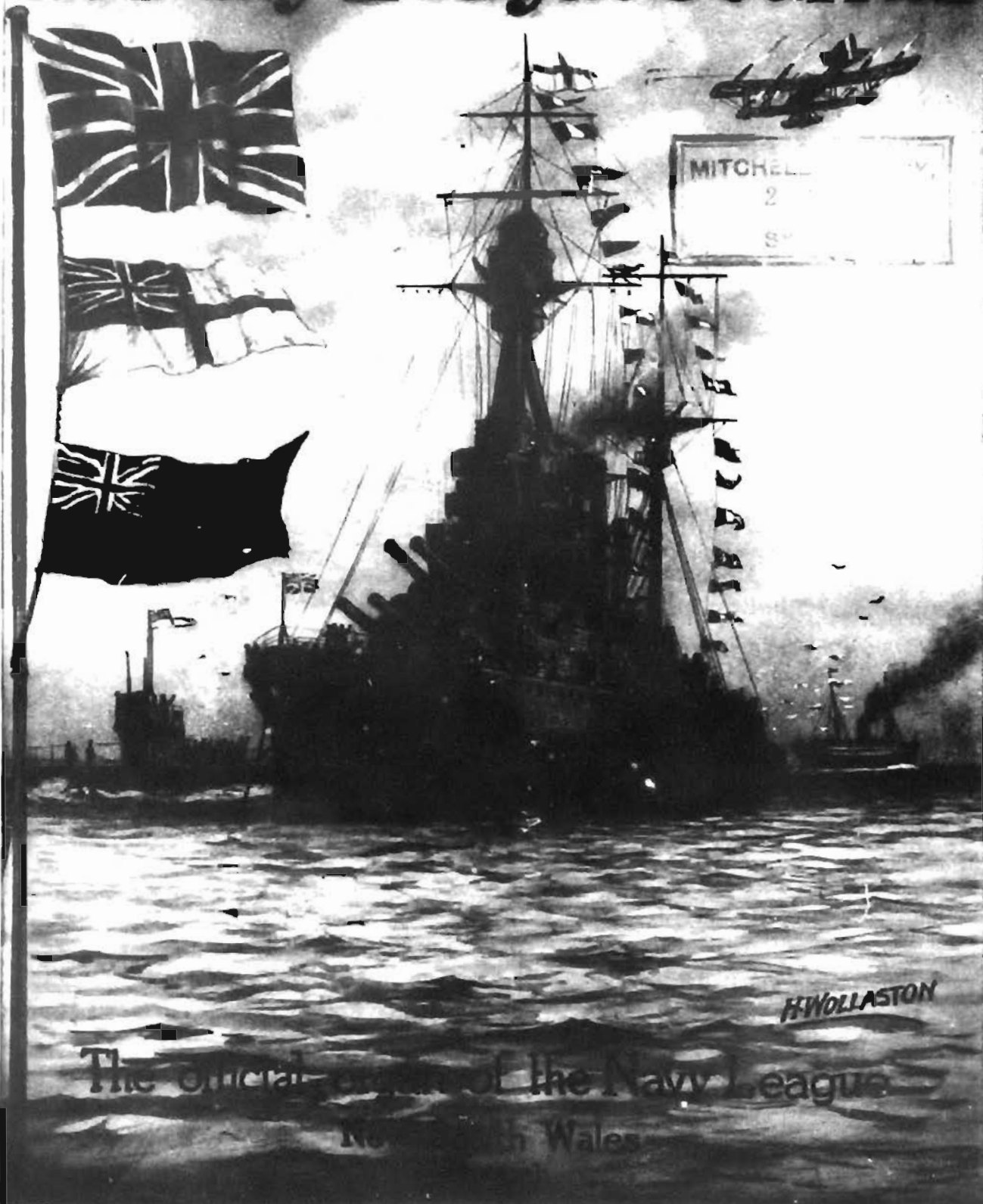
a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

THE NAVY LEAGUE OF THE UNITED STATES

*If you subscribe to these ideals you should subscribe to the
League's funds for their more perfect attainment.*

The Navy League Journal



H. WOLLASTON

The official organ of the Navy League

New South Wales

YOU MUST LIKE TO BE POOR

if you earn money and spend it.
Don't!

Earning money is not easy, but saving is,
if you've any strength of mind at all.

Ensure against the future by opening a
Savings Account.

The Money you save will earn interest
as long as you do not urgently need it for any
other purpose - it will be immediately available
to you when you do.

Every Post Office is a Savings Agency
of the

Commonwealth Bank of Australia

(Guaranteed by the Commonwealth Government.)

YOUR ESTATE

YOU cannot afford to be indifferent
about the management of your
Estate, for the appointment of any
but a reliable and experienced ex-
ecutor often means not only trouble
to your dependants but expense to
your estate. Only those who have
had the duties of an Executor thrust
upon them can realise the import-
ance of the services involved.

Our interesting booklet telling you of the ser-
vices we perform as Trustees, Executors,
Attorneys and Agents, and how the wealth of
experience we have acquired during the 40
years administration of all classes of trust
business, can benefit you, will be sent post
free on request.

J. W. BARNES, Manager.
E. V. T. WHITTLE, Assistant Manager.

Permanent Trustee Company
OF NEW SOUTH WALES LIMITED
25 O'CONNELL ST., SYDNEY.

THE AUSTRALIAN BANK OF COMMERCE LIMITED.

Authorised Capital - £5,000,000
Capital Paid-up and Reserves - £2,312,320
Assets at 30th June, 1927 - £12,104,317
Directors: SIR MARK SHARPLES, K.B.E., Chairman;
FRANK N. YARWOOD; H. R. LYNCH, O.B.E.;
GEOFFREY J. SLY, LL.D.; LIEUT. COL. T. L. F. HUTCHINGS;
JAMES KEEL.
General Manager: G. M. O'BRIEN.
Chief Inspector: W. G. DILL.

Head Office, Sydney (Corner George and King Streets)

BRANCHES AND RECEIVING OFFICES AT 128
PLACES IN NEW SOUTH WALES.

BHISBANK: 20 Queen-St. Chief Inspector for
Queensland - L. AVEYARD. Manager - G. H. HOWELL.

BRANCHES AND RECEIVING OFFICES AT 27
PLACES IN QUEENSLAND.

MELBOURNE: 215 Collins-St. Manager - M. H. FINCKY.
ADELAIDE: 34 Rundle-St. Manager - R. T. MOODIE.
PERTH: 71-73 George-Terrace. Manager - A. C. DINDIN.
LONDON: 5, Threadneedle-St. E.C. 2.
Manager - A. F. JACKSON.

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

EXHAUSTIVE DESCRIPTION OF BANKING
BUSINESS TRANSACTIONS.

**Achieving
Beauty and Permanence**
HOMEBUILDERS everywhere are
achieving permanent Ceiling
beauty, by installing Wunder-
lich Art Metal Ceilings. Reasonable
prices and low cost of fixing place our
Ceilings within the means of even the
modest Homebuilder.
Send to-day for our free Catalogue M. 1
WUNDERLICH LIMITED
Baptist Street, Redfern, Sydney
WUNDERLICH
Art Metal Ceilings



The Navy League Journal

Vol. VIII. No. 7.

SYDNEY, DECEMBER, 1927.

PRICE 3d.

A Timely Address.

AT a Rotary luncheon held at the Hotel Australia, recently, Mr. A. Consett Stephen, a member of the N.S.W. Navy League Executive Committee delivered a fine address on the functions of the Navy League throughout the Empire with particular reference to the League's activities in New South Wales. More than 200 Rotarians were present and we feel sure that such a clear and forceful exposition, characterised by a shrewd humour subtly interwoven, will tend to a much wider knowledge of what the Navy League stands for among the business community of this city.

Mr. Consett Stephen quoted that old preamble to a Parliamentary Bill that is at once direct, simply phrased but the essence of poetical and seemingly expression: "It is upon the Navy, under the good providence of God, that the wealth, safety and prosperity of these Isles and their Dominions do mainly depend." Since those words were first written England and the Empire have passed through glories and vicissitudes, prosperity and set-backs; but through the centuries the old preamble has ever contained a mighty truth in its simple statement of fact.

The speaker stressed the need for the realisation by everyone of the Empire's dependence on an adequate Navy; and it was by the fruitful, watching services of the Navy League that apathy and ignorance had been primarily combatted. The League's policy was "Defence not Defiance," but such defence must take an active and effective form and not be merely a supine drift into nothingness. It is as important to-day—in fact, more so—that the League's message should be broadcast throughout our Commonwealth of Nations. Principles endangering the future and hegemony of our race were being openly put forward, not only by those without, but more insidiously by those within, those who are benefitting incalculably by the very existence of the power and prestige they attack.

Mr. Consett Stephen did not forget to mention the League's work in New South Wales in connection with the Sea Cadet Movement. By a variety of channels the Sea Cadets are being brought before the public and citizens are gaining, more and more, knowledge of the work and ideals of of this boy organization.

Interstate Steamship Sailings

Modern Passenger
Steamers:

ORMISTON
KATOOMBA
ORUNGAL
CANBERRA
ZEALANDIA
KAROOLA
BOMBALA
DIMBOOLA
KANOWNA

Regular Passenger and Freight Services
to all Australian Ports.

BUILT FOR SPEED AND COMFORT.

FOR FULL PARTICULARS APPLY TO

TELEPHONE

Adelaide Steamship Co. Ltd. - 22 Bridge Street, Sydney City 9520
A. U. S. N. Co. - 7 Bridge Street, Sydney B 7905
Australian Steamship Ltd., Kombla Buildings, Margaret St., Sydney B 7611
McDermott, McEachern Ltd. - 19 Bridge Street, Sydney BW 1047
Hoddart, Parker, Ltd. - 10 Bridge Street, Sydney BW 1441
Melbourne Steamship Co. Ltd., Cr. Clarence and Barrack Streets BW 1804



INSURE WITH THE MERCANTILE MUTUAL

INSURANCE CO., LTD.

An Australian Insurance Co. Established 1878

FIRE, ACCIDENT, MARINE and WORKERS' COMPENSATION INSURANCE

MOTOR-CAR, PUBLIC RISK, BOILER EXPLOSION, PLATE GLASS, BURGLARY,
ACCIDENT AND SICKNESS, LOSS OF RENTS, LOSS OF PROFITS,
FIDELITY GUARANTEE, PLUVIUS (RAINFALL) INSURANCE.

AGRICULTURAL INSURANCE, CROPS, HAYSTACKS, FENCING,
WOOL FROM SHEEP'S BACK TO WAREHOUSE.

HOUSEHOLDERS AND HOUSEOWNERS COMPREHENSIVE INSURANCE.

Be Patriotic Insure Australian Property to an Australian Insurance Co.

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

Agencies in all Suburban and Country Centres.

The following recipe for his Empire Christmas Pudding has been supplied to the Empire Marketing Board by the King's Chef, Mr. Cédard, with Their Majesties' gracious consent:

AN EMPIRE CHRISTMAS PUDDING

5 lbs. of currants	♦	AUSTRALIA
5 " " sultanas	♦	AUSTRALIA
5 " " stoned raisins	♦	SOUTH AFRICA
1 1/2 " " minced apples	♦	CANADA
5 " " bread crumbs	♦	UNITED KINGDOM
5 " " beef suet	♦	NEW ZEALAND
2 " " candied peel	♦	SOUTH AFRICA
1 1/2 " " flour	♦	UNITED KINGDOM
2 1/2 " " demerara sugar	♦	WEST INDIES
10 eggs	♦	IRISH FREE STATE
2 ozs. ground cinnamon	♦	CEYLON
1 1/2 ozs. ground cloves	♦	ZANZIBAR
1 1/2 ozs. ground nutmegs	♦	STRAITS SETTLEMENTS
1 teaspoonful pudding spice	♦	INDIA
1 gill brandy	♦	CYPRUS
2 gills rum	♦	JAMAICA
2 quarts old beer	♦	ENGLAND

FAMOUS AUSTRALIAN WINDJAMMERS.

