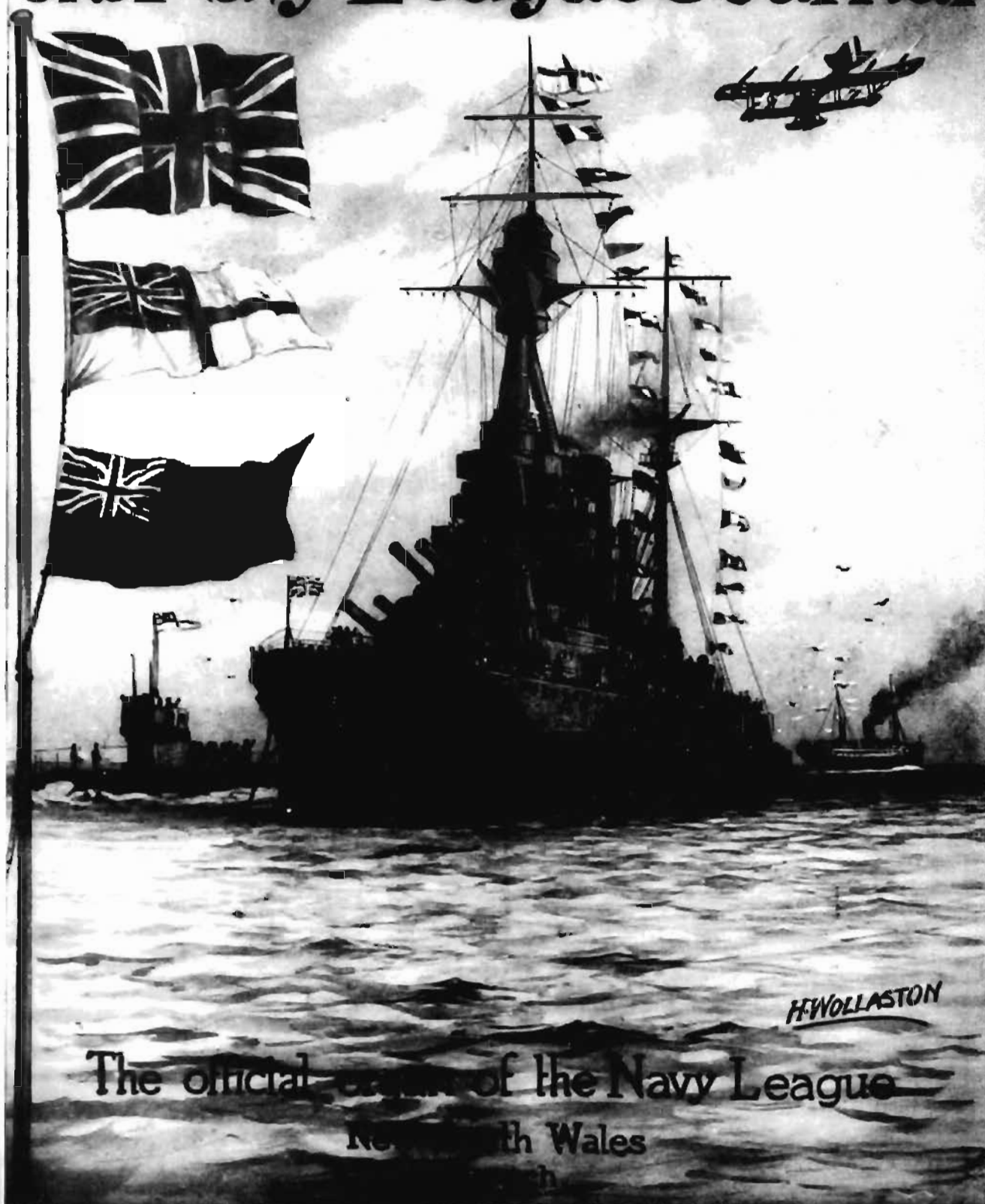


# The Navy League Journal



H. WOLLASTON

The official organ of the Navy League

New South Wales

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# The Navy League Journal

VOL. VIII. No. 9.

SYDNEY, JANUARY, 1928.

PRICE 3D.

## The League in Australia.

SOME months back an editorial dealt with the subject of a greater cohesion among the various State branches in Australia. It was pointed out that in Canada, South Africa and New Zealand, the Navy League enjoyed all the manifold advantages of being welded together as component parts of an influential whole. In the two former Dominions the official journal is country wide and the three of them flourish under a Central Executive and Council on which the various districts and branches are represented.

Much may be gained, both in weight and influence, by such organisation. Many subjects on which the State branches now deal piecemeal would gain a much wider and well-timed publicity, and the success of our propaganda and demands would be the better assured, could the submitted policy be put into active operation. It certainly is no impossibility as witness the position abroad.

A case in point in which we suggest whole-hearted co-operation is necessary between all branches is the question of the future of boy-training in the Australian Navy. Most Navy Leaguers throughout the country are aware of the fact that boy-training has ceased, abolished by the Government on the withdrawal of the "Tingira" from commission as a training ship. This decision is a vital one to all Australia and cannot be allowed to be treated with apathy, especially by State branches of the League.

With the desire to obtain a uniform programme of campaign in this matter we are submitting to other branches certain aspects, as we see them, of the incidence of such ministerial decision on the welfare of the naval service. Our joint persuasion may be able to effect the much desired and much needed reversal of policy.

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### Famous Clipper Ships.

#### No. 3. The Harbinger.

In the late seventies steam had got a very strong footing in the Australian trade, but the sailing ship was not by any means ousted. Many passengers preferred them to steamers, while the extravagant engines of that day and the lack of bunkering facilities on the Australian trade gave them a great advantage for many cargoes. Accordingly Messrs. Anderson, Anderson & Co., in 1876, ordered Steele, of Greenock, to build them the *HARBINGER* for the passenger service which they maintained between London and Adelaide, and which was generally known as the Orient Line although that was not its official designation.

Steele had a magnificent reputation for both designing and building ships, and the *HARBINGER* was a vessel in which they always took the very greatest pride. She was an iron ship with a gross tonnage of 1,585 on dimensions 253½ x 37½ x 22.4 feet depth of hold, and being designed primarily as a passenger carrier was given very lofty and airy 'tween decks.

Andersons' wanted a fast ship that should have a good carrying capacity, able to keep her sail in a strong wind, and comfortable enough to appeal to their passengers. Accordingly Steele's set about building a particularly lofty ship; the *HARBINGER* was no less than 210 feet high from the waterline to her main truck, and she was fitted and rigged up regardless of expense. So many of the clippers which made fine passages were exceedingly uncomfortable for their passengers that particular care was taken to keep her stiff, and in this they succeeded so well that after her first voyage it was found possible to add to her already considerable sail area and still avoid burying her in a heavy sea.

Considering that a 1,500-ton steamer would be thought very small to make the Australian voyage, the *HARBINGER* was given remarkably good accommodation for first and second-class passengers, the big midship house accommodating no less than forty in comfort. She also carried emigrants in the 'tween decks, and like all ships of that day before meat preservation was perfected she went to sea with a veritable farmyard on board.

Her first commander was Captain Adam Johnson,

one of the finest type of Australian clipper captains, and he ran her "Blackwall fashion." The owners provided good crews, and there was no difficulty in getting them supplemented on the outward voyage by youngsters anxious to work their passage to the Land of Promise. Coming back it was different, for desertion was terribly prevalent in the Australian ports and the efforts of the authorities to check it—not always wholehearted—produced little result. With a ship that was remarkably easily handled to begin with these big crews enabled excellent passages to be made, although the *HARBINGER* was noteworthy more for the astonishingly regular times taken than any very conspicuous single performance.

After a few years Captain Johnson gave place to Captain Daniel R. Bolt, also a famous master who had made his name on the Australian trade in command of the *DARLING DOWNS*, a steamship which had been converted to sail with remarkable success. A strict disciplinarian, he was one of the first and most enthusiastic of the R.N.R. officers who took up the service in the 'sixties when it is to be feared that they received but scanty encouragement from the naval authorities and were regarded with something like suspicion, particularly if they were enthusiastic and anxious to perfect their technical knowledge. In those days the naval authorities were willing to take things very easily; in the period of war scares that followed the Royal Naval Reserve received proper acknowledgment.

Clipper racing to Australia was at its height in the 'eighties, and the *HARBINGER* attracted attention in 1885 when she raced the clipper *BAREAN* out to Port Phillip, and arrived in 79 days, 6 days ahead of her rival. Her average passages during this time were practically invariably between 80 and 85 days; the homeward rather longer on account of natural difficulties and the desertion trouble. The *HARBINGER* would sail with a crew of 50, but she very seldom came home with as many.

In the late 'eighties the late Lord Brassy was pushing his scheme for the proper training of mercantile cadets with the full co-operation of the late Sir Thomas Devitt of the firm of Devitt and Moore. Having finally received a certain amount of official encouragement Devitt and Moore bought the *HARBINGER* and her consort the *HEPHERUS* in



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## Conway Life

G.E.D.S.

1890 and altered them considerably in order that they might be primarily cadet ships, although of course they still carried both passengers and cargo. This scheme soon showed it to be absolutely sound from the national point of view, for many years the Royal Naval Reserve and the crack liner companies drew their best officers from these two ships. The training was scientific as well as practical, and was an infinite advance on the usual apprentice system in those days, when the lads paid a big premium and were taught little more than was necessary to make them efficient hands at no expense to the owners. Their theoretical work and all the knowledge that was necessary in order to pass Board of Trade examinations for mate and master had to be picked up from the crammers at the end of their voyage. The Devitt and Moore scheme was far more thorough and gave the youngsters an excellent chance to rise to the top of their professional tree.

In 1899 the old *HARBINGER* was sold to Messrs. Enlund of Raumo in Finland, her cadets being transferred to the bigger ship *MELBOURNE* which became famous as the *MACQUARIE*. The price fixed was in the neighbourhood of £5,000, and under the Russian flag she was cut down for economy, running on the tramp trade and frequently appearing in Australian waters as but the shadow of her famous old self.

At the end of 1909 she was sold to Messrs. Magnette Rickard & Co., a Belgian firm, who broke her up in February, 1910, at Hoboken.

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H.M.S. "Conway," as I suppose many people know, is a school-ship moored off Rock Ferry in the Mersey. Out of her, for decades now, have come boys intent on a sea-faring career. A similar establishment and run on much the same lines is H.M.S. "Worcester" which lies off Greenwich in the Thames. As an old "Conway" I can only speak with any direct knowledge of the former but it may be borne in mind that much which relates to her will substantially hold true of the "Worcester." As a preface may I be permitted to point out that these little sketches of Conway life do not presume to be an account of exact description, events, or incontrovertible fact; finally to draw the outline, to give an impression, is all that I set myself to do. The mind thirsting for the hundred and one details of the picture—dates, measurements, all the no doubt interesting but prosaic and more concrete facts—will have to quest further afield.

A great asset of a writer in which he has it all over his reader, is his opportunity to choose his own form and subject; so I warn anyone, who may be tempted, that I refuse to be drawn into any factual discussion. We'll leave that to the correspondents of the newspapers. Besides, I have no convenient reference books (if there are any) and have perforce to draw from the well of memory, pretty deep too. So here goes!

At the beginning of the term Rock Ferry and its immediate surroundings are a hive of transportation. As the cadets travel from all quarters of the British Isles and points further afield even, the joining day is a never-ceasing hubbub of arrival. Every ferry which leaves the Liverpool landing-stage for down river has a goodly crowd of cadets carrying their lighter luggage. The "new chum" may be easily spotted; his consciousness of a spanking new uniform, his stiff angular cap, his manifold, diffident enquiries of ferry hands and his shy aloofness give him away. Lucky is the "new chum" who knows an older hand condescending enough to accompany him. But those in like circumstances tend to seek out their own company; and many a



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## European Naval Notes.

(By a Special Correspondent)

The battleship *CENTURION*, sister of the ill-fated *AUDACIOUS*, has been commissioned as target ship with the wonderful wireless steering gear taken out of the *AGAMEMNON*. The destroyer *SHIKARI* will manoeuvre her at some miles range without a soul on board.

The battleship *COLOSSUS* is to be prepared for sale. Before being converted into a training ship in 1921 she was *DEVONPORT* flagship.

The Norwegian tug *PRUDENT* (built 1905) has been scrapped on the Thames.

H.M. cruiser *CALLOPE* has taken out relief crews to the Mediterranean instead of paying off into reserve as ordered.

Submarine L.4 recently distinguished herself in capturing Bias Bay pirates who had seized the China Merchants' steamer *IRENE*. Shells from the submarine set the steamer alight and she sank later. Several of the pirates were unwilling to be rescued, preferring drowning to capture.

The Admiralty has discharged 126 men from the engineering department at Chatham Dockyard, which, however, is the only department affected.

The old French cruiser *POTEMAU* is to be sold. She was built in 1895 and was recently relieved by *GUYDON* as sea-going gunnery school-ship. Other obsolete French units are going to the scrappers.

H.M. cruisers *CALCUTTA* and *CAIRO* had a great reception when they visited Washington. This was the first British naval visit there since 1922.