II. THE MARCO POLO.

FOR a ship to look so unpromising that no shipowner would consider her for some time, and yet to win the reputation of being the fastest sailing ship on the Australian trade is a peculiar distinction, but it is only one of the points that made the old Marco Polo worthy of attention. She was built in 1851 by James Smith, of St. John, New Brunswick, on spec. and sent across to Liverpool to be sold. She was built of soft wood and was described at the time as being as square as a brick fore and aft with a bow like a savage bulldog and a tremendous beam, a ship in which you could carry on to glory even to sporting lower and topmast studdsails in a gale. Her appearance above water did not tally with her underwater body, but to the end the experts considered that her passages were due far more to the skill of her commanding officers than to her construction. Anyhow, it is certain that many designers turned out ships in as close imitation of her as they could contrive, but they never managed to equal her in speed. Although she was built of soft wood she was very strongly constructed and was a fine example of the best Canadian windjammers.

On dimensions 185 x 38 x 30 feet depth of hold she had a registered tonnage of 1,625, a flush decked ship from stem to stern with no topgallant forecabin or poop but small houses at each hatch. She had a height between decks of eight feet, which made her ideal as an emigrant carrier and far more comfortable than most ships of her time, although it must be remembered that the early Australian windjammers were driven so hard that none of them had any pretence at real comfort. Her dining saloon was on deck just forward of the poop and was very well decorated; the state rooms were in the 'tween decks.

Being the biggest ship that her builders had attempted up to that date, she proved too big for the yard at Marsh Creek, and could only be launched at the top of Spring tides. When she finally did take the water she could not be stopped and ran right across the creek until she fetched up in the mud on the opposite bank. When the tide ebbed she fell over on her side and it is a wonderful tribute to her strong construction that she did not ruin herself then. It took two weeks of solid digging before she could be refloated.



Aberdeen Line Blue Funnel Line White Star Line

Regular Sailings to ENGLAND—via DURBAN, CAPETOWN & CANARY ISLANDS

A combined service offering Unequalled Facilities at fares to suit all Travellers

S.S. "NESTOR" - 14,547 tons	S.S. "EURIPIDES" - 15,000 tons
S.S. "ULYSSES" - 14,626 tons	S.S. "THEMISTOCLES" 11,250 tons
S.S. "ASCANIUS" - 10,148 tons	S.S. "DEMOSTHENES" 11,250 tons
S.S. "ANCHISES" - 10,000 tons	(First and Third Class Passengers carried)
(First Class Passengers Only)	(For Third Class Fares apply Dalgaty & Co. Ltd. only)

S.S. "CERAMIC" - 18,945 tons	"Cabin"
S.S. "SUEVIC" - 12,686 tons	Class
S.S. "RUNIC" - 12,663 tons	Passengers
S.S. "MEDIC" - 12,222 tons	

Inclusive Tours to South Africa at reduced rates.

Passengers from New Zealand can be booked by local New Zealand Agents. Fares and further particulars on application.

JOINT AGENTS:

BRISBANE—Dalgaty & Co. Ltd. and Wills, Gilechrist & Sanderson Ltd.
 SYDNEY—Dalgaty & Co. Ltd. and Gilechrist, Watt & Sanderson, Ltd.
 MELBOURNE—Dalgaty & Co. Ltd. and John Sanderson & Co.
 ADELAIDE—Dalgaty & Co. Ltd. and George Wills & Co. Ltd.
 ADELAIDE—Dalgaty & Co. Ltd. and Henry Wills & Co.
 PERTH—Dalgaty & Co. Ltd. and George Wills & Co. Ltd.

Still under the ownership of her speculative builders she made a maiden passage to Liverpool with a cargo of timber in 15 days, and then recrossed the Atlantic to Mobile for a cargo of cotton. As soon as she arrived back at Liverpool she was bought by one Paddy McGee, a well known Liverpool character who had made his fortune as a marine store dealer. He was not very optimistic as to his bargain, but she caught the eye of young James Baines, who then had a little money behind him from the profits of his first Australian voyage, and who contrived to get a certain amount of backing in Liverpool. He paid a fair price for her and then had to lay out considerably more money to replace her temporary fastenings with copper bolts and to have her sheathed. He also had her completely refitted as an emigrant ship.

Liverpool shipowners laughed at him for his pains but he had faith in his judgment and he also had faith in the captain whom he had selected for her, James Nicol Forbes, known in Australian shipping history as Bully Forbes.

His first voyage was lucky in that he contrived to charter the whole accommodation of the ship to Government Emigration Commissioners, and carried out 930 selected emigrants. The old-fashioned shipowners who had laughed at him for his pains in fitting out and ventilating the emigrant's quarters, especially in the matter of a sick bay and two qualified surgeons, were chagrined to find that he had made the passage with only two deaths among the adults, although several children died of measles. As a general rule in those days the number of deaths on a passage was anything from fifty to a hundred. Her regular crew consisted of 30 men, but a further 30 volunteered to work their passage and were accordingly taken on by Captain Forbes and his mate MacDonald.

She left Liverpool on the 4th. July 1852, the biggest ship that had ever left the Mersey for Australia, and arrived at Port Phillip on the 18th. September, after making a record passage of 68 days and beating the steamer AUSTRALIA by a week. Her best day's run across the Indian Ocean was 364 miles, and for four successive days she averaged 336. At that time Australia was seething with the gold fever and ship after ship arrived in port to be deserted by her whole crew. Bully Forbes went straight up to the police station as soon as his anchor was down and had his whole crew clapped into gaol for alleged insubordination, until he was ready for them to sail again. Her return passage was 76 days from Melbourne to Liverpool, again beating the AUSTRALIA by over a week and raking in large sums in beth.

The result of these phenomenal passages was that she was packed for her second voyage and

was also entrusted with the carriage of £90,000 in specie, arriving at Melbourne 75 days out. Her return journey was spoilt by ice but she did it in 95 days, carrying 40 cabin passengers and over a quarter of a million pounds' worth of gold dust. With this reputation Forbes left the ship and went on to the new LIGHTNING, while Charles MacDonald his mate was promoted to the command.

Her third voyage was 72 days 12 hours outward and 78 days homewards, including a day's run of 428 miles by the log. She stranded at Melbourne while in charge of a pilot and was delayed ten days. MacDonald then went on to the JAMES BAINES and she was taken by Captain Wild who made a disappointing passage. On this voyage she had her famous race with the Blackwall KENT, leaving Port Phillip together. The KENT landed her mails by boat at Hastings a day before her rival crossed Mersey Bar, having been favoured by light airs across the Atlantic.

By that time the old ship was beginning to get more than a little strained by this constant driving and her passages became disappointing, but she was still a very popular ship both for passengers and for the carriage of gold dust. In 1855 she collided with a brig in the Mersey and then stranded off the Huskisson Dock, but was soon able to proceed, while in 1861 she collided with an iceberg and carried away her bowsprit in addition to doing a good deal of other damage. Her people had practically decided to abandon her but she finally made Valparaiso after a month's hard pumping.

In 1871 she was sold to J. Wilson & Co. of South Shields to carry coal to the Mediterranean, and three years later was transferred to Wilson & Blain. In 1875 she wanted large repairs which practically amounted to a reconstruction and in 1880 she was again sold to Messrs. Bell & Lawes of South Shields. In 1883 she was sold to a Liverpool firm to finish her days in the Canadian lumber trade, wrapped round with chains to keep her together but in July of that year she stranded on Prince Edward Island, the wreck and cargo only fetching £600.

—Frank C. Baines.

PHOTOGRAPHS OF SHIPS OF ALL KINDS

Sailing ships and warships of all ages and all countries a speciality, also a large selection of the early liners. Post card size 3d. each, larger sizes proportionate.

Nautical Photo Agency, 9 Victoria Street, London, S.W.1.



Temple of Tooth, Kandy.

*Through the color and
mystery of the East
To the ordered great-
ness of the West*

BRIGHT colors and gay sights, Buddhist temples and buried cities, red roads amid green palms, tea gardens and elephants, scented nights aglow with fire-flies and jewelled by ten thousand stars—such is Ceylon, fascinating Eastern Port of the P. & O. route.

After that comes Aden, Port Sudan, Suez, and Marseilles, each with its ineffable attraction to the voyager, and lastly London, a City beyond all dreams

P. & O. Prestige

is proudly sustained in each great liner—in the fine deck, well-fitted cabins, spacious and handsome saloons, lounges and smoking rooms and in the perfect cuisine and service.



P. & O. ROYAL MAIL LINE

Macdonald, Hamilton & Co.,
Agents
247 George Street, Sydney.



Luxurious Lounge of a P. & O. Liner.

European Naval Notes.

(by a Special Correspondent)

Lieutenant H.R.H. Prince George has been appointed Flag-Lieutenant to the Commander-in-Chief of the Atlantic Fleet in the new NELSON.

Britain will shortly invite tenders for one 10,000 ton 31-knot cruiser, six destroyers, and eight submarines. It is hoped that the destroyers will be to builders' designs; the submarines will be sisters to the Australian OTWAY.

NELSON, new battleship, became Atlantic Fleet flagship on Trafalgar Day. Newcastle, where she was built, is to present her with a silver bell.

The battleship QUEEN ELIZABETH has completed her reconstruction and has again become Mediterranean flagship. Her sister MALAYA has been withdrawn from the Mediterranean and is being similarly treated.

The 10,000 ton cruiser DEVONSHIRE has been laid down at Portsmouth on the slip vacated by LONDON.

The cruisers DEVONSHIRE, LONDON, SUSSEX and SHROPSHIRE of the improved "County" class will have a fuel capacity of 3,400 tons and a speed of 33 knots, compared with the 31½ knots of the "Kent" Class. The fault of high torpedo tubes in the early ships has been rectified.

The air officers of the French Navy have had their pay increased, and have been given precedence in the awards of the Legion of Honour and in promotion.

DOMENICA MILLELIRE, 1,400 ton Italian minelaying submarine has been launched at Spezia.

Her speed is 18 knots surface and 10 submerged, and she carries six torpedo tubes.

One of the last of the Navy's famous 600 M.L.'s is for sale. She is M.L. 547 and was a unit of the Rhine Flotilla which was withdrawn last year.

The cruiser CASTOR, S.N.O.'s ship of the Nore Reserve, was commissioned for a troopship voyage to China. The flotilla-leader SEYMOUR fulfilled her duties until the return from China of the cruiser CALLIOPE.

The 3rd Destroyer Flotilla which was sent to China during the crisis in January, is to remain

there permanently, being replaced in the Mediterranean by a flotilla from England. A permanent destroyer force has not been maintained in China since 1919.

The new "County" cruisers' 8 in. guns throw a 265-lb. shell and have a muzzle velocity of 3,150 foot seconds. The calibre is 55. The extraordinary elevation enables them to be used as anti-aircraft weapons.

It has been suggested that the Royal Marines should cease to be an independent force, but on account of their proved economy and efficiency the idea is not popular.

The famous WARRIOR, the Navy's first real ironclad which was built in 1861 and has been a hulk for more than a quarter of a century, is lying on the sale list at Portsmouth. She was withdrawn from commission when the VERNON establishment was moved to the shore in 1925.

12 Italian 2,000 ton 38-knot minelaying flotilla-leaders, armed with six 4.7-in. guns and six torpedo tubes, are to be built. There is also a question of replacing the three projected 10,000 ton cruisers by four 6,000 tonners.

The French Navy under the Leygue's regime is proving more popular. 355 officer candidates offered themselves this year, compared with 226 in 1925, and 147 officers were commissioned, against 102 last year. At present only a small proportion of the personnel are serving at sea.

The German battleships SCHLESWIG-HOLSTEIN was used by President Hindenburg when he reviewed the manoeuvres. Present were the battleships HESSEN, ELSSASS, and SCHLESSEN, the cruisers AMAZON, NYMPHE, and BERLIN, two destroyer flotillas and one minesweeping flotilla.

RODNEY, battleship, has returned to her builders for fitting out. She is expected to join her sister NELSON in the Atlantic Fleet at the end of the year.

My Lords of the Admiralty's steam yacht EXCHANTRISS, is still lying on the suspense list at Portsmouth. Her "axing" was recommended by the Geddes Economy Committee in 1922, but she has been consuming money ever since and in 1924 was specially commissioned for the Naval Review.

BABCOCK & WILCOX LTD.

HEAD OFFICE & WORKS IN AUSTRALIA:
REGENTS PARK, N.S.W.

Manufacture

The World Renowned Water Tube Boiler, unanimously recommended by the Boiler Committee appointed by the British Admiralty and now the Standard Boiler of the British, American, and other Navies.

CITY OFFICE:

WILSON HOUSE, GEORGE STREET, SYDNEY



Boys' Wrist Watch of Continental manufacture in a heavy nickel case. A watch that is a good timekeeper, and will stand plenty of hard wear. Would make a very useful and acceptable Christmas present for any boy. Price ... 6/9

DAVID JONES'

A. FORSYTH & CO. Ltd.

Australian Rope
Works

Box 86 CC, G.P.O.

Cable and Telegraphic Address:
"Rope"CODES: A.B.C. 4th and 5th Editions
and Bentley's

339 Kent Street,
Sydney

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

LARGEST MANUFACTURERS IN AUSTRALIA OF:
White and Tarred Manilla, Coir Rope, Spun Yarn, Lashings,
Clothes Lines, New Zealand Flax and Russian Hemp Rope,
Log Lines, Harvesting Twine, etc., Manilla Driving Ropes,
Plain and Cable Laid Cotton Ropes, Sash Cords, etc.
Sisal Fibre for Plaster Boards a Speciality.

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

Phone: B 7302-3

European Naval Notes—Continued.

£2,291 profit was made over the Portsmouth Naval Week in aid of service charities. It was extremely popular and it is hoped that it will be held annually.

The late Admiral of the Fleet Prince Louis of Battenberg (Marquis of Milford Haven) left further material for a book on naval medals. It will be published by Murrays.

The son of Earl Beatty, Sub-Lieut. Lord Boro-dale, has been appointed to QUEEN ELIZABETH, the new Mediterranean flagship.

The Rosyth Destroyer Reserve has been increased by SENATOR, SEABEAR, SCOUT, SPINDRIFT, SHAMROCK, SPARROWHAWK, TENEDOS, TRIBUNE, TURQUOISE, SWALLOW, VANITY, VERDUN, VIOLENT, TACTICIAN and SIMOOM.

The war-built destroyers UNDIKE and TRENCH-ANT are being prepared for sale at Portsmouth.

The new cruiser LONDON is expected to be completed in December 1928.

The cruiser CARADOC (built 1916) has commenced at Chatham her first large repair since she was completed. £104,936 is to be spent.

Lord George Hamilton has died. He was First Lord of the Admiralty in the eighties and mainly instrumental in getting the Naval Defence Act of 1899 passed.

French naval units operating in Moroccan waters have been withdrawn with the exception of the aviso DUCOUX, which will co-operate with the Rif Patrol maintained by Spain.

Admiral Sir Hugh Tophill has died aged 65. He led a division at Jutland, commanded the East Indies Station after the war, and was last employed as Admiral Commanding Reserves.

The Soviet has used the Black Sea naval manoeuvres as an excuse for further anti-British propaganda. Vessels present included the cruisers TCHERVONAYA UKRAINA (ex ADMIRAL NARKINOFF) and KOMINTERN (ex KAGUL) and four destroyers. At their close the crews were hurried across Russia to man the Baltic ships.

The drifter BILLOW stranded on the wreck of the old cruiser NATAL, blown up in 1915 at Invergordon, but refloated.

The cruiser Weymouth is being prepared for sale at Portsmouth. She was launched in November 1910 and is therefore our oldest active cruiser.

To interest youths in the Navy, Sweden invited 300 boys between 7 and 15 to serve in the coast defence battleship SVENRIK for one day.

The Jutland controversy continues and in the October "Fortnightly Review," Admiral Schöer, who commanded the German Fleet at the battle gives his version.

The minesweeper DUNOON was thrown open to visitors during the Liverpool Civic Week and her crew entertained. It is hoped to persuade the Admiralty to allow a bigger ship to go to Liverpool during the next Civic Week.

The French Aircraft carrier BEARN, which was originally built as a battleship, has been at last delivered by her builders and is destined for the Mediterranean.

The French training cruiser JEANNE D'ARC has left Brest on her last cruise for the West Indies and the Pacific, after which she will be scrapped.

A serious Communist mutiny occurred on board the French cruiser ERNEST RENAN at Toulon and resulted in several men being arrested. Later an apology was tendered to the Captain, but a very serious view was taken of the matter.

The Normand Yard of Havre has launched another French submarine, the DANAR, of 610 tons surface displacement and a surface speed of 14 knots, 9½ submerged.

The eight submarines which are provided for in the current Italian Estimates are not believed to have been commenced yet.

The retention of Port Edgar as a naval base is in the balance. It will shortly require large repairs, and the use of Rosyth as a destroyer base is considered to have rendered it redundant.

The last of the "G" class submarines, G.4 (built 1916) has reverted to the Sale List, from which she was withdrawn for experiments.

Spanish cadets recently cruised in the Mediterranean in the destroyers ALADO, JUAN LARAGA and VELASCO.

"Rolling Home" to Their Christmas Dinner.



Reminiscences of a Naval Career No. 2

TOMMY'S CHRISTMAS EVE.

(Written for the "Navy League Journal" by "Jack Frost.")

A Christmas Carol, reminiscent of that splendid old naval martinet, beloved by all who sailed under him; just as he was beloved by all who came in contact with him in his later capacity as Governor of New South Wales—the late Admiral Sir Harry Rawson.

H.M.S. "Warspite" was anchored at the Black Stakes, Sheerness. She was fittingly robed in a white mantle; for it was the day before Christmas Eve. Whiter and purer whiter she became as the snowflakes—big as sixpenny bits—softly enshrouded her. Such parts of her as were sheltered, remained deep black—blotches silhouetted against the predominating whiteness; lending her the appearance of being cloaked in royal ermine.

Captain Harry Rawson—breezy old Harry—was similarly cloaked as he paced the after bridge; at least, his broad shoulders were; and so was his cape, which he always wore skewed slightly to one side—and, if he had not repeatedly kept on brushing them clear, his whiskers also would soon have been as white as his wintry surroundings.

The big sailing launch slid alongside the port gangway. She brought fifty boys from the training ship "Lion"—boys who had served their apprenticeship and were entering, for the first time, upon an experience in a seagoing ship. As the newcomers—boys all curiously contemplative of coming events—lined up on the quarter-deck with their kit-bags, and hammocks, and ditty-boxes, Captain Rawson shook the snow from his shoulders—like a Newfoundland dog shaking the water from his shaggy hide after a swim. A fitting simile—believe me—for Harry Rawson WAS a sea-dog if ever sailor—one of the old school. Oh, yes! Harry Rawson was a sea-dog, every inch of him! One whose bark was worse than his bite.

The Commander of the "Warspite" walked from one end of the line of boys to the other, eyes searching each one appraisingly. In less than ten minutes he had allocated them: ten to the fore-top; ten to the maintop; ten to the mizentop; the remaining twenty to special duties—call-boys; side-boys; signal boys; two as commander's messengers; and two as captain's messengers. Yes, two as captain's messengers. A menial job, to be sure; but a job that can be held down well only by a boy of exceptional alert intelligence and tact—yes, tact! A captain's messenger must needs see and hear a lot that goes on behind the scenes. He, too, must be a sea-dog; a puppy of the kennels; always following his master; always within hail; eyes and ears well opened; mouth shut tight.

Tommy Ward had cause to feel proud of himself when the Commander told him off for duty as Captain Harry Rawson's messenger-boy of the starboard watch. And Tommy WAS proud of himself, when, half-an-hour later, he stationed himself outside the captain's cabin. He knocked at the door.

"Come in!" growled the old sea-dog.

"If you please, Sir, I'm your messenger," said Tommy, profoundly respectful.

Captain Rawson lazily turned on his swivel chair: "Oh, are you?" he said, searching the boy over from his bare toes to his shock-haired head.



KIWI IS BEST FOR ALL FOOT-WEAR. IT IS SUPREME IN BLACK, TAN, PATENT LEATHER, LIGHT TAN, DARK TAN, NIGGER, OX BLOOD & BROWN.



**Globe Brand
Meat Products**

QUALITY GUARANTEED
ASK FOR

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

JAMES BARNES LIMITED

MANUFACTURERS

REDFERN, NEW SOUTH WALES

ESTABLISHED 1881.



If you smoke a pipe, of course you smoke "Vice-Regal"
Mixture in a Cigar Pipe.

W. D. & H. O. WILLS



Increasing in popularity year after year. There is no substitute for "Vice-Regal" quality, nor for the comfort of the "Ivory tips, smooth to the lips."

Pockets of 10. Envelope Pockets of 15, 11.
Air-tight tins of 50, 3/5.

"Know your duties, boy?" he grunted, rather than spoke. (Speaking was always an effort with him. He preferred to discourse with his eyes, and with his smiles—occasionally, with frowns, did that fine old martinet!)

Tommy stiffened his five feet of tin ribs: "I can soon learn my duties, Sir," he replied nervously fidgeting with his cap.

"Oh, can you," replied the old martinet, striving to look austere—a futile operation for one of his sort. "I like confidence in a boy," he said, "as long as it doesn't get so close to the wind as to become cheek."

"Aye, aye, Sir!" replied Tommy.

"No, no, Sir!" corrected the old martinet, whimsically. "You get cheeky and I'll give you a spanking, well and hard. Understood?"

"Aye, aye, Sir!"

"Very well. Your duties are simple. You will, when it is your watch, *keep always within hail of me, whether I am in or out of my cabin.* Understood?"

"Aye, aye, Sir!" Tommy turned about and took up his station outside the Captain's cabin door, like a faithful terrier, ears alert for a call or for the twinkle of the messenger's bell.

That same day, things began to hum up at Whitehall. England had issued an ultimatum to Portugal owing to some trouble at Delagoa Bay, East Africa. Captain's of warships were issued with Sealed Sailing orders. The Yuletide Spirit of the hour in the fleet was turned topsy-turvy and it exemplifies the shrewdness of the makers of English Grammar when they placed ships in the feminine gender, from their faculty for changing the mind unexpectedly.

"Peace on Earth; Goodwill to Men!" That was the legend the Chaplain had nailed up on the break of the Warspite's poop, in readiness for the Christmas Morning's Divine Service.

"The fleet is to regard itself as being under sailing orders. All Christmas vacation leave suspended. Short leave as usual; but confined to the precincts of the port!" was another legend, signalled to the fleet from the Commander-in-Chief's office.

The Chaplain's legend still remained in all its irony; productive of bitter smiles. The Cin-C's legend, prominently posted on all ships' notice-boards, produced enthusiasm of battle, tempered by curses of disappointment:—"Those Garlic-stinking dagoes might have waited till Christmas was over before turning out their dirty linen!"

Meantime the men growled, they worked like h—l preparing the ships for sea—and for action.

Christmas Eve! Captain Rawson satisfied with the miracles that had been worked on board the "Warspite" during the last twenty-four hours—working day and night—issued the order: "Pipe forty-eight hours' Special leave to the Watch on board and warn the men the ship is under sailing orders, and that they must not leave the precincts of the port."

Not the least of the fine characteristics of that old martinet—Captain Harry Rawson—was consideration for his men—including the humblest boy. He, himself, intended to spend Christmas on shore. He would, therefore, not need the service of his messenger. But he was considerate enough to realise that the story of Casablanca was no fable; that unless he relieved his messenger from his obligations, that modern Casablanca—Tommy Ward—would stick outside the cabin door like a fly-paper to a blanket. He pressed his belt-push:

"Messenger, you may go on short Christmas leave with the watch."

That was all; he did not, in so many words, temporarily countermand his original instructions to his messenger boy; "*Keep always within hail of me whether I am in or out of my cabin.*"

So it was that Tommy Ward, notwithstanding that it was his watch on board, went on shore. The captain had so allowed; and who may dispute the lightest word of the captain of a British warship, especially when that captain happens to be a martinet of Harry Rawson's fine type!

But Tommy was not enthusiastically appreciative of the privilege that had been conferred upon him. He was a disappointed messenger boy. He had been looking forward to spending his Christmas leave in his native village of Middlewich, in rural Cheshire. But those garlic-stinking Portuguese



Clear and sparkling as the summer sea, a glass of amber tinted Tooth's K.B. will cool the throat and satisfy the utmost demands of physical refreshment.

K.B. is a TRUE Lager.

TOOTH'S KB a true LAGER

Brewed and Bottled by TOOTH & CO., LIMITED,
KENT BREWERY, SYDNEY.



For those who care

Dill's "BEST" Virginia Tobacco

Dill's "Best" high-grade Virginian Tobacco, in cube cut and ready rubbed. A cool, mild tobacco that will not burn the tongue.