Italy is becoming alarmed at the rapid development of Jugo-Slavia as a naval power in the Mediterranean, especially since the pact with France which ends Italy's dream of the Adriatic an Italian lake.

The Admiralty has invited tenders for the main construction work at the Singapore base.

The "Flower" sloop *CORNFLOWER* will relieve her sister *HOLLYHOCK* in China on completion of a large refit at Sheerness. *HOLLYHOCK* has been constantly employed on the Station since 1920.

The experimental aircraft-carrier *ARK ROYAL* has completed her annual refit and resumed duties as depot of the Mine-sweepers' Central Reserve.

It is reported that two 6,000-ton Turkish cruisers are to be built by the Orlando Yard, Leghorn.

The keel of the Argentine cruiser *ALMIRANTE BROWN* has been laid down at Genoa. Italian designers have managed to crowd more features into their tonnage than in any cruiser of her size in the world and she is arousing great interest.

The worn-out French cruiser *JULES MICHELET*, built in 1905, is to be sold out of the service on her return from duty as flagship in China.

The Loire Co., Nantes, has launched the submarine *PROTEX* for the Greek Navy. She is the first of a series of three built at the same yard, her sisters being *TRITON* and *NEREUS*. The order was placed in November, 1925, at an estimated cost of £115,000 each.

Since the Coastguard was abolished it is alleged that smuggling has increased. The old Revenue cutters, however, are not expected to be revived.

Catapult gear for launching aircraft is expected to be fitted in the new cruiser *DEVONSHIRE* and her three sisters.

Germany's new destroyers of the *WOLF* class are said to have a very large radius of action for such small vessels.

The Loire Co., St. Nazaire, has completed a 42-knot C.M.B., which it is hoped will attain 45 knots when tried. The French Navy is building a large number of these little vessels.

The "Flower" sloop *VERBENA* has completed her extensive refit at Sheerness and left for South Africa.

One of the year's nine destroyers is to be fitted as a leader. There is great interest in their design.

The first British airman to fly from off a warship—Air Commodore Charles Samson, R.A.F., originally R.N.—has gone on half pay. He is expected to retire.

The submarine *OBXON* has been completed. She is a sister to the Australian *OTWAY* and the first of what promises to be a very popular type.

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### European Naval Notes—Continued.

The high freeboard of the new County cruisers has rendered possible very comfortable accommodation for all ranks. Their one fault seems to be the height of the torpedo tubes.

The cruiser CERES has had her projected £109,088 cost deferred as it is doubtful whether the expenditure is justified in such a small ship.

The Nore Reserve Fleet has been joined by the cruiser CLEOPATRA, while CONSTANCE is to go to Portsmouth. They have both completed extensive outfits.

The Soviet Black Sea Fleet is credited with a commissioned strength of one light cruiser, five submarines, three destroyers, 14 miscellaneous vessels, and 15 training seaplanes. It is rumoured that the ex-Wrangel fleet at Bizerta will supply one battleship, one light cruiser, six destroyers and four submarines, but if the ships are returned their utility is doubtful.

A "showing the flag" cruise along the West African coast is to be undertaken by the battleships BARNAM and RAMILLIES.

Commander Taprell Dorling, D.S.O., has completed his period as Officer Instructor of the Newcastle R.N.V.R. Division. He is perhaps better known as the naval writer "Taffrail."

The destroyer STORK, the paddle minesweeper CHELTENHAM and the "mystery" sloops WINDFLOWER and SWEETBRIAR have been sold for scrap.

The BEAVER is the first of the 10,000-ton cruisers to be ready to sail for China.

Lieut. Prince George, on the staff in H.M.S. NELSON, has qualified as an interpreter in French.

The Marine Battalion has returned to England from China.

During the Autumn Italy will embark on an extensive scrapping programme. The battleship ROMA, the cruisers FRANCESCO FERRUCCIO, MARSALA and NINO BIXIO, the destroyers GRANATIERA, CLIO and CASSIOPEA, 6 P.N. type torpedo boats and the old training ship AMERIGO VESPUCCI (1882) will all be disposed of.

The Italian cruiser TRENTO will have as secondary armament twelve 102 m.m. guns, 6 on

each side, which can also be used against aircraft. She will carry three seaplanes.

The 10,000-ton cruiser DEVONSHIRE was launched at Devonport Dockyard and was christened with the cyder of the county instead of the Imperial wine now usual.

The Singapore naval base has now progressed sufficiently for the Admiralty to invite tenders for the actual construction of the docks.

## "Folly Fare"

The intriguing "Folly Fare" was wonderfully attended and received by more than 400 patrons at the Wentworth Hotel on the afternoon of 12th December last. The entertainment was of a most unique character and under the coaching of Mr. Peter Gawthorne the Folly Girls did remarkably well. The Navy League was most fortunate in obtaining the support of so many workers, both artists and committee ladies, who gave of their time and talents unspendingly.

The Folly Girls costumes were very charming being designed by Mrs. Peter Gawthorne and with all the lighting effects of the Wentworth Cafe at the Company's disposal, the ensemble items were particularly attractive.

Among the artists who gave individual items were:—Mrs. Leslie Walford (Comptess), Miss Jeanette Ethelstone, Miss Marjorie Jacobson, Miss Pearl Appleton, Miss Naomi Waters, whilst Mrs. Peter Gawthorne was very busy at the piano. Mr. Peter Gawthorne (Comptess) inspired the whole production, and sang and acted in his own inimitable way; Sidney Alderson played the piano and the Brothers Owen brought down the "House" with banjo duets. Mr. Harold Watch played up well in a short sketch and was busy throughout. The ballet turn by eight of the girls was a prominent item and Miss Evelyn Mackellar is to be praised for the coaching she gave them at such short notice. Altogether a bright and breezy show, full of piquant variety.

Lady Street, Mrs. Leslie Walford and Mrs. Leo Quick were the officers of the Organising Committee and were President, Hon. Sec., and Hon. Treasurer, respectively.

A large and energetic Committee took in hand the sale of tickets and the sale of posies, novelties, and programmes on the afternoon.

We thank the Wentworth Management and Orchestra for their great assistance. Mrs. MacLure was always at hand to help us and arrange the plans for the afternoon.

## AT PITTSWATER REGATTA



His Excellency The Governor-General The Rt. Hon. Lord Stonehaven, P.C., G.C.M.G., D.S.O., boarding "Miriam," Mr. Stuart Doyle's Motor Yacht. He is seen attended by two Navy League Sea Cadets of the North Sydney Company.



The Governor-General, together with the Commodore of the Day, Mr. Le Mahina Walker, Commodore Stuart Doyle of the Royal Motor Yacht Club and Regatta Committee. Navy League Sea Cadets are seen as duty messengers on the flagship i.e. "Newcastle."

*Conway Life—Continued.*

"new chum" acquaintance has ripened into an old and valued friendship. It is a good trip down river and takes some little time. Anchored vessels, waiting to proceed to sea or enter dock are passed. Each funnel and house flag is discussed avidly; merits and demerits of service with the various companies expounded by the "older hands" gathered together in little groups or pacing in lines of three or so around the upper deck. Soon experienced eyes forward pick up the old ship lying so squat and majestic on the Mersey's tide. There is a minute or so of pointing, intent gazing at her. The "new chum" wonders what life will hold for him within her sturdy sides; the old hand knows, but for all his well-preserved nonchalance, he feels an excitement and a gladness spring up within him. To-night he will see So-and-so, the old beggar, and for one night at least there won't be time for a row.

At the ferry pontoon there's the steam pinnace waiting. She's been running pretty steadily back and forth on many trips. And sure enough there's old Jack, her engineer, poking his head out of the manhole, his fat, greasy face puckered in smiles. He dabs at it continually with an oily sweat-rag and receives a medley of ribald remarks and greetings with the utmost good humour. For weeks ahead he'll have plenty to give him a spell at driving her, and now the complement's back she'll have a proper detailed crew to keep her clean and smart. Give him term time all the time; he don't worry!

A cadet captain commandeers the helm, and casting off, with the new chums chivvied into the fore cabin, Jack puts over his lever and off she goes crowded with boys and bags and mysterious parcels on her short run.

The gangway, a permanent fixture, leads into the lower deck. It is a wide, commodious deck, albeit low-beamed to the land-lubber's eye and head, and has many little pitfalls to new, unaccustomed feet. Boat-falls neatly run under the deckhead and coils of their running parts are flung down. An old-fashioned gun or two finds a place near the ship's side. Companion ladders, leading up and down, take up much of

the midship space. On the starboard side, the gangway side, of the deck the fresh arrivals muster in line. After being ticked off in the register they fall out, and lugging bags and impedimenta retire to the deck below, where their sea chests are ranked at a rakish angle along the ship's side. This is the orlop deck, not so light and airy as the others, perhaps; but always cheerful and warm. Its scuttles are not much above the water line; and it extends without a barrier from stem to stern. Below this again are storerooms, coal hold, water tank, etc., and the only place actually habitable is the hold where a gymnasium is rigged up and concerts and lectures held. Down the hold, too, in nettings are stowed the 300 odd hammocks. In the square of the hold's hatch ways rises a model mast and several climbing ropes; these run right up from the floor of the hold to the upper deck level. From the lower and main decks one may look down over protective railings into the hold below. But more of the ship later.

A search for individual chests is the first thing; they may not be in their positions. One always wants this necessary article next his chum's and where one's hammock is slung. This is of paramount importance, for where the chest is there is home for a number of weeks. After much hand shaking, unpacking, repacking, shifting, and at last settling down the top-bill is minutely dissected by a struggling crowd of information seekers. The bill holds many surprises, a bearer of ill news and good. "Law, I've been shifted to Port Fore!" "Bill Plummer's got his rate and he's over us! Hurray! Good old Bill!" "Red Macfarlane's got his senior stripe; look out for squalls!" Comments, speculations, hopes and fears betrayed in the stress of the moment, and not always complimentary to certain shipmates.

Meanwhile the lords of the cadets, almost of creatures it seems, the cadet captains foregather in their cabin down on the orlop deck. It is a social room sacred to them alone. Magazines and periodicals strew the table and the surrounding settees. We will take leave of them thus, for a while, the new rates mixing with the old, discussing promotion, the forthcoming terms, need of work and sport, the vacations just over and a host of other things.



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*Please Ask a Friend to Join  
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At a recent Navy League Sea Cadet camp, though the weather was extremely wet the Officer-in-Charge was going to be prepared for all and every eventuality. Calling up the Company bugler he asked:

"Have you learned all the calls yet?"

"Nearly all, sir," the wind-merchant replied.

"You know the assembly?"

"Yes, sir."

"And the fire alarm?"

"N-no, sir."

"Ha! Then what would you sound if the camp caught fire?"

"Er—lights out, I suppose, sir!"

By Appointment  
to



H. M.  
King George V.

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## After Geneva; The American Cruiser Problem.

SO much has appeared in the Press, both before and after the failure of the Geneva Conference, concerning the American cruiser programme that most people are more than a little hazy as to just what is being done, and what ships will be built. Considering the number of committees and other bodies through whose hands the American building programmes have to pass, and their very complicated system of getting ships under way, this is not surprising, and a clear account of just what is happening is not out of place.

The American construction of 10,000-ton cruisers began with the 1924 programme, which authorised the construction of eight. That was only the beginning of the matter, however, for the money to build the eight had to be obtained by a separate act and only five were so covered. Even then the whole five were not laid down, but in the middle of 1926 a start was made on the PENSACOLA and SALT LAKE CITY. The latter was to be built by contract, but the yard has since been forced to give up its shipbuilding activities and a new start is being made in another establishment.

The money voted for the other three was not put to their immediate construction, while the final section was left in the air altogether. At the beginning of this year the way was smoothed, although it was again the subject of innumerable passings backwards and forwards between the various committees.

However, the matter was finally settled, and in the early summer of this year the contracts for the six ships were placed. Four of them went to private contractors, the contract providing that three should be finished in three years and the other in three years and nine months. The other two went to Navy yards on the Pacific Coast, and here again very considerable political opposition is likely to cause further delays.

The American system of estimating and contracting is so complicated that it is very difficult to see just how much each contract will total, but the cost of each ship will amount to between £3,200,000 and £3,400,000 in all. This is to be compared with the £2,000,000 which very similar ships cost the British Admiralty. On the other hand it is reckoned that the two ships which are being built in the Navy yards will cost an extra £600,000 apiece, while American observers are very doubtful whether they will be finished in anything like the contract time. The smaller ships of the OMAHA type, for instance, all took well over four years to complete.

Compared with the British 10,000-ton ships of the KENT type, the Americans appear to have

numerous points of superiority. The length of the KENT is 585 feet, that of the PENSACOLA 570. This will probably mean that the American burns very much more fuel, but less weight has to be expended on her structural strength, and she will be rather more easily handled. The engines of the KENT are 90,000 S.H.P., giving 31½ knots, those of the PENSACOLA are 100,000, giving 32½, while the American ship is reported to have more elaborate protection.

It is, however, in gunfire that she is most strikingly superior. Her main armament consists of ten 8-inch guns, compared with nine mounted in the Japanese cruisers of similar size and the eight in every other such ship in the world. Her secondary armament consists of six 5-inch guns against the four 4-inch of our ships. The torpedo armament is a matter of speculation; many American naval authorities believe in scrapping it altogether in a ship of this size and devoting the weight to other purposes.

One of the principal means of saving weight to provide the extra two 8-inch guns is by the installation of high pressure turbine machinery, which is very much lighter, but which is likely to need replacement before the engines of more normal type. It is reported that they intend to work up the boilers to 700 lbs. pressure, although at the present moment 550 is the maximum that has ever been tried at sea, and that only experimentally.

In addition to these ships the Americans intend to build ten more of an improved type, steaming at no less than 35 knots. This programme has still to be discussed and the money is not yet forthcoming, but there is little doubt that in the feeling that follows Geneva it will be voted with little opposition. The great handicap to their construction is the question of men, for on the American scale these ships will require nearer 800 than 700 men in each crew, and at the present moment the American Navy is in great trouble with its personnel. Enlistments are disappointing and re-engagements more so, very few men undertaking to serve long enough to become really efficient petty officers. Even now the new ships coming out of dockyard hands on commissioning or after reconstruction are draining the service of every available man, and it is necessary to pay off older vessels to provide the personnel.

For years past unbiased naval observers have admitted that the U.S. Navy has been deficient in cruisers for out-post purposes, but this unfortunate state of affairs was largely rectified by the commissioning of the ten magnificent ships of the OMAHA type, while the new programme will give their Navy all that anybody could desire.



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

## SUB-BRANCH AND COMPANY NEWS.

**BALMAIN**—Officer-in-Charge Mr. E. PHILLIPS  
Hon. Secretary Mr. J. SPACK

**NORTHSYDNEY**—Officer-in-Charge Mr. W. L. HAMMER  
Hon. Secretary Mr. E. SODENHOPF

**LANE COVE**—Officer-in-Charge Mr. H. ROSEWILL  
Hon. Secretary Mr. P. L. REDDIE

**COOGEE-CLOVELLY**—Officer-in-Charge Mr. E. STONE  
Hon. Sec. Mr. J. E. MILLING

**MOESMAN BAY**—Officer-in-Charge Mr. R. E. BURRIDGE  
Hon. Secretary Mr. T. V. BAKER

**DRUMMOYNE**—Officer-in-Charge Mr. J. REDDIE  
Hon. Secretary Mr. A. WALKER

**RICHMOND**—Officer-in-Charge Mr. J. S. ANTILL  
Hon. Secretary Mr. J. S. ANTILL

**ROSE BAY-BONDI**—Officer-in-Charge Mr. E. J. HOPKINS  
Hon. Sec. Miss DORRIS HIGGINS

**BIRCHGROVE**—Officer-in-Charge Mr. E. HOPKINS  
Hon. Secretary Mr. E. HOPKINS

**MIDDLE HARBOUR**—Officer-in-Charge Mr. W. E. GIBBY  
Hon. Secretary Mrs. E. GIBBY

We wish all companies and their supporters a very Happy and Prosperous New Year. The year has commenced very auspiciously for most companies, and two new companies, viz.:—Manly and Narrabeen are launching out in real earnest. Establishment is always the most difficult time, and we trust that these new units will successfully overcome this crucial period.

The Church of England Men's Society have again asked us to co-operate in this year's commemoration of the "First Christian Service" on Sunday, 5th February, at the corner of Spring and Graham Streets, at 3 p.m. The procession will leave St. Andrew's Cathedral Grounds at 3 p.m. Many companies have signified their intention of being present at the Service and for the March. Navy League members are also invited to attend the Service.

The Anniversary Day Regatta Committee has invited the Navy League Sea Cadet companies to race on Anniversary Day. It will be an "all-comers" race, and a large entry is expected. The race will start at 12.30 p.m.

The N. L. Picnic was enjoyed by the companies and their many supporters on Saturday, 14th

January. Extending the picnic to take in the forenoon added a great deal more to the younger members' happiness, and allowed the ladies of the Catering Committee more time to get through their heavy task. Mrs. S. Cooper, of Birchgrove, ably and energetically took charge of the arrangements and the organisation was marvellously successful. Everyone owes a debt of gratitude to this lady and her helpers from her own and other companies for the work they put in on that day. Next month we are giving an account of the picnic in more detail.

### Rest Bay-BonDI.

OFFICER-IN-CHARGE Mr. C. J. HOPKINS  
HON. SECRETARY Miss DORRIS HIGGINS

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

Camp life, under ideal conditions, was indulged in by this Sub-Branch at our depot, Elizabeth Bay, during the Xmas and New Year holiday. The boys had a real good time, and indulged to the fullest extent in sailing down the harbour in the Fairfax whaler visiting Clarke and Shark Islands, Rose Bay, Neilsen Park, Clifton Gardens, Bal-moral, also visits to ships anchored nearby.

Our swimming pool was in great demand, and

Continued on page 17

### North Sydney.

OFFICER-IN-CHARGE Mr. W. L. HAMMER  
HON. SECRETARY Mr. C. SODENHOPF  
(Contributed by Mr. W. L. Hammer, O.C.)

### OBITUARY.

DEATH has paid his dread visitation to this Depot taking from our midst, after a short but severe illness, leading Seaman Cadet L. Coleman, who has been attached to the North Sydney Depot for the past twelve months. Cadet Coleman was immensely popular with Officers and Cadets alike and gave a very fine example to the cadets of the Company, both young and old. His loss is to be deeply deplored. The Officers and Cadets of the Company together with the sub-branch Committee extend to Mrs. Coleman their deepest and heartfelt sympathy in her sad bereavement.

*"Some have gone to lands far distant,  
And with strangers made their home;  
Some upon the world of waters  
All their lives as if forced to roam;  
Some have gone from us for ever,  
Linger here they might not stay,  
They have reached a fairer region,  
Far away, far away."*

THE Christmas Fete held on 10th December was indeed a success. During the afternoon His Worship the Mayor, Alderman Primrose, together with the Mayoress handed over officially to the Company their new Whaler. The Mayor made a short and spirited address to the officers and cadets stressing the value of Good Citizenship and their duty to their Country and the Empire as a whole.

The Officers and Cadets of the Company desire to thank the ladies and gentlemen of the local sub-branch Committee, together with their friends, who did so much in giving them such an excellent time during the afternoon and evening of this day.

RE PITTWATER REGATTA. Three or four companies signified that they would not be able to attend the Pittwater Regatta on the 31st December. This result was that it was impossible to pull off the N. L. Sea Cadet Championship of N.S.W. Race at this meeting. This race, the first, was arranged to be held annually under the auspices of the Regatta Committee and it carried with it a very fine presentation cup and money prizes. However, the Moesman Bay Company Navy League Sea Cadets attended this function. Five boys representing their Company travelled with North Sydney Company to Pittwater on board the flagship Newcastle, and when the racing events were pulled off

Moesman Bay Company cadets fought gamely to wrest the honours from the North Sydney crews. Unfortunately they had but little or no chance whatsoever owing to the fact that the more efficient oarsmen were away camping at Peak-Hill over Christmas holidays. This being the case the money prizes, the Silver Bugle, and the Cup were won outright by the North Sydney Company. It was found impossible to pull off the race as a championship event and it was pulled off in two heats and a final. Because of the good fight put up by the Moesman Bay Company in the two previous heats, North Sydney decided to give them a twelve second handicap in the final for the Cup but though maintaining a good lead over best part of the course, North Sydney crews shot ahead by about two boat's lengths.

PITTWATER REGATTA. SPECIAL DUTIES OTHER THAN RACING EVENTS. On Friday evening the 30th December, a North Sydney unit of 26 cadets, fully kitted, in company with five cadets from Moesman Bay Company Navy League Sea Cadets, embarked aboard the flagship s.s. "Newcastle" bound for Broken Bay thence to Pittwater, their official duties being that of Guard of Honour, etc., to His Excellency the Governor-General, Lord Stonehaven.

During the passage from Sydney to Broken Bay and also on the return journey, the Cadets kept regular watches on board ship as also while lying in harbour. The watch consisted of as follows:—2 cadets stationed, one at either end of the Flying Bridge, i.e., Port and Starboard side and were directed by the Captain of the "Newcastle" to keep a sharp lookout during the Night Watch, and to report all lights sighted to him while at sea during the voyage up from Sydney to Broken Bay and thence to Pittwater; a Quarter-master boy was also detailed off to sound off the time on the ship's bells. The cadets were relieved every half-hour while at sea so as to give every boy an opportunity of doing regular Watch Duty whether Quarter-master Boy, Helmsman, Signaller, Look-out, or Captain's Messenger. The older and stronger boys of the Company were detailed off as Helmsmen, and had full control of the Wheel under the eye of the Ship's Coxswain.

Most every duty put into operation on ship board was carried out with excellent efficiency on the part of Officers and Cadets. This happy result was due to the discipline and like duties carried out in Depot week in and week out. Here indeed was the practical experience to be gained through such splendid opportunities.

The O.C. would like to take this opportunity through the pages of the JOURNAL in thanking Captain Redgrove and his officers, together with the Management of the Newcastle and Hunter

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## PEARSON'S CARBOLIC SAND SOAP

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### North Sydney—Continued.

River Company for the courtesy and attention extended to the officers and cadets of the North Sydney Company, Navy League Sea Cadets, during their passage aboard the s.s. "Newcastle" during from 30th December to the 1st January, 1928.

The O.C. would also like to take the opportunity on behalf of the sub-branch committee, together with the officers and cadets of the North Sydney Company in thanking the President and Commodore of the day of Pittwater Regatta (Mr. Le Maitre-Walker, C.B.E.) for the keen interest taken in the cadets while performing their many duties and the many little courtesies shown to the O.C. his officers and cadets. Also we would like to thank Mr. John Roche, Secretary of the Regatta Committee, for his untiring efforts in assisting the O.C. of the Company in bringing the whole of the events to a successful issue; Mr. H. L. Fitzpatrick for his generosity in turning over as a camping site part of his Estate at Salt Pan Cove, Pittwater, as well as the use of the baths, which were taken full advantage of and thoroughly appreciated by officers and cadets alike.

It gives the O.C. much pleasure in having to report that His Excellency the Governor-General paid the Navy League Sea Cadet Movement worthy tribute during his speech while at afternoon tea on board the flagship s.s. "Newcastle." His words were received by acclamation by all present at table.

His Excellency the Governor-General was given passage from Commodore Stuart Doyle's motor yacht, "Mirimar," in the North Sydney whaler under command of the chief officer of the company, Mr. A. E. Dodd, R.N., also during His Excellency's passage in "Mirimar" two of the cadets were detailed off as side boys for His Excellency's use if so required.

With regard to the Pittwater Regatta it gives the O.C. much pleasure in having to report that this function was in every way a wonderful success not only in the interests of the Navy League Sea Cadet Movement but also as a great aquatic event, and congratulations are extended to those officers of the Pittwater Regatta Committee responsible for bringing about such excellent results by the officers and cadets. The sub-branch committees of the North Sydney and Mosman Bay Companies of the N.S.W. Branch of the Navy League Sea Cadet Movement also thank them for their kind invitation.

### Birchgrove.

OFFICER-IN-CHARGE : Mr. S. COOPER  
HON. SECRETARY

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

If it is not too late, Birchgrove Company wishes everyone connected and interested in the Navy

League a Very Happy and Prosperous New Year. During the past year many problems came to light and were tackled by all Companies with the usual Navy League determination and resulting in a win over all difficulties.

We welcome problems at any time; without them things would be too tame.

Our Xmas Party and the Presentation of Medals proved a great success. Among our guests were members of the R.A.N. and from the Scouts who congratulated us on the cleanliness, smartness and efficiency of the company. Mr. Harry Shelley sent along a gold bag of peanuts and cigarettes for the officers, which went all the way in making the function a success.

We have to report that the Band is in good going order, engagements coming in from all sides. Three times our lads have played on the North Sydney side of the Harbour. Other engagements were unable to fill owing to previous arrangements. An ex-naval man hearing the boys play spoke to one of our officers (Mr. Waterfield) who happened to be an old shipmate, saying: "Your boys are good, but where's the Drum Major?" "Drum Major we can find, but a mace we cannot," Waterfield replied. Result: This gentleman came along and presented us with a mace. He said: "I am no speaker, but what I would like to say is on this piece of paper." The contents were as follows:—

To the Officer commanding the Birchgrove Company, Navy League Sea Cadets.

Sir,—

It gives me great pleasure to present the Drum Major's mace to your Boys' Band which I carried as Drum Major with the band of H.M.A.S. "Adelaide" on the world tour with the British Service Squadron. We had no mace so I made this one.

My Drum Major's time being at an end I am pleased to know it will still be linked with the Navy by the band of the Birchgrove Company. May it help to bring your band the success you so well deserve is the wish of William James Faulkner, late R.N. and R.A.N., Elizabeth Bay Depot.

Needless to say we are proud of the mace and most heartily thank the donor for it and his good wishes.

During Xmas week our band played Carols, whereby on Xmas morning each lad received £1—a most welcome Xmas Box—the sum of £21 12s. 9d. being collected.

We held our usual Xmas Camp at Narrabeen. Beside the cadets, Mr. Harvey, Mrs. Harvey, Mr. and Mrs. Wells, Mr. and Mrs. Lampard and myself, spent a very enjoyable time.