1 lb., 16/- 5 ozs., 8/- 4 ozs., 4/- 2 ozs., 2/-

TOBACCO DEPARTMENT, GROUND FLOOR

FARMER'S SYDNEY

Box 497 A.A., G.P.O.

THE BROKEN HILL PROPRIETARY CO. LTD.

MINE OWNERS

IRON & STEEL MASTERS

MANUFACTURERS OF:

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



WORKS:

IRON & STEEL WORKS
NEWCASTLE, N.S.W.
IRONSTONE GUARISE:
IRON RAILS & A
SILVER-LEAD MINE:
BROKEN HILL, N.S.W.
BRANCH OFFICES:
SYDNEY
35 O'CONNELL ST.
ADELAIDE
30 FRANKLIN ST.
LONDON:
5 BY WINCHESTER ST.

HEAD OFFICE: EQUITABLE BUILDING MELBOURNE

had blighted his hopes. Tommy ground his teeth just as crunchingly viciously as the most seasoned sea-dogs of the lower deck were doing. Oh, yes! He would get his own back on those Portuguese when the time came! For wasn't Tommy, at the pipe: "Clear ship for action!" stationed as powder-monkey at number one six-inch gun, starboard! He vowed he would hand out those dirty-faced, garlic-stinking dagoes their full ration of powder—my oath, he would! He would show the blighters that they couldn't jamb HIS Christmas leave with impunity—by cripes, he would!

Bitterly disappointed at not being permitted to visit their long-distanced homes for Christmas, while yet enthusiastically spoiling for fight, many of the men of the fleet took a risk. Tommy Ward was one of them; he was over-persuaded by some of his recalcitrant topmates. "There was a week before the period of the ultimatum would expire." Thus they reasoned it out to their guilty consciences. He, Tommy, would hop into the train at Chatham; arrive in London in time to catch the fast night train leaving Euston for Crewe, which would land him at Middlewich in good time to join up with the Saint Michael and All Angel's Church choir carol-singers. And then—Tommy chafed his frost-tingling hands gleefully in anticipation—and then; Bostock Hall!

Bostock Hall was one of the stately homes of England; the country seat of Colonel France-Hayhurst—the cheery squire of the village. Bostock Hall! Where, for generations, the Church choir, precisely at the hour of midnight on Christmas Eve, carolled the Message of Old, proclaiming "the birth of the Saviour, Christ our Lord!"

And there was more to it for Tommy than mere village sentiment, or tradition, or folk-lore love for the Hall and its grand old squire: Had not Tommy, from the age of eight, once been a leading chorister in the Church choir! And wasn't it the squire, himself, who had endorsed his entry papers for the Royal Navy!

"My boy, you are going to show your village mates a point; you are leaving their company a raw country yokel as they are. But you will one day return a gallant British Tar!"

Those were the inspiring words the old squire had used as he signed Tommy Ward's papers for

his entry into the Royal Navy. And Tommy recalled those words oft, as the train sped him through the night—no longer a country yokel, but a breezy young Jack Tar, just as the old squire had predicted he would one day become. But even as he was lulled by these pleasant thoughts, his conscience kept pricking him:

"Tommy Ward, you are a powder-monkey; and you are running away from your gun!" And Tommy just as often strove to soothe his guilty conscience as he still kept on his course for Bostock Hall:

"The ultimatum does not expire until the end of the week," he consoled himself. I can easily get back to Sheerness and be on board my ship before the expiration of my leave. Nobody will be the wiser. Blast those garlic-sinking, dirty-faced Portuguese dagoes! Why couldn't they have had the decency to wait till Christmas was over! I'll show 'em, by cripes!"

Whatever qualms of conscience might have been troubling Tommy Ward, they entirely dispersed as his train drew up at the Middlewich Station platform, and he once again stepped on to his native heath. A hurried visit to his home, and then he rushed off to the school-room—the school-room in which he had received such elementary education as the National School Boards at that period made available to the youth of the working-class parents. Fatteringly, and not without emotional feelings, he approached the door of the brightly-lighted building, from the open windows of which was emitted the cheering aroma of steaming hot coffee, and the appetising smell of freshly-cooked roast beef. Shyly he opened the door, to behold a Yuletide scene he had been so familiar with in what seemed, to his youthful mind, the days long, long past—the big roaring fire; the decorations of holly, and ivy, and mistletoe; gaily-coloured paper festoons, and garlands; brightly-coloured and absurdly-designed paper bags; over the mantelpiece the old, old legend: "A Merry Xmas and A Happy New Year!"

This was the rendezvous for the assembling of the Church choir carol-singers, at which they were regaled with warming, nourishing refreshments preparatory to setting out into the night, and into



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—*Officer-in-Charge* Mr. J. SPARK
Non Secretary Mr. J. SPARK
NORTHSYDNEY—*Officer-in-Charge* Mr. W. L. HAMMER
Non Secretary Mr. S. BROWN
LANE COVE—*Officer-in-Charge* Mr. M. BOWEN
Non Secretary Mr. P. L. HARRIS
COOGEE-CLOVELLY—*Officer-in-Charge* Mr. S. BOWEN
Non Sec. Mr. J. E. MILLER
MOSMAN BAY—*Officer-in-Charge* Mr. H. E. CORRIE
Non Secretary Mr. T. V. ROBERTS

DRUMMOYNE—*Officer-in-Charge* Mr. J. HIGGINS
Non Secretary Mr. A. WALKER
RICHMOND—*Officer-in-Charge* Mr. J. E. ANTILL
Non Secretary Mr. J. E. ANTILL
ROSE BAY-BONDI—*Officer-in-Charge* Mr. E. J. HOPKINS
Non Sec. Miss B. HARRIS
BIRCHGROVE—*Officer-in-Charge* Mr. S. BOWEN
Non Secretary Mr. S. BOWEN
MIDDLE HARBOUR—*Officer-in-Charge* Mr. S. BOWEN
Non Secretary Mr. S. BOWEN

General Notes.

We extend the Season's Greetings to all companies of Navy League Sea Cadets, their Committees and supporters. The year just ending has seen much activity in the various depots of the movement; and, taken by and large, advancement has been the order of the day. Difficulties and problems have been keenly faced, and it is with new heart and hope that we look confidently forward to that which lies in store for us in 1928.

It was a great pity that the day chosen for our picnic turned out so wet, but we were lucky to be able to cancel the event in time. However, early in the New Year, we hope to be able to fix a day for this popular outing.

North Sydney.

(Contributed by Mr. W. L. Hammer, O.C.)

THE North Sydney Sub-branch Committee, together with the officers and cadets of the Company, desire to convey to all Companies and Sub-branch

Committees the Season's Greetings and a happy and prosperous New Year.

The O.C. desires to deal firstly in this month's notes with the Pittwater Regatta arrangements for the edification of all O.C.'s and other Companies. The following arrangements have been made, which will complete the programme for this function:—

RE TRAVELLING AND CAMPING ARRANGEMENTS—Cadets to muster at the Customs House at 5 p.m., Friday, the 30th December, and will leave to join the S.S. "Newcastle" at 5.30 p.m. This vessel leaves for Broken Bay at 6 o'clock sharp.

The Camping Ground will be at Salt Pan Cove and tents will be erected in readiness to receive the cadets on arrival.

The principal duties apart from Racing Events will be as follows:—

ROYAL GUARD.—Consisting of Cadets in long rig.

North Sydney whaler and its No. 1 crew will carry H. E. the Governor-General to and from the flag ship.

North Sydney Bugle Band for marching guard

North Sydney News continued page 18

Balmain.

(Contributed by Mr. J. Spark, Hon. Sec.)

THE Balmain Company spent a very enjoyable time down with the Birchgrove Company at the opening of their new depot. We wish to thank Mr. Cooper and his Company for the good time we had with them. This Company attended the parade and concert in the city on Nelson Night; Cadet M. McGarr was selected from this Company for the Viking Watch Prize. We also supplied four cadets for the Prince Edward "Guard of Honour." Two Church parades were attended this month. The Congregational Church sent in a request asking the Company to parade for their Anniversary Service, the Mascot of the Company, Master Keith Fox, livened things up on their return from Church with the side drum. We had the usual Church parade to the Balmain Central Methodist Mission to hear Mr. McKibbin, who always has something good to tell the cadets and at all times takes a great interest in the Navy League boys. Training and recreation are going as usual at the depot. The Balmain Coy. had a good muster for the Limbless Soldiers Parade on November 23.

On November 28 about 23 boys and their Mascot, Keith Fox, in charge of Mr. Phillips, attended a concert in St. George's Hall, Newtown, given by Miss R. Carter and her pupils. The cadets gave an exhibition of cutlass drill and semaphore, which was very much appreciated. Miss Carter and her committee were so pleased with our boys that they have promised to repeat the concert at some future date in Balmain, to help the funds of the cadets.

They also attended a Ball in Newtown Town Hall on November 8, some of the boys competed and were successful in winning second prize.

The Balmain Company wish all other Companies a Merry Xmas and a Happy and Prosperous New Year.

Drummoynes.

(Contributed by Mr. J. Higgs, O.C.)

ON Saturday afternoon, 12th November, we marched through Balmain (with the Birchgrove Company) to help the cause of the Balmain Hospital, and won the blue ribbon for marching. We had plenty of band music—Birchgrove Band led the parade, and Tooth & Co.'s Band followed the Sea Cadets. We lent Tooth & Co. our model ship and this, placed on a trolley surrounded by our boys, lent colour to the parade. For this exhibit we obtained the first prize; so the boys did well.

On 13th November we had a splendid opportunity to publicise the Sea Cadet Movement in this district, as on that day the foundation stone of the Drummoyne War Memorial was laid. There was a good muster of scouts and girl guides, but our attendance was not too good. Among well-known people present were Alderman Neild, Mayor of Drummoyne, and Major-General Sir Chas. Rosenthal, K.C.B., C.M.G., D.S.O., V.D.; the latter gave those present a very fine address on the meaning of the dedication.

On the 16th November we had the pleasure of a visit from Capt. W. W. Beale. He told us about his travels during his year's absence and much interesting information about the Navy League in general.

All hands were keenly looking forward to the Navy League Picnic, and were very disappointed when the weather turned so unpropitious. However, it was a very good thing that it was postponed as the afternoon suffered a steady downpour.

We are preparing for a Christmas camp. We have launched our boat, which has been newly painted; and a new sail has been made for the cutter. On the trip we hope to pass in close to a few of the other depots on our way down harbour.

Rose Bay-Bondi.

(Contributed by Mr. C. J. Hookins, O.C.)

THE last month of the year still finds us "going strong," and well on the way to the finalisation of constructive work, which has proceeded by progressive stages, and which will add to the material comfort of the boys and the more efficient working of the Depot.

We could not have achieved this objective without the splendid assistance rendered by Mr. F. W. Hixson, O.B.E., and the loyal co-operation of the junior officers and senior boys.

During the month we had a visit from North Sydney's whaler crew in charge of Mr. Dodds, who joined forces with ourselves and Coogee-Clovelly in pulling up the latter company's cutter on the slips.

Our whaler and dinghys have been under sail every week end, and we hope shortly to make dinghy racing a feature at this depot.

During the recent north-easterly blow our gig broke adrift from her moorings and was badly damaged on the sea wall in Elizabeth Bay. We are in hopes that she will be able to be put in commission again.

Our 1st Officer, Mr. F. Hopkins, celebrated his 21st birthday since our last issue. His connection

A High-Grade Watch of Guaranteed Dependability



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

A reliable Crystal face Swiss Lever Watch in strong Gents' case, practically dustproof. Specially recommended for country wear or schoolboy's use. £2.

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

HARDY BROS LTD

The House of Exclusive Jewellery

13 HUNTER STREET, SYDNEY

116-118 QUEEN STREET, MELBOURNE 185-200 COLLINS STREET, MELBOURNE

COUGHS Quickly Stopped — if treated promptly

Take proper steps in the first stages of a cold, or on the slightest sign of hoarseness and you will ensure relief, easily.

Elliott's Compound Syrup of White Pine and Tar is a soothing, natural medicament for throat and lungs. It prevents coughing and relieves hoarseness. It is splendid in all cases of loss of voice.

Elliott's Compound Syrup of White Pine and Tar is obtainable from all chemists. Insist on the genuine.

ELLIOTT BROS. LTD.