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## Birchgrove—Continued.

Now that the holidays are over all hands are eager to be back at work again. The officers are not gluttons for work; they are tigers—simply do not know the meaning of the word stop. Even when at camp many discussions were held about the best way to tackle the work in the new year. The swimming bath is the object, and believe me its going to be some job. A problem comes up again and the Birchgrove Company are the people to tackle it.

Balmain mentioned in their notes that they were at the opening of the Depot. The little function we had was only a small regatta. At the official opening we hope to have representatives from all Depots, and to have a Gala Time—something all hands can remember in time to come.

On Saturday, January 7th, we had the pleasure of playing Uncle George, of 2 B.L. Radio fame, into Balmain. Balmain Company joined with us in welcoming him. We all knew him on the air and were glad to meet him personally. The band has promised to play for him on the wireless, so all and sundry will shortly hear the Navy League band. Mr. Harvey, chief officer of Birchgrove, and Mr. Phillips, acting officer in charge Balmain, did the needful in welcoming Uncle George.

To the many who have helped us during the past year we sent the Birchgrove Xmas Greeting in the form of a Calendar showing fine photographs of the boys at work, and many fine letters we have received in reply.

Mr. and Mrs. Kelso King forwarded a most generous donation to the company's funds, for which we thank them most heartily.

The McMaster Medal is in the air and Birchgrove hope to be in the winning list again.

Everyone will be pleased to hear that our president, T. H. Silk, Esq., is on the mend again, improving slowly—but surely, and all will be glad when he is in full-going order again. The popularity of the gentleman is great, not alone in the Navy League, but also with hundreds of men employed at Port's Dock. On all sides one can hear daily men asking who is the chief, when will he be back again? One can say with confidence there is no one more popular than this gentleman in the whole of New South Wales.

Everyone will join with us in wishing him every success and happiness and good health to him and his in the New Year.

How about a swimming carnival for the League? If each company held themselves for one trophy either by presenting one or getting one donated we

could surely run one. Elkington Park Baths could be loaned, and the N.S.W. Swimming Association would only be too pleased to assist. So what about it everyone? Think it over at your company and welfare meetings. To them nothing is impossible. Birchgrove can be depended to do their bit.

## BIRCHGROVE COMPANY—1927 MEDALS.

## SQUAD DRILL.

"Mrs. Cooper" Silver	P. O. J. Cooper.
"Mrs. Cooper" Bronze	Ldg. S. E. Wells.
"Godmother" Bronze	Ldg. S. W. Robertson

## SIGNALLING.

"Nichols" Gold	Ldg. S. A. Kendal.
Silver	P. O. H. Watt.
"Godmother" Gold	Cadet J. Braid.
Silver	Cadet W. Sterry

## KNOTTING.

"Stafford" Gold	Ldg. S. J. Lamperd.
Silver	Ldg. S. N. Pont.
"Godmother" Gold	Cadet J. Braid.
Silver	Cadet W. Sterry.

## COMPASS.

"Godmother" Bronze	Cadet A. Thompson
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## CUTLASS.

"Godmother" Bronze	P. O. J. Cooper.
"Cooper" Bronze	Cadet J. Braid.

## SPECIAL PASS.

Cadet J. Braid	Outstanding Merit.
Ldg. S. W. Robertson	Special Merit.
Ldg. S. N. Pont	Merit.
Ldg. S. E. Wells	Merit.

## Measman.

OFFICER-IN-CHARGE	MR. H. R. CURRINGTON
HON. SECRETARY	Mrs. T. V. ROBERTS

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

CHRISTMAS VACATION CAMP.—The O.C., also Messrs. L. and P. Butcher, Junior Officers, and 27 of our Sea Cadets, left Sydney on 23rd December and journeyed 309 miles by rail to Peak Hill for a fortnight's Christmas vacation camp.

On arrival at Peak Hill at 3 p.m. on Christmas Eve, we were met by the Mayor (Alderman W. Roach), aldermen and citizens, and motored to the Show Ground Pavilion, which was kindly placed at our disposal as a temporary camp.

Next day a sumptuous Christmas dinner was provided by the Mayor at one of the hotels, at which boyish appetites were well extended. Then a visit to the local Hospital, where the Nursing Staff and patients gave us a right royal welcome.

Among the many advantages of appointing  
**Perpetual Trustee Company (Limited)**

as Executor and Trustee of your Will, Trustee of your  
 Settlement or your Attorney, are:—

Its Security is Undoubted. Accessibility (It is always available to its clients).  
 Its Charges are Moderate. Continuity of Management (It does not die).  
 Experience (It has handled every Class of Asset).

**Directors:**

Hon. Reginald J. Black, M.L.C., Chairman.  
 T. H. Kelly. Sir Samuel Horden. Dr. R. L. Faithfull.  
 Walter T. Brunton. H. R. Lysaght.

**Write for Booklet.**

**33-39 HUNTER STREET, SYDNEY.**

R. Copland Lethbridge, Managing Director.

H. V. Douglass, Manager.

**Mosman - Continued.**

On Boxing Day we proceeded by motor transport, per favour of local citizens, about 15 miles to the farm of Mr. C. B. Currington, where we established our permanent camp in the buildings of the local sawmill.

Though discipline was maintained throughout a big slice of sport tempered camp routine.

Our Cadets have sampled the life of the wheat harvester, the sheep farmer, the rabbit trapper, the timber cutter, the sundowner, and the bush cook.

Appetites were maintained at the highest pitch throughout, as the following sample of the daily menu will testify:—13 loaves of bread, 1 quarter of mutton, 6 rabbits (our own catch), 3 gallons of porridge, 7 dozen eggs, 1 lb. butter, 3 tins jam, half kerosene tin potatoes and onions, 9 gallons of tea, half case of fruit.

The cooking of the boys did not appear to produce any cases of indigestion. Mr. Percy Botcher's 12 lb. New Year plum pudding swelled in the cooking to such an extent that several tin openers were necessary to free it from the cooking-utensil.

"Ho! for the picnics under the trees  
 Cassava, and cakes and pies,  
 Flavored with butterflies, beetles and bees,  
 Mushrooms and ants and flies."

Anyhow the health of the contingent, in addition to their appetites, was exemplified in the soundness of their sleep, the officers in a night raid on the boys were able to boot-black and polish each boy's lace without an awakening alarm.

A reprisal was later granted the officers.

Swimming in the open bush tank, with its two feet lining of mud, really was a contrast to the golden strand of Edwards' Beach and Balmoral.

On our return to Peak Hill, a couple of days before entraining for home, we were almost granted the freedom of the town and its surrounding orchards, for which all our thanks to the truly hospitable citizens.

Among other interesting visits was one to the old Peak Hill Gold Mine, in the crater of which it would be possible to hide the building of Anthony Hordern & Sons. All our boys have souvenired gold quartz specimens, and memories of a wonderful bushland holiday.

We returned home last Saturday morning, and were pleased to report none but a couple of minor casualties.

PITTSWATER REGATTA.—Despite the majority of our cadets being in distant camp, we are pleased that Mr. A. Hamilton was enabled to muster

**Mosman - Continued.**

sufficient cadets to accept the kind invitation of the Pittswater Regatta Committee to attend the New Year Regatta at Broken Bay.

Thanks to the Committee, and the O.C. North Sydney Company, our cadets had a new experience in carrying out certain navigation duties on the steamer to and from Broken Bay.

They also assisted in forming a Guard of Honour to His Excellency the Governor-General.

It seems strange that only North Sydney and Mosman Companies accepted the generous invitation of the Pittswater Regatta Committee.

May 1928 be a year of prosperity and progress for all Cadet Companies.

**Xmas Camp at Peak Hill.**

By Senior F. O. C. Dillon.

We assembled at Central Station on Friday, 23rd December, for our fortnight's camp at Peak Hill. There were twenty-five boys and three officers: Messrs. H. R. Currington, the O.C., L. & P. Butcher. Many parents and friends came to see us off. The train left at 8 p.m., and after a fairly good night we arrived at Parkes at 8 a.m. We had nearly five hours to wait for the Peak Hill train, so we wandered about town, had a look at the wheat silos, and generally amused ourselves. Eventually the train arrived and we piled in.

Two hours later we reached Peak Hill, and were met by the Mayor and Aldermen, who took us in cars to the pavilion at the Show Ground, where we were to spend the week end.

That night (Xmas Eve) we were given leave and went to town. The owner of the local cinema offered to let in free all cadets in uniform. The Company took full advantage of this kind offer and spent an enjoyable evening at the Premier Picture Palace. When we got back we were all tired and were soon asleep.

Xmas Day was a red-letter day. We marched through Peak Hill with the Fairfax Banner and went to church; one-half going to the Methodist and one to the Church of England.

Church over, we proceeded to the Commercial Hotel, where a Xmas Dinner had been generously provided for us, and, what with turkey, plum pudding, and a lot of etceteras, it was some dinner! After this feed, we marched to the Peak Hill Hospital to see the patients; but, no sooner had we got there than the staff brought out ice-cream, fruit, drinks of cordial, and lollies loading us well below the Plimwell Mark.

Next day two Ford lorries took us out to the farm owned by Mr. Currington, our O.C.'s brother. Whilst we were there we indulged in plenty of swimming in the big dam, and there was riding for any who wished.

There were four huts, one for each Section, A, B, and C, and the other, a store shed for the officers; and each Section went in its turn to the farm, about a mile away, for milking and riding before breakfast. We were swimming every day.

One night we made a raid against the officers. Raids between the Sections were quite common, but—anyhow, the officers heard of this raid and were prepared for it. When we rushed into the shed an avalanche of bags of chaff descended, followed by Mr. Currington and the Butchers. Most of us got out; but two were captured, and made to swallow a mixture of treacle and castor oil. Some of the treacle did not go in their mouths either and when they were ejected the chaff was sticking well.

On Friday we had a paper-chase of over three miles. P. Butcher, Doney, and E. Thomas were the hares, and after a hard chase A. Aldred came in first. We then returned to the dam and had some cordial, biscuits and fruit, afterwards going in swimming. That night we went to bed very early. We welcomed the New Year in with kerosene tins, singing, combs and paper, etc., and as

the afternoon had drill, boxing and games and at night a general sing song.

Next day we returned to Peak Hill township again in two "tin baxes" or Ford lorries, on the way getting fruit at an orchard. Back at the pavilion we had leave in the afternoon and evening. There was a big trough in the Showground, and we had a water fight with tin mugs, and the fun was fast and furious. At every spare moment the signallers for the McMaster Medal were practising and we ought to put up a good show.

On Wednesday, 4th, we played the Peak Hill Juniors, and, perhaps due to having had no practice, were beaten but not disgraced. We need more practice before we start winning.

Coming home from the pictures (free to us all the time we were there) twenty-four of us got a lift in an Auburn car, which is a record for capacity I think.

Next day was a great day. In the morning we visited the big gold mines and quarries, getting some very good specimens, while in the afternoon we were taken in cars to the Bogan Fruit Gardens. There we had a good time eating fruit, swimming, and attacking a small rowing-boat.

Next day, Friday, we had to leave and caught the train to Narramene, changing there for the Bourke Mail, one of the fastest trains in New South Wales. We arrived in Sydney about 6 a.m. and disbanded for home.

We have to thank the Council of Peak Hill, besides the Hospital, Premier Pictores, and many others too numerous to mention, for the great time we had. None of us wanted to leave. Whilst there the weather was very fine, although a bit hot and sunburn was prevalent. As for the meals there were plenty of rabbits and other meat, also a big "plum duff" was made one day and it took over 12-lbs. of flour alone, so you will have some idea of its size.

Taken altogether, it was a camp we would like to repeat.

### Middle Harbour.

OFFICER-IN-CHARGE - Mr. W. G. NIXEY  
HON. SECRETARY - Mrs. B. WHYTE

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

We are starting the New Year with great prospects ahead of us and it seems that we have solved the problem of a Welfare Committee under the Secretaryship of Mrs. B. Whyte. We are all looking forward to great doings whereby our funds will be swelled.

We held a Christmas Camp at Narrabeen and Clontarf at which 24 boys attended. It was a great success and all spent a very enjoyable time. Our engine boat came in exceedingly handy for the transportation of gear to Manly.

We were greatly disappointed when our quota did not go to Pittwater Regatta. Through a misunderstanding we were advised that the arrangements had been cancelled. We are sure that our crew, had it gone, would have given a good account of itself. We thank the Pittwater Regatta Committee and all those gentlemen who made the invitation possible and in which all companies were included.

On the 21st December the following appointments of officers were made:—Mr. Willett, R.A.N., 1st officer; Mr. Robertson, 2nd officer; Mr. Fisher, 3rd officer; Mr. Bibby, 4th officer; and Mr. Moore as supernumerary officer. With the help of this staff of officers under the officer-in-charge, the Middle Harbour Company should go ahead by leaps and bounds and be heard of in the near future. Mr. Moore is a member of the St. John's Ambulance and will be in readiness at all functions held by the League. Somewhere around the Middle Harbour flag he'll be found, so don't forget.

### Members are requested to interest and enrol a friend.

While at Clontarf camping we had a visit from Drummoine Company under Mr. Hiron, O.C., who were camping nearby. We thank our colleague for his kindness in loaning our boys a boat on several occasions, enabling them to get some sailing. The meeting of companies in this way is all to the good and gives the boys of each a chance to get to know one another.

### Rese Bay-Mendi—Continued.

swimming was the popular pastime when the tide was in. Dinghy sailing and model yacht sailing, boxing and target practice with air rifles helped to pass the time pleasantly for all hands.

We were also enabled to complete some necessary improvements to the depot, which will tend to our future comfort.

Last week-end was spent on the harbour trying out a 12 ft sailing dinghy built by Mr. Stone and some of the Clovelly boys. The weather conditions were rough, with a choppy sea, but the boat stood up to the test well, and her construction and sailing qualities reflect great credit on the builders. En route we called in at North Sydney, visiting Mr. Hammer, O.C., and his boys. We were pleased to get in out of the rain and wind for a time before beating back to our depot, where the usual hot comforts were available, thanks to the very excellent kitchen with all accessories at our disposal.

Dinghy sailing is very popular among our junior officers, and we hope to hold some competitions in the near future with the dinghy presented by F. W. Hixson, Esq., the Clovelly dinghy, and the one built by Mr. Stone. They won't be happy till they have a try out. Mr. Stone pins his faith to his own boat. Mr. L. Wilson, 3rd officer, considers the Hixson dinghy can't be beat, whilst Warrant Officer Mickleson says that he can give them all his wash in the Clovelly dinghy; but a dark horse is in the offing.

Mr. F. W. Hixson has again been bitten with the "sailing microbe," and as an outcome of an order placed with Hayes & Sons, Carcening Cove, a very fine 15 footer has made its appearance at our depot. If it is a winner the boys will not be losers as they will pick up the finer points of the sailing game under the able advice of Mr. Hixson.

Conveyed by the "Fairfax Flyer" we should be able to give a good account of ourselves against all comers.

== SUPPORT OUR ADVERTISERS ==

Several of our boys have joined up with the mercantile marine recently. Petty Officer A. Bertley spent part of the holiday with us, then sailed in the Tabiti on her last trip.

C.P.O. H. Widdell expects to sail shortly, also others contemplate joining up in the near future.

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

The lure of the sea appeals to some of our senior boys, quite a number of whom have sailed away at various times, and according to reports are doing well and seeing something of the world.

All hands are anticipating a good time at the Navy League Picnic on the 14th inst. at Nielsen Park, also the boat race on Anniversary Day.

Mr. N. Hayton, Chief Examiner (N.S.W.) for the Royal Life Saving Society and Vice-Captain Coogee Life Saving Club, has kindly volunteered to instruct the boys in swimming, life saving and ambulance work, an offer which we gladly accept and appreciate.

We are indebted to Coogee and Clovelly Life Saving Clubs for the splendid manner in which they have assisted us by allowing us the use of their club rooms for training purposes.

### 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.

## A Windjammer 'Prentice

BY CAPTAIN A. W. PEARMAN, R.N.

Continued from last issue.

### CHAPTER XI.

#### THE BRAZIL TRADE.

It didn't take me long to pass for chief mate in London, and another fortnight found me again at Southampton, the proud possessor of a first mate's certificate and an appointment of fourth officer to the *R.M.S. Trent*, a ship previously in the Torres Straits service as the *Vasco da Gama*. The *Trent*, which was commanded by my old captain, Hart Dyke, was in the Brazilian and South American trade, and I made several voyages in her as fourth officer.

In those days we always made Pernambuco our first call in Brazil, and anchored in the open roadstead some distance outside the breakwater. Passengers, four at a time, were put in a huge basket with a door in it and slung over the side into the tender for the shore. Generally the ship rolled heavily when anchored here. One day two priests and two nuns were in the basket, and when they were hanging in mid air the ship gave an extra bad roll, and basket and contents absolutely disappeared under the sea. As the ship rolled back up they came again, and though doubtless unpleasant for the church it was highly amusing to the onlookers.

On those voyages we generally took out one or two orchid collectors, who would disappear for months into the dense Brazilian forests and later return with us laden with orchids of great value. It must have been a most fascinating but terrible business.

Our final port was Buenos Aires, and at that time we anchored at least twenty miles down the Rio de la Plata, lightering everything up to Buenos Aires. Now, of course, big steamers can steam up as far as Rosario, and Buenos Aires itself has a magnificent system of docks. They are eighty miles up this mighty river, which at that point is so wide that one cannot see the other side. Argentina has had a wonderfully prosperous time since those days, and at present is the largest pro-

ducer of beef, wheat, maize and other cereals in the southern hemisphere. The British railway companies have made the country in the same way that the Canadian Pacific has made Canada.

Homeward bound from Brazil on my first voyage, we arrived in the Solent late on Christmas Eve in a dense fog. We had got our pilot on board, and after feeling our way up to Calshot Castle it was so thick that one could not see the end of the ship. However, everyone was very anxious to be home for their Christmas festivities, so after a lot of persuasion the pilot said: "Alright, captain, if you give me a true N.N.W. course (I think it was), I'll take you up to the dock gates." "Starboard," sang out Captain Dyke, "steady," and instead of steadying her at N.N.W. he steadied her at N.N.E., and in two minutes we were fast on the mud opposite Calshot. We remained there all Christmas Day, and were a sorry looking crowd.

### CHAPTER XII.

#### WEST INDIA TRADE.

##### MAKING A USEFUL FRIEND.

On my last voyage in the *Trent* an incident occurred which altered the whole future course of my life. It was thus: A passenger on board, a captain in the Royal Engineers, was recovering from an attack of delirium tremens, and was making a voyage for health's sake. His cabin was a very bad one, so I gave him mine on deck and used to read to him, and we spent a good deal of time together. On separating he said: "If ever I can do you a good turn I will." I didn't see at the time how he could, but that little attention on my part bore good fruit. So it is with everything one does for good or for evil; every action makes a ripple on the ocean of eternity, and has some effect in the immediate or far distant future.

My next move upward was to be appointed third officer of the *Don*, Captain Robert Woolward, or old "Gag 'em," as he was generally called. This ship was one of the big mail steamers, running regularly from Southampton to St. Thomas

or Barbadoes, Jamaica and Colon. Captain Woolward was an autocrat, and it was said no junior officer ever went more than one voyage with him. However, a friend of mine, the chief officer, "Black" Mackenzie, told me that if I took no slang from the old man, but gave him back a Roland for his Oliver, and did my work, I would find no better man or friend in the service than Captain Woolward. This was a useful hint, for though I had one stand up row later on, it was the first and the last. I rose to be second officer with him, and ever after found him to be a sterling friend. A copy of his work, "Nigh on Sixty Years at Sea," was sent me by him from Ramsgate (where he was appointed harbour master, and where he died), many years after, when I got married.

A strange experience happened on our return from Colon. We had shipped there a large amount of gold bars, £5000 worth in each box. On arrival at Southampton two boxes were missing. It was a mystery which took long to clear up, but after the next voyage, when cleaning out the water tanks, the two boxes were discovered. They had been thrown in, and possibly members of the crew were watching for a chance to get them when the tanks were empty.

In those days a large amount of trading was done by the officers in the West India trade, and the *Don's* staff was no exception; in fact, the old captain set us the example. Enormous quantities of Brummagen jewellery were purchased, "silver" snake rings selling particularly well. These, which cost about twopence, would fetch about one dollar each, and the same standard of profit was obtained for almost everything one took out. The way they were sold was by native women in the streets, and on the ship's return piebald youngsters would bring off the proceeds, less a commission.

My first investment, in partnership with the purser's assistant, was thirty-six waterproof coats, bought in London at 10/- each. These we sold in Colon at £3 apiece without any trouble, but the trouble came later, as I will proceed to relate. On our return to Colon on the next voyage, I was standing alongside the commander on the bridge, the fourth having gone below, when I noticed him taking a long look at the wharf through his glasses.

He turned to me in his squeaking voice and said: "What do you make of that crowd of penguins on the wharf?" I looked, and for some time thought they were penguins flapping their wings, but as we got nearer I began to recognise familiar faces. Then it occurred to me that they were my waterproof coats; there were thirty-six forms waiting. I turned to Captain Woolward and said: "I've got a bad attack, sir; I must go below and will send the fourth officer up." When I got to the gangway I told the quartermaster, if the birds on the wharf asked for me, to say I was not on board, but was coming in the next ship. This he did, and they went away. Apparently all their coats had become ungummed by the heat, and they had plotted to come in a body to demand their money back.

I saw them individually afterwards, but that was a different proposition. I said: "What do you expect for £3? You want cheap coats and then growl. If they come ungummed get them put through a sewing machine; they can easily be seamed up. If you want coats proof against heat they cost £5." However, I didn't trouble about trade after that as long as I was in a mail ship, excepting as regards turtles. At Jamaica we purchased a number of these at about 4d. per lb., took out a bill of lading, and carried them home on deck, on their backs. They ate nothing during the twelve days' trip, but the boatswain washed out their mouths with salt water each morning and sprayed them with the hose. All we landed we got up to 1/- a lb. for, so as a rule it was very profitable. I have seen a turtle lay as many as sixty eggs, laying on its back, in four hours.

When on station later I went into trade again largely, mostly with cigars. The doctors on these mail ships made big money. When the "Packet" doctor arrived at a port all other doctors were neglected, and the ship's doctor did a roaring business at five dollars a head for advice. Later on, when I was second officer in the *Don*, our doctor was a particularly unpleasant man, and it was only with difficulty we could get him to attend to members of the crew, as he was all for passengers and fees.

The chief officer and myself determined to pay him out, and this is how we did it: The *Don* was

a flush-deck ship, and my cabin was on the quarter deck alongside the chief engineer's, a peculiar arrangement, but one that gave me very fine quarters. The doctor's cabin was below. On arrival at Colon we had two big bottles of blue and red water concocted, with a flavouring added. The chief, wearing blue spectacles, dressed up in a doctor's uniform, and I acted as his assistant. The doctor promised a quarter of a dollar to the quartermaster for every patient he took down, but we gave half a dollar. We told him to take every twelfth patient down to the doctor to keep him employed, and bring us the rest. This was carried out with such success that we received 240 dollars in fees, and "cured" dozens of people during the first morning. Patient after patient came in; the chief felt the pulse, looked at the tongue, then said: "A bottle of number 1 or 2, Pearse." I made up the bottle and received the fee. I remember a big negress who came in, and this was the proceeding: "Well, old lady, what's the matter with you?" "I tink, sah, I'm interesting, sah."

"I don't think so," says the supposed doctor, "show me your tongue. Can you hold your right arm up for thirty seconds?" When this was done he looked into her eyes, tapped her stomach, and said: "No, only indigestion, my good woman. A bottle of No. 1, Pearse." This I gave her, and said: "Five dollars, missus." "Oh, tank you, sah; I feel so much relieved, sah," and away she went to make room for another. That night we gave all hands a feast with the money. The doctor heard of it afterwards, and improved in his behaviour, but that voyage was his last, for he died of cholera on the way home.

I thought my first voyage with Captain Woolward would have been my last, but the advice I received stood me well when the pinch came. We were loading coffee in Savanilla, and we had hatchies each side of the deck, not amidship. The old captain, who was fidgeting round on deck and hurrying up everyone, came to the hatch and sang out: "Lower away, lower away: what are you loafing here for?" to the men who were lowering

a sling of coffee down to the 'tween deck, where I had a gang stowing it as it came down. In their hurry they caught it on the combings and capsized the lot out of the sling on to the hatchway of the lower hold. I called my gang together and was clearing up the mess, when the old man put his head down the hatch and shouted: "When you've done playing the fool down there, Mr. Pearse, perhaps you'll get on with the work." I came out in the hatchway, and, looking him straight in the face, said: "When you've done playing the fool on deck, Captain Woolward, perhaps you'll give it down to me properly." He said nothing at the time, but the female came a little later.

I had to stow away some gold bars in the specie room, so had to go on deck to get the key from the captain. On entering the cabin he blurted out: "You've got too much damn lip for me; I'll sack you when I get home." I turned and said: "Look here, sir, I've got all my work cut out to make the men obey me in this ship, so I won't allow you or anyone else to slang me before them. As to sacking me you can do as you please; but sooner than sail with a man like you I'll go back in a windjammer." Then he grunted: "You know my bark is worse than my bite, don't you?" "Yes," said I, "but the men and stewards don't, and if I put up with it from you they'll try to treat me the same way." He backed right down at this, and I stayed with him for years. A finer character I never sailed with, and a man who, had he been in the navy, would have made a great name for himself.

#### CHAPTER XIII.

##### PASSWD EXAM. FOR MASTER. A STRANGE PASSENGER

After being with Captain Woolward several voyages as third, during which time I passed my examination in London for master, he secured me promotion to second of the *Don*. This naturally annoyed many senior seconds who were in smaller vessels, but all the agitations were of no avail, and I stayed second with Robert Woolward until I left on my own account to remain on the West Indian station.

This was my first voyage as second officer, and the rule of the company was six-hour watches for

chief and second, as long as we were in the Channel, and these six hours on a dirty night were not at all pleasant.