600-602 STREET, SYDNEY

PEARSON'S CARBOLIC SAND SOAP

DOES ITS WORK
WELL

USE NO OTHER



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

Write for Free Catalogue.

James Hardie & Coy. Ltd.

"Asbestos House"

York and Wynyard Streets, Sydney.

Rees Bay—Continued.

with the Navy League Sea Cadet Movement dates back about seven years. The O.C. and officers of the Sub-branch presented him with a gyroscopic compass, which we hope will enable him to "keep off the rocks" and to steer a straight course.

Some of our old boys, who have been to "lands far distant," visit us regularly when in port and keep up the old associations.

Our embryo K.C.'s and V.C.'s having passed their Q.C.'s have put their books aside in favour of sailing the seas as much as possible during the holidays.

Our Xmas camp should be one of the best, and all hands are eagerly looking forward to having the best of good times.

To the Navy League and kindred Sub-branches we extend the season's greetings, and trust that the coming year will be bright and prosperous, and that this great movement will go from strength to strength as the years roll on.

Lane Cove.

(Contributed by Mr. R. M. Sommerville, O.C.)

THINGS have been very quiet this month, only the usual parades and boat work being carried out.

All hands were looking forward to having a good time at Clontarf, but were very disappointed when it did not come off. We thought in the morning that the man who "deals out the weather" had made a mistake, so we got into our boat and went for a spin up the river as far as Fairyland, and were having some good fun when down came the prophesied rain. By the time we got back to our moorings our clothes were very much dampened but not our spirits.

On the 6th November, the annual examinations were conducted by Messrs. Whitmore and Waterfield of Birchgrove Company, assisted by Petty Officer Cooper. They had their work cut out in deciding the winners of the various competitions which resulted as follows:—Signalling: L.S. J. Edwards. Knotting: P.O. F. Pritchard. General efficiency: P.O. F. Pritchard 1st with L.S. J. Edwards a very close second.

The knotting prize for the junior boys goes to Cadet W. Clark and the compass prize is divided between Cadets Clark, Gian and Kent.

The prizes will be distributed at the School of Arts, on Wednesday, 14th December.

Church parade was held this month at the Presbyterian Church.

Recruit for the month—Cadet Critchley.

Lane Cove Company wishes all companies and supporters of the Navy League a Merry Xmas and a prosperous New Year.

North Sydney—Continued.

up to position. Four buglers to sound off flag up and flag down, also general salute on arrival of H. E. the Governor-General.

Signal boys to perform the various duties allotted to them.

Two messengers to be placed at the disposal of the Governor-General and Commodore of the Day should they be required.

Camping arrangements will be entrusted to the Chief Officer of the North Sydney Company.

Messrs. R. M. Sommerville, A. E. Dodd and W. L. Hammer will act in the capacity of Controlling Officials re Racing Events.

The five cadets chosen from each Company are required to pay 6/- each in advance to cover expenses of camp.

RACES.

CHAMPIONSHIP CUP RACE, N.S.W.—This will be an annual event for all Companies of the Navy League Sea Cadets.

The Order of Races shall be as follows:—

1st Race, Single Sculls, at 10.20 a.m. Prize money: 1st, Open Order £1 10s.; 2nd, Open Order £1. Entrance free.

2nd Race: Double Sculls at 3.15 p.m. Prize money: 1st, Open Order value £2 and a bugle as a Trophy, to be presented to the Company to which the successful competitors belong; 2nd Prize, Open Order value £1. Entrance free.

CHAMPIONSHIP RACE, N.S.W., FOR NAVY LEAGUE SEA CADETS, ALL COMPANIES, 4.30 p.m. This race to be rowed double sculls, and a Cup presented to the successful competitors of the Company. This Cup to be won outright every year and to be held by the Company. Value of Cup, £5 5s. Entrance free.

NOTE—In the aforementioned races all boats start off scratch. The distance will be half-a-mile.

It is to be hoped that all Companies will take full advantage of the above events. The Pittwater Regatta Committee have gone to a good deal of trouble in ensuring a good time to the boys, and their efforts and hospitality should be accorded the support of all companies.

The O.C. would like to place on record on behalf of the Sub-branch Committee and the Officers and Cadets of the Company, their deep appreciation of Captain W. W. Beale's visit and his interest in the welfare and work of this Branch. It was indeed a pleasure for all present to welcome Captain Beale back again, especially those who knew him

The Commercial Banking Company of Sydney Limited

ESTABLISHED 1834

AUTHORISED CAPITAL	£12,000,000.
CAPITAL PAID-UP	£4,710,452 10 0
RESERVE FUND	£3,950,000 0 0
RESERVE CAPITAL	£4,730,512 10 0
	£13,390,925 0 0

DIRECTORS:

GEORGE J. COHEN, CHAIRMAN; HON. SIR THOMAS HUGHES, M.L.C., DEPUTY CHAIRMAN;
HON. JAMES ASHTON, M.L.C.; MAJOR-GENERAL THE HON. J. W. MACARTHUR ONSLOW,
V.D., M.L.C.; OWEN E. FRIEND.

GENERAL MANAGER: J. R. DRYHURST.

HEAD OFFICE: SYDNEY, 343 GEORGE STREET.

LONDON OFFICES: 18 BIRCHIN LANE, LOMBARD STREET, E.C. 3, AND 69 KING WILLIAM
STREET, E.C. LONDON BANKERS: THE BANK OF ENGLAND; WESTMINSTER BANK
LIMITED; BARCLAYS BANK LIMITED.

Branches throughout QUEENSLAND, NEW SOUTH WALES and VICTORIA, at ADELAIDE, SAUSTRALIA, and CANBERRA
(Federal Territory), Agencies throughout AUSTRALIA and NEW ZEALAND and ALL OTHER PARTS of the WORLD

SAFE DEPOSIT.

For safe of Title Deeds, Insurance Policies, Bonds, and other Valuable Documents, Jewellery, Photo, etc. Not
confined to the Bank's own Customers. £1-5/- per annum, upwards. 100000 - Weekly
to Friday, 9.15 a.m. to 5 p.m. Saturday 9.15 a.m. to 11.45 p.m. Holidays excepted. Further particulars on application
Inspection invited.



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

MANGROVITE LEATHER FOR ALL PURPOSES

New Waterproof Leather
or Rawhide Belting
(Write for Particulars)

Rigging Leather.
Mechanical and Pump Leathers.
Sole Leather.
Scrap Leather for Repairs.

All scientifically tanned from carefully
selected hides.

MANGROVITE BELTING LTD.
CHARLES LUDWIG, MANAGING DIRECTOR.
45 YORK ST. (WYNFORD SQUARE) SYDNEY

North Sydney—Continued.

in earlier days. His untiring energy and impartiality have at all times won the deepest admiration and respect from all those who come into close touch with him in connection with the work of the Navy League.

A function is to be held at the North Sydney Depot, on Saturday afternoon and evening of the 17th December, which will be in the form of a Christmas Fete and presentation of the Whaler by His Worship the Mayor of North Sydney, on behalf of the sub-branch committee.

His worship the Mayor together with the Town Clerk and Aldermen, have signified their intention in writing of attending this Function and also a large number of other notable guests. The sub-branch committee together with the officers and cadets are making every effort in preparation for this event so as to ensure a successful afternoon and evening. The Paramount Film Photographer will be present to record the leading features of the day for the Gazette.

RE THE ANNUAL BALMAIN REGATTA to be held on the 27th December. A boats crew has been detailed off to participate in the rowing events for all companies of the Navy League Sea Cadets of

N.S. Wales. The crew selected is at present undergoing the usual training and will make a big effort to win the honours on this occasion.

The O.C. of the company has drawn up a set of rules dealing with discipline and routine for cadets billeted in depot over the week-ends. Thanks to our Vice-President, Mr. Oscar Curtis, 250 of these have been printed in pamphlet form.

It is the O.C.'s intention to supply Headquarters with a number of these little booklets to be distributed among the O.C.'s of other companies for their use should they feel so disposed to take them.

The swimming pool at the depot has undoubtedly become a great boon to the officers and cadets of the company. The best part of their leisure time in depot being spent in the water.

The number of cadets to date on the roster is 65 together with 3 officers, 2 petty officers, 10 leading sea cadets and 8 signallers. The bugle band is also in excellent form. The number of boys in long rig, considering that this uniform is hard to procure at the present time, is indeed creditable, there being 32.

It will be appreciated if the names and ages of the cadets who will be at the Pittwater Regatta are forwarded to the Officer-in-Charge of North Sydney Company as early as convenient.

PHONE B 4317

H. T. DUNN & CO. PRINTERS

for

ALL YOUR PRINTING,
BOOKBINDING and
STATIONERY, Etc.

HARRINGTONS BUILDINGS
53-55 GEORGE ST. NORTH,
SYDNEY

PRINTERS OF THIS JOURNAL.

Members are requested to interest and
enrol a friend.

Middle Harbour.

(Contributed by Mr. W. G. Hixey, Acq. O.C.)

CHRISTMAS is again with us and I would like to take this opportunity on behalf of the company and supporters to wish you all a Merry Xmas and a Happy New Year.

Since the last report we have taken delivery of our gig with its new engine installed. The engine is working splendidly and is a great boon to the company. Needless to say the boat is in constant demand during week-ends. We take this opportunity to thank Messrs. Pritchard Bros. for their good work of conversion and installation.

Our concert, which took place on the 8th December, was very well attended indeed and proved

CAREFUL, PRUDENT MEN

who in their lifetime deposit their money with a strong Bank, and insure their lives only with a powerful Assurance Society, should not be content to leave their Estates after death, to the control of individuals who may be financially weak. PERPETUAL TRUSTEE COMPANY (LIMITED) has been in business as a CORPORATION TRUSTEE for over 41 years. Its wide experience and reasonable charges ensure expert administration at moderate cost, while its Reserves and Undivided Profits provide a degree of security beyond the power of the Private Trustee.

DIRECTORS:
Hon. R. J. Black M.L.C. (Chairman)
Dr. Robert L. Faithfull
T. H. Kelly
Sir Samuel Hordern
Walter T. Brunton
Herbert R. Lyaght
MANAGING DIRECTOR: R. GYLAND LETHBRIDGE.

CAPITAL AND RESERVES:
Subscribed Capital £1,000,000
Uncalled Capital £25,000
Reserve Fund 110,000
Perpetual Deposit with Government 30,000

TRUST AND AGENCY FUNDS NOW UNDER THE COMPANY'S CONTROL EXCEED £20,000,000.

PERPETUAL TRUSTEE COMPANY (LIMITED)

33-39 HUNTER STREET, SYDNEY.

Write for Explanatory Booklet.

Manager: H. V. DUNGLASS.

MURDOCH'S CELEBRATED

Surfo (regd.)

Bathing Costumes

Murdoch-made Pure Wool One-piece "Surfo" Bathing Costumes, made only as Murdoch's can make, double guarantee for maximum wear. In plain Black, or Black with coloured Bandol Red, White or Royal. Sizes 32, 34 or 36 inch. 8/6
38 and 40-inch, 9s. 6d. 42 and 44-inch, 10s. 6d.

SUPERIOR QUALITY.

Men's superior quality one-piece "Surfo" Costumes similar to above.

Size 32, 34 & 36-inch. 38 & 40-inch. 42 & 44-inch.

12/6 13/6 14/6

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

POSTAGE PAID TO
YOUR DOOR.

MURDOCH'S
IN PARK ST. LTD. SYDNEY



Send for
MURDOCH'S
beautifully
illustrated
catalogue
FREE.

When writing kindly
mention
"Navy League."

Middle Harbour—Continued.

a great success. Some very good items were given and a feature of the evening was the attendance of the Birchgrove Sea Cadet Band who played of their best. On behalf of the Company, we extend thanks to our committee who made the evening possible, especially to the Mayor, Alderman R. T. Forsythe, Dr. Reid, Aldermen Thompson and Bates and to Mrs. Whyte, one energetic and enthusiastic Hon. Secretary, whose work was prodigious. The function gave a good indication of the interest and support the Navy League Sea Cadets are creating and obtaining in Willoughby and if we are able to keep up the spirit evinced on that night there is no doubt that this company will thrive and prosper in 1928. Thanks Birchgrove for your help in sending along the band. It was great!

Mosman.

(Contributed by Mr. H. R. Cunningham, O.C.)

Our grand Christmas Fete which was held in the Mosman Town Hall on the 2nd and 3rd instant provided more than full occupation for many weeks for the whole of our virile committee.