Now, Captain Woolward had a great antipathy to using the port helm for a red light, broad, say, five points or more on the starboard bow, and I had been told that every second officer, when taking his first watch under old "Gag'em," was tried on this point. His action was to come on to the bridge and suddenly to blurt out: "Red light broad on the starboard bow, what would you do?" We hadn't steam steering in all our ships then. I was ready for him, however, and said, at once: "Hard a starboard and take a round turn out of her, sir." He never bothered me again.

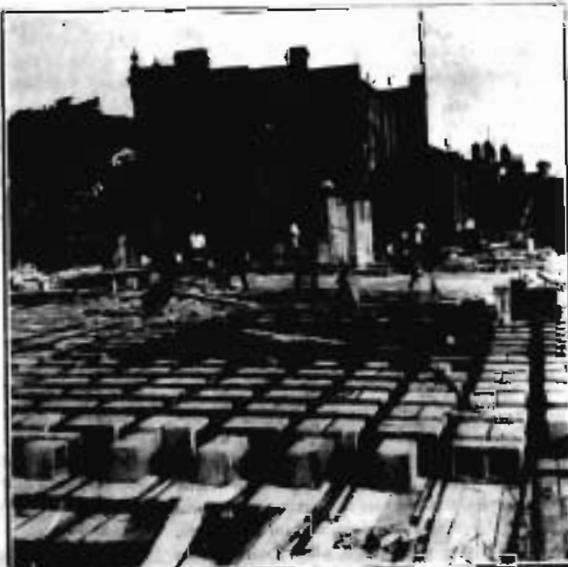
The voyage was a very amusing and eventful one. At this time there was in London a very noted woman, one Mrs. Proddgers, who was continually summoning the cabmen and writing letters of complaint to the press. She was a very fat woman with flaxen hair, and was being continually cartooned in *Punch* and other comic papers. She determined to make a round trip to Colon and back in the *Don*, but before taking her passage requested to be allowed to inspect the captain's, chief officer's and my certificates. These were sent to London for her inspection. The next day she took train to Southampton, and came on board the ship with a large note book in hand. The second steward was told off to show her round, and she started examining the ship fore and aft. Every boat was inspected by her, and she even measured the width of the wicks in the side lights. After two hours' inspection she gave the steward one shilling, and thanked him for his courtesy. The steward's face was a picture, for he had expected a sovereign at least. His grade was not the shilling grade of tip. Apparently the lady was satisfied, however, for she booked her passage, and brought with her a daughter ten years of age. The next two months, with Mrs. Proddgers on board, were a continual run of excitement.

The first night out the fun commenced. A sea sick passenger happened to be seated in her deck chair when she came on deck. She slanged him up hill and down dale, and was heard to say: "You must know how important it is to keep man's clothing apart from woman's clothing, yet

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you dare to sit in my chair." This saying went through the ship, and every evening when she went forward to see the mast head light hoisted at sunset, the firemen used to shake their garments at her as she passed them. The night of the contretemps her chair disappeared, and in the morning there was the devil to pay. After searching the ship fore and aft the captain presented her with a chair of his own. As she passed under the bridge that evening to see the lights, I leaned over and said: "Let me congratulate you, Mrs. Prodgers; I see you have got your chair back again." She stopped and, looking me full in the face, said: "I don't know who you are, or what you are, sir; but allow me to tell you my name is not Mrs. Prodgers; I am the Countess Jaccometti, nee Prodgers, and I shall report you to Captain Woolward for speaking to passengers during your watch on deck." This she at once did. Later on we found out that her first husband, Prodgers, had amassed a fortune supplying British troops with brown paper boots in the Crimean War, and that her second venture was an Italian Count, whom she gave so much a year to keep away from her.

The lady kept a huge diary, in which everything was noted down. She would come on deck at 7 a.m. with her fair hair hanging down, in her dressing gown, and watch the boatswain washing down the decks. If the quarter deck were not dried down by 8 a.m. the boatswain was down in the diary for report. She never went down to lunch, but always had a pint bottle of champagne and some biscuits on deck. The diary was always kept under her chair. Now this diary was the cause of my second falling out with the lady. A General Gamble, a passenger on board, offered a deck boy ten shilling if he would crawl up behind her and steal the diary. This the boy did, and the book was at once hidden under the pillow in my cabin, which, as stated before, was on the quarter deck facing aft. I was on the bridge at the time and knew nothing of it. Mrs. Prodgers soon discovered her loss, marched forward to the captain and demanded that the ship should be immediately searched. "I believe your second mate is in it," she said, for she hadn't forgotten the chair episode. Well, the first place searched was my cabin, and almost at once the diary was discovered, ensuring for me the lady's enmity for the rest of the voyage,

although it was thoroughly explained that I had nothing to do with it.

On arrival at the Island of St. Thomas, our first port of call, as usual we were surrounded with boats to take people on shore. The boatmen were told of a very wealthy lady on board, who was a free giver, and they, therefore, clamoured round her and almost pulled her to pieces. One, however, caught up the daughter and ran down the steps with her, the mother following; that boatman secured the prize. However, after half an hour the boat with its passengers returned. It appeared that when the boatman asked for two dollars Mrs. Prodgers produced the guide book, stating that fifty cents was the fare, and she wouldn't give any more. He therefore, rowed them back and left them on the gangway, but she hadn't time to summon him as the ship left that night. The next amusing incident was on arrival at Jamaica.

If I remember rightly, Sir Henry Norman was Governor at the time, and Mrs. Prodgers and daughter engaged a cab and drove to Government House. On arrival there she sent in her name, but word came out that the Governor was very busy and regretted that he couldn't see her. She then demanded to be allowed to inspect the building. This was refused, and the door was closed in her face. She returned to the ship and wrote a letter to the Governor to the effect that his house was public property; that, as a British citizen, she had a perfect right to go over it, and that she would report him to Mr. Gladstone on her return to London. Captain Woolward told the Governor all about her, and a very polite letter arrived from the Governor the next day asking her to dinner, but this she refused even to acknowledge.

Ever since leaving London Mrs. Prodgers had tried to get a man on whom to lavish her affections. Captain Woolward, although over seventy and of an amorous disposition, refused to be captured, and after trying several others, she forced her affections on a big Barbadian quartermaster, of the name of Jilks. She was so devoted to him that later on she took him to Morley's Hotel as her private servant, and, I heard, left him a good sum at her death.

#### CHAPTER XIV.

##### COUNT LESSEPS. THE PANAMA CANAL. A REVOLUTION

Leaving Jamaica for Colon this trip we had a thousand deck passengers, niggers for work at the Panama Canal, and negroes going to visit friends and relations who were working there. Most of them were taking down poultry and fruit as presents. These passengers fed themselves, all that the ship provided being deck space and water, for

which the company got five dollars for the two days. Every female passenger brought an important article of bedroom furniture, and to the handles of these at night were anchored fowls, turkeys or geese, comprising the presents for relations on the canal works. As I have stated before, the ship was a flush deck one, and now, during the day, there was provided a constant source of amusement to all hands, and particularly to the numerous saloon passengers seated aft. This was the sight of the previously mentioned birds fluttering towards them and dragging their anchors, followed by screeching negroes.

The night we left Jamaica the chief officer, having lit a cigar, threw the match out of his window on to the deck. This fell on a nigger's head, and the hair being well greased was immediately in a blaze. Immediately a crowd swarmed in on the chief to take revenge. I heard the row and rushed to his assistance, but received a blow on the nose which landed me in a basket, *Aort de combat*. The chief was getting badly mauled when a party of our firemen arrived, armed with fire bars, and laid about the niggers' shins and soon released him. 'Three of the worst of the rioters were landed at Port Royal. Leaving the latter place I was in charge of the bridge when the man at the wheel sang out: "Look out, sir!" I turned and just missed being hit by a nigger, who had run amok, with a captain hat. It was a close shave.

On this occasion we had on board Ferdinand de Lesseps and several noted French engineers, and the night before reaching Colon a big banquet was held in the saloon. About 8.30 p.m., the old captain, who was a bit of a wag, put his head down the skylight and shouted in his characteristic falsetto: "Come on deck, come on deck, all of you and see the sea-serpent." Everyone rushed on deck. It was a bright moonlight night, and there plainly visible to us all was some enormous monster under the moon's light. "See his head, see his teeth!" cried the old man, and so vividly did he describe the reptile that an artist sketched it, and all the passengers, headed by de Lesseps, signed a statement agreeing to the truth of the sketch. This appeared in nearly all the illustrated papers of the world, as a well authenticated picture of a sea serpent. In reality it was only an enormous mass of Saragossa sea weed, with numerous fish jumping round it. Of course, the flow of champagne at dinner did the rest. A few years ago, as a guest at the Adventurers' Club in Chicago, I gave an account of this episode, which greatly amused the members.

The following morning we arrived at Colon, found part of the town in flames, and the wharf under the guns of the United States men of war, *Tennessee* and *Iroquois*. A revolution was on. The

American admiral sent off a boat to tell us we couldn't come alongside our wharf, an order to which Captain Woolward replied: "Tell your admiral, with my compliments, that for thirty-three years I have gone alongside that wharf, that I am going alongside at once, and he can do as he thinks fit." We went alongside and discharged our cargo, during which time we witnessed the hanging of several rebels. The way it was carried out was this: They were put on a gallow, a railway truck was attached to a rope, full speed was put on the engine, and the man received his drop in that way.

An instance of Captain Woolward's all-round ability was the quick way he managed to discharge the cargo at Colon. The vessel was moored at the end of a narrow pier, and, as a rule, one hatch had to be worked out, the ship then shifted to another hatch, and so on. This didn't suit our old man. He arranged with the engineers and carpenters a complete system of light railways, with sidings and trucks, and these lines led forward and aft to the various hatches. All hatches worked at once, the sling was placed on the truck, run to the main hatch where the shoot was, and a continual stream of cargo was sent ashore. This reduced our time at Colon by fully one-half, and a good thing it was, as mosquitoes drove us nearly mad, and fever got hold of most of us. We were a proud lot when the American and other ships' mailers came round to see how the *Dow* got so much cargo ashore.

No sooner had we gone alongside our wharf than the American admiral brought his two ships and anchored them abreast of one another, right off the wharf, so close that the boat booms of each almost touched the other. Directly we had finished discharging and were ready to leave for Cartagena, I was sent away in a boat to inform the admiral, with Captain Woolward's compliments, that he was coming out, and would he kindly remove his two vessels. To this the admiral replied: "Tell your captain that he went there against my orders, and there he can stay." He didn't know the sort of man he had to deal with when he sent that message, and I delivered it with extreme gusto. "Oh," said Captain Woolward, "did he! Hands in stations." The ropes were let go, the engines were rung "slow ahead," and out we went. The admiral's ship, the *Tennessee*, was inside, and the *Iroquois* outside, and as we got abreast of the bow of the former, the order was given: "Hard a port, full speed ahead." We came round beautifully between the two ships took all their boat booms and boats with us, and as we passed the admiral's quarter deck, Captain Woolward jumped on the rail and sang out: "Do you call yourselves sailors aboard of that ship? Did you think you could stop old 'Gag 'em?" Not a word was said in reply, and nothing more was heard of the incident.

Continued in our next issue.



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### 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, WEALS 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—  
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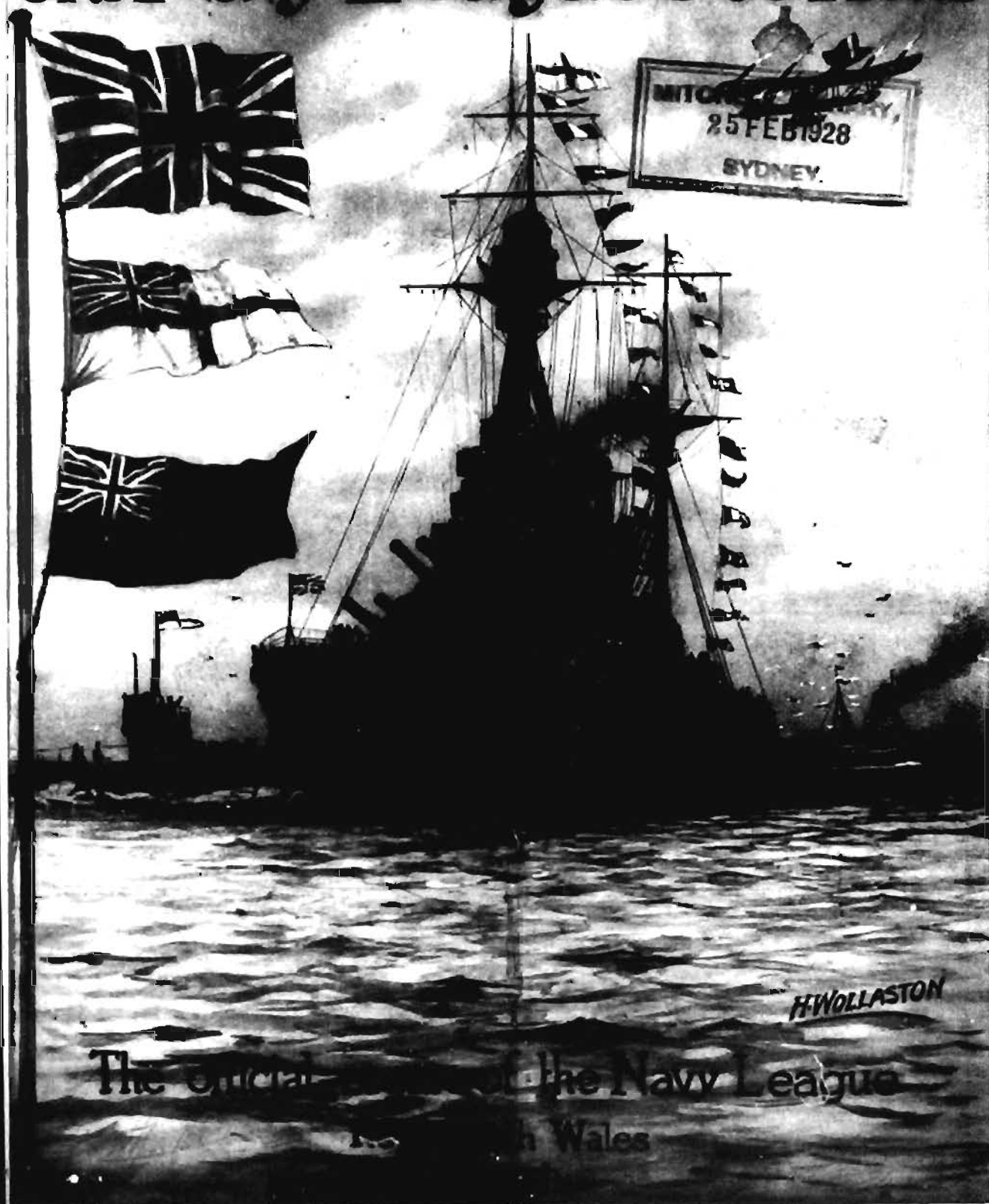
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# The Navy League Journal

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PRICE 3d.

## The NEW NAVY.

A FEW days ago H.M.A.S. "Melbourne" steamed from Sydney never to return. Her crew will man the "Canberra" who, with her sister-ship the "Australia," is one of the finest and fastest warships of the new cruiser class. The two Australian submarines, Otway and Oxley, are on their way to the coasts which they were built to protect, and here we have just witnessed the launching of H.M.A. Sea-plane Carrier "Albatross."

All this consummation of activity should be a matter of great pride to the people of Australia. It means that our Defence Department is imbued with a full sense of its responsibilities to the Nation in providing such first-class material in the new construction. We still must rely to great extent on the far-reaching might of the Empire Navies, but among these we are a definite and component part.

It is to the credit of this Commonwealth that in the realization of national and Empire

needs it contributes far more in the way of sea defence than any other of her sister Dominions.

With all this added wealth of material and ships we are in a very fortunate position. This adequate provision has been due to our Government's foresight and to its readiness to co-operate with Britain in the larger problem of Empire Defence. It is to be hoped that now we have the machinery and ships, foresight, no less reaching, will be applied to its future manning. The experiment of relying solely on direct entry at the average age of 19 years does not appear to be the success, either in quality or numbers, the Government expects.

It is the considered opinion of the Navy League and of many thoughtful Australians that this difficulty could be overcome by reverting to the well-tried and admittedly successful method of boy-training. Thereafter we submit our ships and our men would rank second in none.

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#### No. 4. The Orient.

One of the best known of the true clipper ships which ran between the Thames and Australia is James Thomson & Co.'s ORIENT, which was launched by Bilbe's at their yard in Rotherhithe, quite close to the Surrey end of the Tower Bridge.

She was a wooden full-rigged ship with dimensions 190 x 35.5 x 21.4 feet depth of hold, having a nett tonnage of 1,033 and being designed to start a line of fast passenger ships to Australia, a line which became famous under the ownership of Messrs. Anderson, Andersen & Co., but which was generally known unofficially as the Orient Line. The Australian gold rush was still in full swing, and she was designed to carry a large number of passengers under a 61-foot poop.

Before she could be put on her destined service, however, she was taken up by the Government for transport work to the Crimea, on account of her speed receiving the special rate of 25/- per ton per month for some time, although it was later reduced to the normal pound. As soon as this was finished she went round to Cork, and on the 18th February, 1854, she embarked 14 officers and 428 men, arriving off the Gallipoli coast on the 20th April. The authorities then kept her in Eastern waters for a spell, carrying troops, stores and horses, from base to base in accordance with the constantly changing whims of the divided command. She was ready to do her work as Transport No. 78 at the Alma landing, to which she carried the 88th Regiment, later to be just as famous as the Connaught Rangers. In November she contrived to ride out the famous Balaclava gale that was so disastrous to many ships, owing to the seamanship of her captain who saw what was coming and made preparations. At that time she was temporarily used as a receiving ship, but soon afterwards she was employed evacuating invalids and wounded. She was finally returned to her owners in 1856.

On her maiden voyage to Adelaide she left London on the 28th June, 1856, and took 81 days on the passage, after which she soon distinguished herself for her remarkably regular runs and had no difficulty in gaining popularity on that account. In January, 1862, homeward bound with wool, she

had a very narrow escape for a fire was discovered and although the outbreak was suppressed by the ship's own appliances it had already done very considerable damage to her framing. On account of his magnificent behaviour on this occasion her captain received a present of plate valued at £100, while he divided with his crew £100 in cash.

In 1866 the title of her owners was changed to Messrs. Anderson & Thomson, and in the same year she gratified them by clipping a day off her record of 73 days. In the following year she was put under the command of the well-known Captain De Steiger who held the command for five years before handing over to Captain W. H. Mitchell.

The famous case of the LAMMERMUIR's carpenter's chest occurred in 1873, when old John Willis who owned the latter vessel suddenly found that she had left her carpenter's chest behind. She had sailed ten days before the ORIENT was due to tow out, so Willis requested Captain Mitchell to take the chest and hand it over in Australia. Instead he bet the old man that he would hand it over before he reached the Equator, which he contrived to do with several miles to spare. Eventually she arrived at Adelaide six days ahead of the LAMMERMUIR.

In 1879 she was sold to Messrs. Cox Bros. of Waterford who employed her principally on the trade between Canada and Ireland with occasional diversions to the Gulf of Mexico. In 1886 she was cut down to a barque rig, a lot of fancy work taken out and sold, and in 1891 the ship herself was sold to James Burness of London, who was intimately connected with the Gibraltar trade. He put William J. Smith of Gibraltar as manager, but very soon afterwards he sold her outright to him. The proud old ship seemed to resent these rapid changes of ownership, for on her first voyage out to the Rock she was dismasted and finished her voyage in tow. It was decided not to re-rig her but to use her as a coal hulk, which duty she performed until 1926, when she finally went to the shipbreakers.

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## European Naval Notes.

(by a Special Correspondent)

As a gesture, the construction of two 10,000-ton cruisers this year has been suspended and only a single 8,000 tonner laid down. Unfortunately there is no response either from Japan or the United States.

The new battleship *RUDNY* has been commissioned for the Atlantic Fleet and her crew brought up to the full strength of 1,310 men.

H.M. the King has been re-hanging his collection of nautical prints. He started collecting when in the Navy.

*RESOLUTION*, battleship, has completed a £276,591 refit at Portsmouth, and has re-joined the Mediterranean Fleet.

Paymaster-Captain F. T. Spickerwell, D.S.O., R.N., has been made a K.B.E. He was Earl Beatty's secretary for a long time.

Admiral Sir Guy Gaunt intends to winter in the Mediterranean in his yacht *FOUR WINDS*, crossing from Boston. She is Chinese manned.

The French Naval Estimates provide for one 10,000-ton cruiser, six flotilla leaders, six submarines and two motor gunboats for Colonial service.

The 10,000-ton Italian cruiser *TRIESTE* has been towed to Venice for finishing touches and armament.

The converted battleship *CENTURION*, built 1911, has taken up her duties as wireless-controlled fleet target ship. *AGAMEMNON* was scrapped last year.

The naval drifter *FUMAROLE* was rammed and sunk at Portland by the submarine "L.56." No lives were lost and she was later raised.

The cruiser *CONSTANCE* has completed her £118,365 refit and has joined the Portsmouth Reserve.

The submarine depot ship *LUCIA* has succeeded *MAIDSTONE* in the Second Submarine Flotilla. *MAIDSTONE* is to be prepared for sale.

The new cruiser *DORSETSHIRE* is to be fitted as a squadron flagship.

Captain Gordon Campbell, V.C., R.N., is to retire. He won his cross for his Q-boat exploits and has recently been in command of H.M.S. *TIGER*.

*MAINE*, Mediterranean hospital ship detached to China in January, 1927, is being refitted at Chatham before returning to Malta.

*REVENGE*, battleship recently relieved as Atlantic Fleet flagship, is to have an extensive refit at Devonport.

Next year Spain will complete the cruiser *ALMIRANTE CERVERA* the destroyer *SANCHEZ BARCAIZTEGO*, four submarines, and the sail-training vessel *J. SERRASIAN ELCAÑO*.

H.M. submarine *H. 51* has been sold to be destroyed in the making of a British "Q" boat film, in which Commander Auten, V.C., R.N.R., a "Q" boat commander, is acting.

The war-built monitor *LORD CLIVE* has been towed from Portsmouth to Bo'ness for breaking up. She mounted an 18-inch gun in 1918. In 1921 she carried out important gunnery experiments.

The Dundee training ship *MARS*, formerly H.M. 3rd rate, is appealing for more boys for sea training.

Admiral Sir Douglas Brownrigg has been elected to the board of the Liverpool & North Wales S.S. Co.

In spite of the conversion of the Fleet to oil, the Admiralty is calling for tenders for an additional 70,000 tons of sized coal and 50,000 tons of North Country steam coal for the home depots.

The destroyers *WRVNECK* and *VIVACIOUS* of the Mediterranean force, made a five weeks' cruise to the Red Sea after slavers.

The departure of the five new 10,000 ton cruisers to China has been delayed for certain structural alterations.

The Carslake Memorial Prize for naval air observers has been founded in memory of Lieutenant Henry Leigh Carslake, R.N.

France has decided that new naval construction shall be voted for annually, this system being more elastic than a fixed programme spread over a period of years. It is also more susceptible to changes of political humour.



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### European Naval Notes—Continued.

Communist propaganda in the French Navy has been promised a warm reception from M. Leygues, the famous Naval Minister. It is his intention to maintain the standard of comfort as high as possible.

The battleship *MARLBOROUGH* has gone to Devonport for a refit. She was to have replaced the *TIGER* as sea-going gunnery ship but this order has now been cancelled.

Vice-Admiral Charles Johnstone, who commanded the *CAMPERDOWN* at the time of her disastrous collision with the *VICTORIA* off Tripoli in 1893, has died, aged 84.

Rosyth floating dock is to be repaired.

It is suspected that Communists were responsible for flooding one of the magazines of the new French cruiser *DUQUESNE* with water. She easily maintained 30 knots on preliminary half-power trials.

That the Atlantic Fleet will visit the Thames this year is rumoured. The last visit took place in 1919, but the best remembered one was that of 1909.

### NAVY LEAGUE RULES GOVERNING ROWING RACES.

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

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

**BANKING.**—All cutters to be double banked. Bows (only) to be single banked, and no extra oars to be carried.

Other types of boats to be manned as decided at Officers monthly meeting.

**AGE.**—No member of the Crew (with the exception of the Coxswain) shall be more than 184 years of age on the day of the race. Competitors failing to comply with this condition will be disqualified.

**HANDICAPS.**—To be formulated at Officers monthly meeting.

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

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

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

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

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

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

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

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

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

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

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

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

(Reprinted for guidance of officers).



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King George V.

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Relative Strength of  
Fleets.

The failure of the Naval Conference at Geneva makes it important that British people should know the present position as regards the Fleets of the World. The tables below serve this purpose, but it is essential that the following facts should also be realised.

At Geneva, the United States demanded a total tonnage of cruisers equal to that of the British Empire. Since, as they admitted, they did not require the number of cruisers that were essential for the defence of the vital communications of the Empire they would thus be free to use up their tonnage allowance in building large cruisers of great offensive power. This was incompatible with the security of the Empire. Other countries would inevitably have followed the lead of the United States and the British Empire would have been faced with the alternatives of either building a few large cruisers which could not adequately police her trade routes or building cruisers sufficient in numbers but insufficient in fighting power in comparison with the larger cruisers proposed by the United States.

In connection with the claim for cruiser equality the figures for destroyers and submarines built by the Empire and by the United States should be studied.

The large number of destroyers and submarines building in other countries, and particularly in France should not be overlooked. The last war has sufficiently demonstrated the menace of submarine attack on commerce.

Great Britain has at present, and in the opinion of the Navy League, must maintain a greater number of cruisers than any other nation.

The British Empire is scattered over the World and held together by those highways of the Sea, the Trade Routes; to police these in peace time and to defend the vessels using them from any warlike aggression is one of the principal duties of our Navy and especially of our Cruisers.

The trade and food supply of no other nation depends, as ours does, upon the safety of shipping and cargoes. For this reason, no other nation has responsibilities comparable with those of Great Britain, and in consequence our requirements in number of cruisers, both in peace and war, are much greater than those of any other nation.