The organisation was such, and each individual's work was so performed, that the huge undertaking ran like the working of a well-conditioned machine. I regret that space will not permit of the mention of each individual helper where all are so worthy, but must rest content with offering our sincerest thanks to all who so ably carried the Fete to such a successful conclusion. We also extend our grateful appreciation to the many business firms and others who so kindly assisted by donations in either cash, kind, or advertising space.

CHRISTMAS CAMP. We have all arrangements complete for the 14 days camp to be held in Peak Hill district commencing on the 23rd. From the kindly Mayoral letter received by our President we are in for a most wonderful reception by the hospitable people of Peak Hill district.

TRAINING. Our cadets are well in train for the Annual Picnic Sports which unfortunately had to be postponed to 14th proximo. However, we still have this meeting to look forward to, and hope to

render a good account of our prowess in most events.

FOLLY FARE. The following ladies of our committee assisted headquarters in "Folly Fare" arrangements at the Wentworth:—Mrs. E. I. C. Scott, Mrs. T. V. Roberts, Mrs. Claude Dillon, and Mrs. Barton Addison. Congratulations to headquarters on the success of the "Fare."

We sincerely thank Mr. Hopkins, O.C., and the Rose Bay-Bondi crew for towing one of our whalers across the harbour last Sunday in the teeth of a strong north easter thereby saving our boys from a long, long and a strong, strong pull.

A Merry Christmas and a New Year of the best to all.

PLEASE SUPPORT OUR ADVERTISERS



By Appointment
to

H.M.
King George V.

BRITISH

—from Radiator Cap to Tail Light

THE Leyland Lorry is as British in its dependability, as the Leyland service is thorough and conscientious. There are lower-priced lorries than the Leyland, but in the final analysis you will find that your Leyland costs less. Practically every nation on earth pays tribute to British engineering skill by using Leyland Lorries. Invest in a British built

Leyland

LEYLAND MOTORS LTD.
ENGLAND

Head Office:
24, Great St. Martin,
STONBY.

Sales Station:
4, Great St. Martin,
CAMBRIDGE.

Tommy's Christmas Eve—Continued.

the snow, for the annual tramp to Bostock Hall, where the first carols of the season would be sung for the cheer of the squire and his big house-party; the doing of which had become an old-established institution at Middlewich.

The snow carpeted the ground nearly a foot deep, as, noiselessly—stealthily—the carol-singers arrived and took up their position at the front of the Hall. And it was still snowing—it always seemed to snow at Bostock Hall on these occasions; which was quite fitting! Not the faintest glimmer of a light could be seen at the scores of windows with which the great, rambling old mansion was furnished; not a sound broke the wintry stillness, except a savage bark of watch-dogs proceeding from the region of the courtyard and the kennels and the stables; even the magnificent, stately old elms, weighted down with their mantles of snow, seemed to be standing sentinel with bated breath. Everywhere, everything, was of Yuletide whiteness except where the grand old pile in places receded back into its own shadows. And except where the score of choristers—men and boys—were grouped in a compact mass, which, by contrast with the whiteness of the setting, would have been eerie black but for the grey diffusing afforded by the veil of softly-falling snowflakes which revolved and swirled in the shafts of yellow light from the buckhorn stable lanterns.

Then, that tense moment—one minute to the hour of midnight! A restrained clearing of throats; the quickening sound of the choir-master's tuning-fork, giving the key pitch for the several voice parts of the singers.

At last! The bells of Bostock Hall chapel—the squire's own chapel, at which the members of his household and of the big estate worshipped— chimed the hour of midnight! Before the last stroke of the merry peal had died away, reverberating among the coppices, startling the squire's foxes (for the hunt) and his game (for the guns) the carollers burst into song:

"Christians awake! Salute the happy morn
"Wherein the Saviour of mankind was born."

Instantly, with the magic spontaneity of a pantomime transformation scene, the massive rambling pile was a blaze of light—from its myriad windows;

from its broad, oak porchways, revealing such a spectacle as ever a Dickens could but inadequately describe: festoons and garlands of holly and ivy—holly with thick clusters of red berries, indicative of a hard winter—the inevitable mistletoe bough; snow-white table linen; gleaming silver; all in a background setting of age-old oak-panelled walls and ceilings; walls hung with ancestral portraits; ancient armour; trophies of many a chase—for the old squire was master of the finest hounds in the county, and the counties around!

And among all this magnificent Country setting sat or stood or moved the guests—Country Squires in hunting garb of Scarlet coat, white breeches, and top boots; Navy and Army officers in uniform; statesmen and diplomats in immaculate evening dress; elegant ladies superbly dressed and bejewelled with costly gems. And amongst all like will-o'-th'-wisp noiselessly glided liveried male attendants and white-capped, white-aproned waiting-maids.

After the singing of the first carol, the old squire—white-haired, white-moustached, and beaming, appeared on the wide hall steps to receive the choir's Christmas greetings from the Conductor:

"A Merry Christmas and A Happy New Year!" Which greetings were heartily reciprocated. Followed more carols and the special Christmas Anthem:

"How beautiful upon the mountains are the feet of Him that bringeth glad tidings."

With the singing of "Good King Wenceslas," the choir, amid a babel of final greetings—"A Merry Christmas; A Happy New Year!" from all sides—prepared to move to the servants' quarters, where was awaiting a huge tub of hot spiced beer to be served in horn tumblers. Came the Squire's voice from the hall steps, addressing the choir-master:

"Who is that boy you have with you wearing the uniform of the Royal Navy?" he asked eagerly.

"Tommy Ward, Sir!"

"Bless my Soul! Damm! Send him over to me—Why, 'pon my Soul! I don't believe these ancient grounds have ever before been graced by the presence of a member of our glorious Lower Deck!"

A moment later, Tommy Ward was in the grip

of the old Squire's handshakes, and was being literally dragged into the centre of that dazzling scene—the cynosure of a hundred pair of admiring eyes:

"This boy, ladies and gentlemen," commenced the Squire, "is Tommy Ward, a representative of the Lower Deck of the Royal Navy! See what they have made of him from an erstwhile scare-crow in a turnip field! I am proud to say that I, myself, rescued him for naval service."

Blushing, and with awkward bows, Tommy acknowledged the compliment, while his eyes filled and his head swam with the buzzing of cheers and a *feu de joie* of hand claps. When at length, he recovered his composure, it was to find his eyes rivetted upon a naval officer seated in a obscure corner of the great dining hall. With a startled gasp which, almost, was an exclamation, he recognised his Captain—Captain Harry Rawson!

Amid cheers, at the squire's bidding, the attendants rolled clear of carpets a big space of the floor. After feeble protesting, Tommy was prevailed upon to retire to the butler's pantry whence presently he reappeared, barefooted, trousers rolled well up, cap flat-aback. And, to the lively piano accompaniment played by one of the young "Her Ladyships" present, he gracefully went through all various figures of the then already fast declining, but still picturesque, hornpipe. But Tommy, from the corner of his eye, noted that there was one of the guests who did not clap an enthusiastic appreciation of his performance—that one was Captain Harry Rawson.

Tommy's heart sank lower; even as his embarrassment rose higher, especially when, presently, a

real duchess led him into the ladies' drawing-room and prevailed upon him to render a song. Tommy's brain was in a whirl of mixed emotions. When asked what he would best like to sing, he could think of nothing else but the impression that had just been left upon his brain when he had mingled his still girlish voice with those of the carol-singers. Perhaps it was that the duchess had singled out his sweet voice from the rest of the choir, for, almost mechanically, or as if by way of prelude, she struck the first couple of bars of the greatest favorite of all carols.

"I think I can sing that one," said the boy. And he lifted his voice, clear and mellifluous as the piping of a thrush:

"Hark! the herald angels sing:
"Glory to the new-born King!
"Peace on earth and mercy mild;
"God and sinners reconciled!"

And when he had finished his carol, it was to find that his audience had swelled by the appearance in the great room, and at the doorways, and French windows, of all the male guests and not a few of the big retinue of indoor and outdoor servants. And when the Squire insisted upon an encore, one after the other, all hands joined in, till the scene resolved itself into a veritable carol service!

The Squire insisted upon Tommy staying all night at the Hall. The next morning, he was driven, by one of the grooms, back to his home, with a huge round of roast beef, and a dressed turkey, as a Christmas present for himself and his parents.

But withal that he had found things exciting, enhanced by forced, copious draughts of hot spiced beer, Tommy could not forget that naval officer with the inscrutable features whom he had seen up at the Hall. He got (what to-day we should describe as) "the wind up." He took full advantage of that wind—filled his sails, and steered a straight course by fast train to Sheerness and the "Warship." Several times—at Middlewich; at Euston; at Charing Cross—he caught sight of "Old Harry." He took ostentatious care that he, in his turn, should be seen by HIM. Tommy stepped over the ship's gangway well ahead of time.

At nine o'clock on Boxing Day morning, it was a very nervous and forlorn-looking Tommy Ward who presented himself at the Captain's cabin for duty. Presently, the messenger's bell rang:

"Messenger, Sir!" Tommy announced himself in a voice of ill-feigned composure. It seemed to him that hours passed before the Captain slowly slewed round in his desk chair.

"Umph!" he grunted. "Here we are again!" "Yessir."

"Umph! And what the devil were YOU doing at Bostock Hall on Christmas Eve, eh?"

Tommy had not formulated in his mind the sort of excuse he would proffer when he should inevitably—as he knew—be asked that question. Rather had he felt that he had no feasible excuse to offer. But, of a sudden, an inspiration came to him, as of a brain-wave:

"Begging your pardon, Sir," he stammered, "but when I first joined this ship and took up duties as your messenger, you gave me certain definite instructions which I have endeavoured to carry out faithfully" Tommy hesitated, afraid of himself.

"Well, go on—what were those instructions?"

"You said, Sir: 'Keep always within hail of me, whether I am in or out of my cabin.'"

"What has that to do with your disregarding the rules for leave when a ship is under sailing orders?"

"Begging your pardon, Sir, but you also told me that I was not to take any orders but yours—I was carrying out your last orders to keep always within hail of you, Sir."

For fully a minute, the old martinet studied the face of his messenger, as if hopelessly taken aback at his reply, which, indeed, was less such than an unconsciously administered reproach. For was it not the fact that Captain and messenger alike had defaulted in absenting themselves from the precincts of the port? But Captain Rawson was satisfied that the boy was not arguing—if it were arguing—from that standpoint, just as he knew that he was, at any rate, putting up a piece of splendid, pardonable bluff.

Presently, thus satisfied, he slewed round and faced his desk again; his back to the boy, to

smother the chuckle which was rising up in his throat.

"Get away to your post, boy," was all the old martinet could trust himself to say. He would have liked to have added: "And remember—the ship is under sailing orders." But he felt that if he had uttered one word more, he must have burst out laughing at the boy's quaint audacity—and at his own discomfiture.

That night, in the wardroom mess, where Captain Rawson was the guest at dinner, during which he related what had occurred at Bostock Hall, he was heard to remark:

"Yes, the young jackanapes fairly took the place by storm. Colonel France-Hayhurst told me that when the boy was ushered into the servants' quarters, all the pretty serving-maids positively scrambled among themselves to pin the little beggar beneath the mistletoe bough."

"I think, Sir," said the Commander, "that it would not be a bad idea, on this festive occasion, to get that boy down here and make him sing a carol for us, as a punishment for his—for his little spree."

"Hear, hear, Sir!" chorused the wardroom.

"Quartermaster!" The Commander's voice rose up to and through the wardroom skylight: "Send boy Ward—the Captain's messenger—down here to me."

And presently, the wintry stillness of the Black Stakes' night was broken by a boy's girlish voice—clear as the notes of a thrush piping from a mistletoe bough—singing:

"Peace on earth, and mercy mild;
God and sinners reconciled."

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Room 110, Dalton House, 115 Pitt Street, Sydney.

The Navy League does not necessarily endorse the opinions of contributors to the JOURNAL.

All alterations of standing advertisements should reach the JOURNAL NOT LATER than the 1st day of the month of issue.

Phone: B 7806.

A Windjammer 'Prentice

BY CAPTAIN A. W. FRANK, R.N.R.

Continued from last issue.

CHAPTER VII.

MY SECOND VOYAGE. LOSS OF "LOCH ARD."

Having taken in necessary ballast, the captain determined to go to Melbourne and chance getting a charter. We sailed on February 2nd, and for several days endeavoured to beat through Cook Straits against a heavy north-west gale. It was so bad that at last we were forced to run in and to anchor in a bay in the north of the South Island until the weather moderated. We arrived at Queenscliff on March 13th, and here we had a great stroke of luck. One of Money Wigram's auxiliary steamers, I think it was the *Somerusshire*, had broken down just before she was ready to leave. It was a serious breakdown, and she had to discharge and go into dock. We arrived in the nick of time, getting a full cargo of wool out of her, and a large number of passengers (154), but in this case the passengers had plenty of money, so more luxury had to be provided. It was different with emigrants. The ships loading with us were the *Thermopylae*, *Mysore*, *Amyone*, *Essex*, *City of Melbourn* and *Wolonga*.

We sailed on April 29th, and rounded the Horn on June 1st. We had been into dry dock before leaving, so were clean, and beat everything that trip except one American ship. The weather to the Horn was vile; we were not dry once in twenty days, and generally had a foot of water in our deck house. On the way home we caught up and passed the barque *Paifia*, the *Maggie Dickson*, Shaw Savill's *Glenora*, the *Auckland*, *Lenore*, *Mountaineer*, *Worrall*, *Opawa*, *Weymouth*, *Antilles*, *Knight of Sweden*, *Marie Flores*, *Lady Lumden*, *Lord Clyde*, *Lady Octavia*, *Martha*, and *Peter Stewart*. The last-named gave us a great race, but we beat her up the Channel by a tide. We made the trip in 86 days, arriving on July 26th, ahead of vessels that had left weeks before us. Passing the Auckland Islands we reeled off 330 and 333 miles in two consecutive days.

My next voyage was direct to Melbourne, and we

sailed on September 21st, 1877. After the pilot left us off Dover, with a fine northerly wind we proceeded down Channel. Before turning in the captain set the course for the Isle of Wight, and left instructions to be called if land appeared ahead or on our port bow at daylight. The second mate, who was muddled with drink and should not have been allowed to take charge, was at daylight washing the decks and not looking out as he should have been doing. Land for an hour was visible ahead and across the bow, and, of course, we all imagined the captain knew about it. At last, however, the carpenter went down and told the old man, who came rushing on deck. "Hard up," he sang out, and went to help the man at the wheel, but it was too late, we had run hard and fast on the Owers Bank, inside the lightship off Bognor. Very soon we were surrounded with shore boats offering assistance, but the yards being hauled round and the breeze freshening, she glided off into deep water without having injured herself in the slightest. The second mate was disgraced, and made the rest of the trip out as an able seaman.

Just before we left London a fearful collision had occurred in the Channel about twelve miles off Portland. A big American ship in ballast, named the *Forest*, had run into the *Avonclanche*, a passenger ship of 1,160 tons, bound for Wellington, New Zealand, and had sunk her with very heavy loss of life; of 99 souls only three were saved. Just after we had passed the Isle of Wight we saw the remainder of the *Forest* end on end, with the stern sticking up in the air, and a man-o'-war firing into her to blow her to pieces.

Before reaching the north-east trades this trip we came up with the barque *Robert Morrison*, commanded by Captain Davies' brother, bound for Fremantle, and kept in company with her for a fortnight, numerous visits being exchanged. Again we beat everything we saw, and among other ships were the *Rajah*, bound for Calcutta, the *Padishah*, *Loch Doe*, *Mount Washington*, and *Cape Comorin*. Our passage this trip took 94 days, and we arrived

Continued on page 28

"Remember the Sydney!"

EMDEN-SYDNEY BATTLE.

STIRRING VERSES.

By R. GEORGE MARKS.

Copyright—Printed by Special Permission of the Author.

R. George Marks, the well-known Author of "Watch the Pacific" and several other books, as well as the Writer of the words of the stirring National Hymn, "Haven of the Capital," has just written verses, "pregnant with celestial fire," depicting the Sydney's victory over the Emden, November 9, 1914.

From the opening shot to the hauling down of the German ensign was 100 minutes, but before Von Muller, the German Commander, ran up the white flag, the Sydney's guns had to give the benched and burning raider—she was beached at North Keeling Island—five minutes silence.

The German Ensign was then lowered.

The Emden's funnels were all smashed and when the surrender signal came she was little better than the burning frame of the once formidable light cruiser.

The new poem is entitled "Remember the Sydney!" and should soon be popular in naval circles.

Here are the verses:—

Straddled with fire and burning fast,
Von Muller saw his hopeless task;
He beached the raider's battered frame;
No Surrender signal from him came.

Five minutes silence from Sydney's guns;
Down came the ensign; white flag uprun.
Thus in one hundred minutes came
Our Navy's baptism—victory, fame!

Australia's sons must know this story:
This epic of our naval glory.
The magic words must ever be;
"Remember Sydney's victory!"

With these words of burnished gold,
The Emden battle is retold,
An inspiration and a truth—
Incentive to our naval youth.

"INNES-BELL" REINFORCED CONCRETE FLOORS

Girderless Spans
33' 6" x 33' 6"

PATENTEES:
James Bell & Co.,
PTY., LTD.,
109 PITT STREET
SYDNEY



BLACK AND WHITE TAXI GARAGE

at Melbourne on Christmas Eve. The ships in port were *Subraon* (late training ship *Tingira*, in Sydney), *Myrtle Holme*, *Highflyer*, *Loch Long*, *Haughton Tower*, *Galear*, *Thunderbolt*, *Hampshire*, *Hydaspes*, *Lady Cairns*, and *Thermopylae*. Whilst we were in port there happened that fearful wreck of the *Loch Ard*. This ship had a particular interest for me, as I had tried to get in her, and it was only after having signed my indentures in the *Cardigan Castle* that I received a wire to join the *Loch Ard*. I knew all her apprentices. She was an unlucky ship, and must have had a Jonah on board. She had been dismasted on her previous trip to Melbourne, and this voyage the captain was making the Australian coast after having had a week of thick weather, without any chance of a sight of the sun to verify his dead reckoning. The ship carried a large number of passengers, and they were all looking forward to arriving in Melbourne in a few hours. In the early hours of the morning the vessel struck, yards first, on a perpendicular cliff to the west of Cape Otway, and in a few minutes almost every one was drowned. Tom Pearce, one of the apprentices, however, was washed out to sea by a receding wave and carried into a little sandy bight, the only one of its kind for miles. After some time he heard a cry and saw a girl coming in on the breakers. He went out and brought her ashore, and she proved to be the sole surviving passenger, Eva Carmichael, who lost father, mother, brother and sisters in the wreck. After dragging her ashore Pearce started up country on his bare feet, and reached a station and brought assistance. However, when they reached the shore it took them some time to find the girl, who, having nothing on, had gone and hidden herself. Of course, these two were all the rage in Melbourne for some time. Several thousand pounds were collected by the different States and invested for Tom Pearce. The Governor's box was given him at the theatre, and his waxwork figure was exhibited in Bourke Street, Melbourne, until he saw it himself, when he pitched it into the street as a libel. A commission, which he refused, was offered him in the Victorian Navy, and he went away as third mate on the *Loch Sunart*, if I remember rightly. He was wrecked later in her on the coast of Ireland, and was landed by the rocket and mortar apparatus. Strangely enough, Eva Carmichael was living with her husband at the very village he was taken to. Later on in this yarn he will appear again, but he rose in the Royal Mail Steam Packet Co. to be in command, and died only a few years ago.

I remember on this visit to Melbourne we had a terrible fight on the Sandridge Pier with a body of larkins—about sixty apprentices against three hundred of them. We were gradually being driven

off the pier, and being badly mauled when the crew of the *Subraon*, led, I believe, by Elmslie, the captain's son, with belaying pins took them in the rear and scattered them.

CHAPTER VIII.

MAN OVERBOARD.

From Melbourne we went direct to London, making the trip home with wheat, from Port Pirie, in 83 days. Again I nearly lost the number of my mess. It happened this way: When rounding Cape Horn, with a moderate wind and snow storm, I had just turned in in my afternoon watch below, when an A.B. named William Reid came in and asked me for some dubbing for his boots, which he greased up to the knee. I asked him what he was doing it for, and he said he was going up aloft to bend a new fore royal, and it was to keep the cold out. I told him he was foolish. However, up he went. About twenty minutes later I heard the cry of "man overboard," and sprang out of my bunk and into a boat with four men. Apparently when shackling on the fore royal sheets he must have slipped and fallen overboard, striking the foreyard as he fell, and I believe the greasy boots were the cause of it. I was away in that boat for nearly four hours, the ship had lost sight of us in the snow storm, and, in fact, had almost given us up. We picked up the lifebuoy and Reid's hat, but never saw him again. I was absolutely frozen when hoisted aboard. This man Reid was a son of the lighthouse keeper on Deal Island, Kent's Group, north of Tasmania, and was going home to London to pass for second mate. He was a magnificent specimen of a man, over six feet and very strong. If the ship had lost us we might have made Punta Arenas or Magellan, but it was fully 120 miles N.E. of us, and we had no food in the boat.

Homeward bound in the North-east Trades, about 23° north, we were doing about 11½ knots, close hauled on the starboard tack, second dog watch, about 7.30 p.m., when the lookout man sang out: "For God sake put your helm down." Captain Davies rushed to the wheel and helped the man steering, and threw her into the wind. The bowsprit of a derelict caught our spanker vang, which luckily carried away without damage. We only missed her by a few feet, and were thankful for a good, smart lookout.

Captain Davies left us when we got home, and I was sorry, for I had learnt to respect him. I never sailed with a better seaman, and I have a lot to thank him for. He certainly turned me out a sailor, and I never experienced any trouble in passing my examination.

A Captain Richards now joined us, and the change was not for the better. We were to load

for Melbourne, and from there back to Spencer's Gulf to load wheat for Falmouth for orders. We made a moderate passage out, but the change in command was noticeable; even the ship didn't appreciate him. After discharging cargo and taking in ballast we sailed for a place called Port Victoria, in Spencer's Gulf, to take in half our cargo. We happened to be the first sailing ship to go there, and the first wine that was sent over the new local lines was notification of our arrival. The settlers were all, or nearly all, Germans. All our boats were put over the side and the whole countryside invited to visit the ship. A wild orgy resulted, drink flowed, girls lost their parents and were found in all parts of the ship, and, in fact, for some hours the ship was a hell upon water. A banquet was given next night on shore to the captain and officers, and this ended in a free fight, the captain smashing the lamps in the dining room of the hotel with tumblers.

From Port Victoria we went to Port Pirie and there finished loading. We anchored at the mouth of the river, and every day had to take the captain ashore, 13 miles, in the ship's gig. On the way down the Gulf, homeward bound, the ship was taken aback, gathered stern way, the wheel flew out of the man's hands and was smashed to pieces. It took the carpenter twenty-four hours to fix a jury wheel, while we were anchored in mid Gulf.

The Captain's intention was to take the ship home via South Africa, but after ten days' battling against westerly gales he "up helm" and made for Cape Horn. On arrival at Falmouth we were ordered to Hull to discharge, and here I said goodbye to the *Cardigan Castle*, and, as I then thought, to wind-jammers forever.

CHAPTER IX

MOROCCO TRADE AND ROYAL MAIL AGAIN.

On arrival at London I passed my examination for second mate, and put my name down on the books of the Royal Mail Steam Packet Co. for a vacancy as junior officer. Meanwhile, to put in time, I shipped as third mate in a little steamer called the *West* (Captain Hay), belonging to Messrs. Forwood Bros., of Liverpool. In her I dived through the Bay of Biscay, calling at Gibraltar, Tangiers, Casablanca, and other Moroccan ports as far as Mogador. We took in eight hundred pilgrims for Mecca at different ports on the return journey and transferred them to a pilgrim ship at Gibraltar. These were deck passengers, and their smell was awful. It was indeed reframing when the ship was washed down and cleaned. I was not sorry to get to London Docks and leave the *West*, as she was absolutely crawling with bugs and cockroaches. However a trip in her prepared me for a larger steamship life which was ahead of me.

On arrival I received my appointment as fifth

officer to the *R.M.S. Elbe*, and my first night's experience was an exciting one. On arrival at Southampton, and reporting myself at the office, I was told that I was to act as caretaker, and sleep on board until she was put in commission. I remember it was a bitterly cold night, blowing hard with snow squalls, and the only man on board was the day watchman, whom I relieved. I made myself as cosy as I could, and after reading for some time turned in to sleep, but about midnight was awakened by frantic yells. I sprang out of the cabin bare footed and in pyjamas, and discovered the cries for help were coming from a barque on the opposite side of the pier. I rushed across and saw, between the ship and the pier, a man in the water and only hanging on by his fingers to the piles. I went on board the barque, overhauled one of the top gallant halyards and went down on it to him, fastening a rope round him and hooking the block on to it. I then climbed on board and roused several Italian sailors out of the fore-castle. The captain wouldn't budge out of his bunk. The man was hoisted up level with the rail, and whilst trying to explain to a couple of them to ease him gradually on board, the others gave a yell and a pull, and the poor wretch swung in and smashed his head against the pump. The last I saw of him he was being carried to the hospital, and I was laid up for some days, as the result, with a cold. It was a lively introduction to my new life.

The *Elbe* was a fine sample of a steamer, and when she was put in commission and fitted up for sea, a proud man I felt. Our commander was Captain Chapman Hart Dyke, a sterling fellow, indeed, and a man who was beloved by us all. We were bound for Bordeaux (in France), Carril and Virgo (in Spain), Lisbon, St. Vincent, Brazil and River Plate, and carried a large number of passengers. I made two voyages in this ship and then coming to the conclusion that it would take me too long to get my mate's certificate as a junior officer in a mail steamer, explained my feelings to the directors, and received leave of absence to go away as second mate on a sailing ship and get my first mate's certificate.

After wandering about London for some weeks looking for a ship, I had an offer to go in a very good ship called the *Hydaspes*, sister, I think, to the noted old *Lady Jocelyn*. I accepted the offer, but before signing on met my old commander, Captain Lewis Davies, who got me appointed second mate of a fine iron barque called the *Ravenwood*. The reason I didn't take the *Hydaspes* was because I should have had to make two voyages in her to put in my time, whereas the *Ravenwood* would be away a full year. My luck again held. The *Hydaspes*, whilst being towed past Folkestone, was run into by a Spanish steamer

laden with esparto grass, and sunk, nearly all hands being drowned.

CHAPTER X.

IN SAIL AGAIN. FIRST BOER WAR.

The *Ravenwood* was a barque of about 1,100 tons belonging to Workington. She was peculiarly rigged aft, carrying two spankers, an upper and a lower, and two gall topsails, an upper and lower. So handy was this that the boys could always deal with the after canvas in the worst of weather. The captain had his wife and daughter on board, and they had a terrible time of it all the voyage. When in port the man was never sober. At Algoa Bay we had to hoist him aboard every night, he being too far gone to climb up the ladder. Luckily the first mate, one F. J. Gussion, was a sterling fellow and a good seaman, so we had no fear of the ship through the captain's failings; moreover, the latter rarely drank when the ship was at sea. Our first port of call was Port Elizabeth. The first Boer war was in full swing and citizens were offering as much as £75 and a horse to anyone who would fight as a substitute for them; they were all called upon. Nearly all our men and one of the apprentices, son of the Rector of Ipswich, England, swam ashore one night, took the bounty and went up to the front. Many of these were killed at Majuba and at other places no doubt.

Port Elizabeth or Algoa Bay, is a nasty place to be in. We rode out two black southeasters whilst there, 120 lathoms on each cable with an eighteen-inch coil hawser fastened to them and carried right aft to act as a spring. This hawser saved our ship, when other vessels drifted past us and were wrecked.

Later on, recollections of this hawser gave me an idea for an emergency motor tyre, which I invented and patented all over the world, and which, after numerous trials, was accepted for war work by the British Minister for Munitions. It was made of coil, to fit any rim. It could go through two feet of loose sand, over ice and snow without skidding, was shot, glass, flint, and fool-proof. A good many were made and sold in Australia, but labor costs killed the industry.

Whilst in Algoa Bay the noted old tea clipper, the *Fiery Cross*, put in with the captain sick. She caught fire and burnt herself out on the beach. Our boats were all out salving sails and anything else we could get. It was called salving, but to us it looked more like stealing, as we carried away what we had salvaged. After ballasting and buying a crew from the crimps we sailed for Newcastle, New South Wales, and made a smart run round. Here we loaded a full cargo of coal for San Francisco, reaching that port without accident or incident. No sooner had we arrived at 'Frisco, however, than all our men were shanghaied out of us and put on board a Dundee barque, bound, as we were, a fortnight later, to Queenstown for orders.

This barque we caught and passed off the Western Isles, and she arrived in Dublin the same day. Our captain took a lawyer to the shipping office and claimed the whole of the men's wages, which he got, so they not only lost what they earned with us before they ran away, but the £9 a month also from 'Frisco to London in the new vessel.

After passing the Falkland Islands on the run home, and when abreast of the River Plate, we encountered a Pampero, the health giving gale of Argentina. We were under lower topsails, reefed mainsail and reefed upper main topsail, with wind about W.S.W. and all we could carry, when a vessel came up astern with top gallant sails set. She had made the record trip to San Francisco that year, and flew a brass cock at the fore. She left a fortnight after us, caught us off the Plate, and was never heard of again. She was also a Dundee barque, but I forget her name.

We made a very quick trip to Cork, arriving there a week before Christmas, and receiving orders for Kingston expected to be at our homes easily by Christmas Day. The night we sailed from Cork it came on to blow very hard from the westward, and we shortened right down. It blew a hurricane for five days. Every stitch of canvas we had set, including lower fore and main top sails and fore staysail, had blown to ribbons, our cable, which we had got on deck ready for mooring, was washed fore and aft the ship and was tangled in all directions, and, in fact, on the fifth day we were a wreck aloft and on deck. On the 7th, about 2 p.m., we were in Cardigan Bay, and could see the surf breaking to leeward. The mate went down and told the captain that another hour would see him on the rocks. "To hell with her, let her go," replied the worthy skipper, who was blind drunk in his bunk. However, the gale had blown itself out, and while we were getting ready to lash ourselves to spars, and thought another half hour would see us struggling in the surf, the wind fell light and a gentle breeze came off the land. It didn't take us long to bend new topsails, and we came close round the light-ship out of the very jaws of death. A dense fog came on, and the wind fell away altogether, but that night a tug, which was out searching for us, picked us up and towed us into Queenstown. Directly on arrival all hands left the ship and most of us caught the train to London. With due modesty I may say I was the only one to arrive there, as the rest, one after the other, were left behind, properly drunk, at various stations en route. I reached Euston at 5 a.m. on Christmas morning without a shilling, but with a dozen common cabbins and a flask of sherry. These I gave to a cabman for a drive to Hornsey, where all my friends and relations were gathered together for Christmas. Two days before, close to the rocks on a lee shore, and now in the lap of luxury. What a contrast!

Continued in our next issue.



The Navy League

PATRONS—

H. E. THE GOVERNOR GENERAL THE RT. HON. LORD STONEHAVEN, P.C., G.C.M.G., D.S.O.
H. K. THE STATE GOVERNOR ADMIRAL SIR DUDLEY DE CHAIR, K.C.B., M.V.O.

PRESIDENT—

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

EXECUTIVE COMMITTEE—

EDWARD W. KNOX
KELSO KING
NIN HAMMILL HENDERN
F. W. HIXON, O.B.E.
ALFRED G. MILSON
H. E. FAIRFAX, B.A., LL.D.
H. H. MARSH
K. P. SIMPSON
A. CROCKETT STEPHEN
A. J. WATNEY
CAPTAIN A. W. FRANK, F.R.G.S.

CAPTAIN S. G. GREEN, F.R.G.S.
CAPTAIN O. SMITH
SIR F. G. WALRY, K.B.E.
SIR A. MACCORMICK, M.D.
W. A. MACRAY
JUNIOR A. P. BACKHOUSE, M.A.
J. PAYNE
OSCAR LINDS
A. GORDON WATHE
SIR A. W. MERRIS, K.B.E., M.L.C.
C. M. C. SHANNON

HARRY SHIRLEY
WALTER M. MARKE, M.P.
S. FOSTER-NEWLANDS
SIR THOMAS HUGHES, M.L.C.
HON. J. LANE MILLER, M.A., M.L.C.
T. FOX
T. H. SILE, A.M.L.C.E., M.L.N.A.
H. COCHRANE
J. J. BORTH
H. E. WHITE, P.L.A., F.N.Z.I.A.
MAJOR E. I. C. SCOTT, D.S.O.
D. H. WOODS

HON. MEMBERS—

COMMONDOR G. F. HYDE, C.V.O., C.B.E., R.A.N. CAPTAIN H. P. CAYLEY, R.A.N. COMMANDER H. L. QUICK, R.A.N.

HON. TREASURERS—

KELSO KING C. M. C. SHANNON HARRY SHIRLEY

HON. SECRETARIES—

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

JOINT ORGANISING SECRETARIES—

W. W. BEALE, O.B.E. G. E. D. BOLLAN, B.A., LL.B.

Aims and Objects of the Navy League.

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

ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of all classes in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, not only with a view to the safety of our trade and Empire, but also with the object of securing British prestige on every sea and in every port of the World.
2. To convince the general public that expenditure upon the Navy is the national equivalent of the ordinary insurance which no sane person grudges in private affairs, and that SINCE A SUDDEN DEVELOPMENT OF NAVAL STRENGTH IS IMPOSSIBLE, ONLY CONTINUITY OF PREPARATION CAN GUARANTEE NATIONAL AND IMPERIAL SECURITY.
3. To bring home to every person in the Empire that commerce can only be guarded from any possible attack by a Navy, in CONJUNCTION WITH THE AIR FORCE, sufficiently strong in all the elements which modern warfare demands.
4. To teach the citizens of the Empire, young and old alike, that "It is the Navy whereon, under the good providence of God, the wealth, safety and strength of the Kingdom chiefly depend," and that THE EXISTENCE OF THE EMPIRE, with the liberty and prosperity of its peoples. NO LESS DEPENDS ON THE MERCHANT SERVICE, WHICH, UNDER THE SURE SHIELD OF THE ROYAL NAVY, WELDS US INTO ONE IMPERIAL WHOLE.
5. To encourage and develop the Navy League Sea Cadet Corps not only with a view to keeping alive the sea spirit of our race but also to enable the Boys to BECOME GOOD CITIZENS OF THE EMPIRE, by learning discipline, duty and self-respect in the spirit of their motto—
"FOR GOD, for the KING, for the EMPIRE."

Woodrows

HATS

For Style

For Quality

For Durability

OBTAINABLE AT ALL HATTERS
and OUTFITTERS.

SYDNEY'S CHIEF THEATRES.

J. C. WILLIAMSON LIMITED

Managing Directors: Sir G. Talbot, E. J. Talbot, and Frank Talbot.

HER MAJESTY'S

MARIE BURKE in "WILDFLOWER"

Her Farewell Ten Nights
in Australia.

CRITERION THEATRE

"A CUCKOO IN THE NEST"

Ben Travers' famous comedy, with a new
English Company.

THEATRE ROYAL

MAURICE MOSCOVITCH
in "THE TERROR"

Last Weeks in Sydney of Edgar Wallace's
Sensational Play.

"PACIFIC"

Is splendid Household and
STEAM COAL

BRIGHT BURNING and
GREAT HEATING
POWER.

HEAD OFFICE:

58 Pitt Street, Sydney, New South Wales

ALBERT SIMS, Manager.

Telephone B 4417.

The Bellambi Coal Company Limited

COLLIERY and STEAMSHIP OWNERS

SOUTH BULLI COLLIERY, SOUTHERN
COAL DISTRICT, N.S.W.

Steam Collier Fleet and Hulkage capacity,
including Mechanical Discharging Plant,
6,500 tons. Colliery waggon and bunker
storage, capacity 6,400 tons.

Total 12,500 tons.

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

OFFICES:

SCOTTISH HOUSE, 19 BRIDGE ST.
SYDNEY.

Are you in the League?

Why not?

The Navy League is

*a WATCHDOG of National and Imperial
security,*

*an ENEMY of apathy in all matters naval
and maritime,*

a TRAINER of the citizens of to-morrow,

a PRESERVER of our glorious sea heritage.

REPRODUCED BY THE NATIONAL ARCHIVES FROM A COPY OF THE ORIGINAL

*If you subscribe to these ideals you should subscribe to the
League's funds for their more perfect attainment.*