## BUILT

	British Empire	United States	Japan	France	Italy	Soviet Union	Germany
Battleships	15	18	6	9	5	5	11
Battle Cruisers	1	4	—	—	—	—	—
Cruisers	48	33	33	16	14	6	11
Cruiser Minelayers	1	3	—	—	—	—	—
Armoured Coast Defence	—	—	—	—	—	—	—
Vessels and Monitors	4	1	—	—	—	—	—
Aircraft Carriers	8	4	4	1	—	—	—
Flotilla Leaders	17	—	—	7	11	—	—
Destroyers	159	300	174	47	64	77	19
Torpedo Boats	—	—	—	—	1	6	11
Submarines	56	121	65	46	44	34	—
Sloops	31	—	—	—	—	4	—
Coastal Motor Boats	6	—	3	2	200	27	—
Gunboats and Despatch	—	—	—	—	—	—	—
Vessels	—	13	5	56	9	3	3
River Gunboats	19	6	3	10	3	4	—
Minewarppers	31	43	4	27	44	20	35

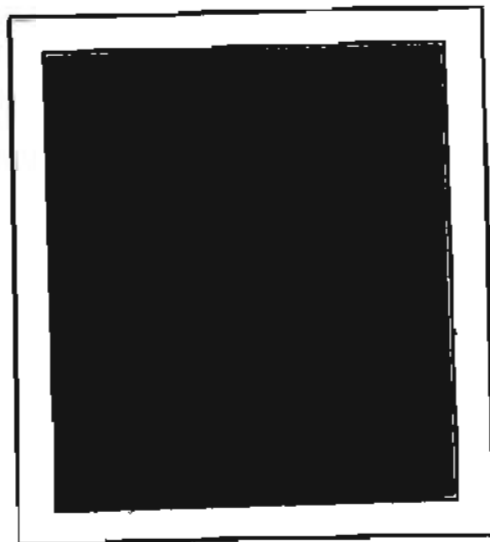
## BUILDING

Battleships	—	—	—	—	—	—	—
Battle Cruisers	—	—	—	—	—	—	—
Cruisers	17	8	8	4	6	—	4
Cruiser Minelayers	—	—	—	—	—	—	—
Armoured Coast Defence	—	—	—	—	—	—	—
Vessels and Monitors	—	—	—	—	—	—	—
Aircraft Carriers	1	2	1	1	—	—	—
Flotilla Leaders	—	—	—	6	12	—	—
Destroyers	3	—	17	32	4	—	8
Torpedo Boats	—	—	—	—	—	—	—
Submarines	6	3	11	43	19	—	—
Sloops	—	—	—	—	—	—	—
Coastal Motor Boats	—	—	—	3	—	—	—
Gunboats and Despatch	—	—	—	—	—	—	—
Vessels	—	—	—	—	—	—	—
River Gunboats	4	6	—	1	—	—	—
Minewarppers	—	—	3	—	—	7	—

## PROJECTED

Financial year (inclusive) up to which programme extends	1929	1931	1932	1937	1937
Battleships	—	—	—	—	—
Battle Cruisers	—	—	—	—	—
Cruisers	6	10	2	3	3
Cruiser Minelayers	—	—	—	—	—
Armoured Coast Defence	—	—	—	—	—
Vessels and Monitors	—	—	—	—	—
Aircraft Carriers	1	—	1	—	—
Flotilla Leaders	3	—	16	—	—
Destroyers	24	12	14	—	—
Torpedo Boats	—	—	—	—	—
Submarines	18	4	4	24	—
Sloops	—	—	—	—	—
Coastal Motor Boats	—	—	—	—	—
Gunboats and Despatch	—	—	—	—	—
Vessels	—	—	—	—	—
River Gunboats	1	—	—	—	—
Minewarppers	2	—	—	—	—

a. Including 3 Cruisers under Construction as Aircraft Carriers.  
b. Included in 1931 as 1 Minelayer and 25 assigned to C.G. duties.  
c. Auxiliary Transports.  
d. Approximate, includes M.L.S.  
e. Also proposed to lay down 4 second class submarines each year from 1937 onwards.  
f. Indefinite.



The late MR. ALFRED G. MILSON.

We deeply regret to announce the death of Mr. A. G. Milson, who since the inception of this Branch of the Navy League held the position, with Mr. F. W. Hixson, of Joint Honorary Secretary. At the last Executive Meeting of the League the Chairman, Judge Backhouse, in reading a motion of sympathy and regret, referred to the many lovable qualities which endeared their late friend and colleague to those who worked with him. He said that Mr. Milson had had a great affection for the sea and those who sailed upon it. He respected and loved the traditions of the Navy, and had a very full realization of the part that the Navy so gallantly played in the birth and development of the Empire. Mr. Milson's association with yachting gave him a lively interest in all that appertains to the sea—so his efforts on behalf of the Navy League, which he helped to found here in 1917, were unstinted. Where the League was concerned he had not spared himself nor his time. We in the Navy League of N.S.W. have not only lost a fellow worker who can ill be spared but also a dear and personal friend.

## Reminiscences of a Naval Career

No. 2

### Martinet I Have Sailed Under.

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

AS stated in the concluding paragraph of a previous article: there are no BAD characters in the Navy—the Lower Deck does not carry any. During my twenty-five years' service in as many ships—one of my duties being to tabulate and to record offences and punishments—I believe that not more than one in every twenty thousand offences was of such a serious nature as to merit trial by Court Martial (the equivalent of a Supreme Court trial).

It is in the dealing with minor offences that the naval martinet most frequently comes to light, often displaying an ingenuity as eccentric as it is flagrantly a violation of the Act; for there is nothing your true martinet loves better than to flout such of those "Regulations" as he deems stupid—and they are numerous. The naval commander who is hide-bound by the Regulations is usually a weakling—one who metaphorically sleeps with the Admiralty Instructions under his pillow. Such commanders never contribute to the fine anecdotal history of the Navy any more than they earn a highly-cherished and always appropriately-conceived nickname.

I well remember one martinet, on learning that a member of his crew was not regularly sending money to his wife, sent for the man and the paymaster. Placing an allotment form and pen and ink on his cabin table, he invited the man to sit down and fill in the form to the maximum amount of pay he was allowed to leave. Not daring to question the captain's right to thus coerce him to disburse his own pay, the man did as he was invited to do, and duly, with a bad grace, signed the document.

"But, Sir," expostulated the paymaster after the man had left, "the Regulations do not compel a man to leave an allotment to his wife; and you, as captain of this ship, are required only to ENCOURAGE, not to COERCE, him into doing so!"

"D— the Regulations and you too!" exclaimed the captain. "I did not compel the man to make out and sign an allotment. He did so of his own accord—I couldn't MAKE him sign the damned thing if he didn't wish to do so! But sign it he did, and so it will remain."

For, although a captain may not, as the paymaster had pointed out, compel a man to send money to his wife, once an allotment has been declared, he can refuse to allow it to be cancelled, if he is not satisfied that a man has justification for so doing.

Martinet usually nurture a pet aversion. One captain I served under, had a holy abhorrence of the offence of washing clothes out of hours, and more especially of these being hung up to dry in out-of-the-way places. The regulation punishment for this—as in the majority of like minor offences—is what is known as "No. 10. A," in the carrying out of which, a culprit is required to spend all his spare time standing on deck facing the ships side. He must take his meals on deck alone or with other "black list" men. His grog is stopped; and he may not smoke. His punishment continues daily until two bells (9 p.m.) of the first watch, for a period of from three to fourteen days. But, as an alternative to "facing the paint work," a culprit may be given odd jobs of work to do, under the supervision of one of the ships police. And it is in the exercise of this alternative method of deviating punishment that the martinet so frequently finds opportunity to "drive a carriage and pair through the Regulations."

Captain ———'s method of dealing with the offence of washing clothes at other than the prescribed times, was to make the offender dip the clothes in a bucket of water; to tie them, dripping wet, to a boat hook, and to face the fore-castle with them over his shoulder in the manner of a "sandwich" man, until they were dry. This operation was repeated every day for a fortnight. At the



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stroke of the half-hourly bell, the culprit had to stand on the capstan and bawl out at the top of his voice: "one bell—and A—ll's well! I'm here for dobbing clothes out of hours!"

Spitting about the decks is regarded as an offence as much against common decency as against the Regulations. My Lords Commissioners of the Admiralty have prescribed No. 10. A. for that offence also; but Captain — (another fine old martinet) prescribed otherwise. He made such an offender walk about the decks during smoking hours and the dog watches, with a spit-kid slung round his neck, singing out, like a boy selling chocolates, but with quite a different legend: "This way, please! Cleanliness is next to God-iness!" And the offender was required to do that for fourteen days, unless he could catch some other unwily one committing the same offence, when he was allowed to transfer his "hawking license" to the new aspirant.

Another martinet had an equally effective, though entirely different way of dealing with this offence: the culprit was required, every dinner hour for a fortnight (besides facing the paint work) to scrub that part of the deck he had desecrated with a holy-stone, using a bucket of water into which his day's rum ration had been poured.

Gambling of any kind is prohibited in the Navy. Yet it flourishes like "two-up" on the water front, and that, in spite of the fact that many captains will not allow cards to be brought on board, although there is nothing in the Regulations to prohibit their use for non-gambling purposes.

One of the most interesting martinet anecdotes I have in my repertoire was in connection with gambling: H.M.S. — seemed to be peculiarly free from vice of any kind. She boasted a strong branch of the I.O.G.T.; had a branch of the Naval Men's Christian Union; another of the Plymouth Brethren—Bible classes were as ubiquitous as fan tan dens in Hong Kong. The *raison d'être* was that Captain — was religiously eccentric. He used to conduct his own Church services with the diligence of a newly-ordained curate, to the unprecedented limit of preaching a sermon and officiating at the harmonium; He had a voluntary choir of about fifty voices and this

number he would from time to time supplement by awarding punishments of "fourteen days choir practice" in lieu of No. 10. A. for minor offences.

Naturally, Captain — was very proud of his puritential Lower Deck. Not only did he allow certain parts of the ship—the torpedo flat and the air-compressing flat—to be used as "lodge rooms," but he, himself, sometimes condescended to preside at the bible classes. And although there came a time when the ships police grew suspicious, not one of them dared take action without first being able thoroughly to establish a case—a most difficult thing to do, under all circumstances.

One evening, however, two ships' corporals secreted themselves inside a torpedo tube and waited for a meeting of the I.O.G.T. to begin. In that extremely cramped position they lay for over one hour. The "lodge" was properly "tiled" from interlopers. After a while, the watchers were rewarded by hearing the jingling of coins on what turned out to be a blanket pad, and, following a spell of silence, the voice of the worshipful master: "Ain't it time we sung another bloomin' hymn?"

All this came out in evidence the next morning when the members of the I.O.G.T. and many members of the other "lodges" were brought before the Captain on a charge of running a poker school in the torpedo flat. The culprits, to a man, pleaded guilty.

Captain — smiled blandly: "I suppose I ought to take the proper course of reporting this matter to the Grand Lodge of the I.O.G.T.," he said, "but I think, perhaps it would be a pity to disband so peremptorily such a worthy community. You will all hold "lodge" every day on deck during dinner hours and dog watches, wearing your regalia, until further orders. And, as you appear to be so fond of singing hymns, you can join my choir and assist at Divine Service every Sunday. If there are any of you unwilling to undergo this irregular form of dealing with a most serious offence, remain behind, and I will hear you. The remainder, dismiss!"

Two men stood forward and elected to be dealt with in regulation fashion, and, for their obstinacy, were sentenced each to twenty-one days' imprisonment in Caradina Gaol, Malta.

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The regulations governing punishments for leave breaking are hard and fast nailed to a scale and would seem to allow of no monkeying on the part of martinets no matter how recalcitrantly original-minded. Captain Woodward was an exception. Many naval men who read this will remember what a holy terror "Bully" Woodward was on leave-breakers. When in command of the "Duke of Wellington," depot ship at Portsmouth, he formed a special separate mess of leave-breakers, with himself as mess president or caterer.

Stoppage of leave must not exceed three continuous months. As that period expired, he would have the men brought up on deck dressed in their best, and would address them thus: "I am going to send you men on shore for a week's spree. I shall expect you all to return to your ship punctually to the second. If, on returning, any of you feel like having an extension, ask for it, and I will consider what can be done. So there will be no excuse for leave-breaking. You all understand?"

On one occasion, five men returned on board several days overdue; sodden with drink and looking utterly down-and-out.

"Search those men, Master-at-Arms!" said "Bully." "Stand 'em on their heads and shake out their pockets, and let me know how much money they have left. I'll warrant they haven't a sou left between 'em, or they wouldn't be on board yet."

There wasn't threepence between the lot of them!

"I thought so!" chuckled "Bully." "You stayed ashore until your stomachs reminded you it was time to get back on board again, didn't you? Very well, I am going to grant you all a week's extension of leave. The cutter is alongside ready for you. Off you go and don't let me see any of you near this ship until your leave has fully expired!"

So, without one penny in their pockets, the men were left stranded on the beach to "bum" on their shipmates as best they could.

Not very many years ago, H.M.S. — returned to Sydney from a long cruise among the Islands. Her commander was probably the

most notorious martinet since Bligh. On the previous occasion of the ship visiting Sydney, there had been a lot of leave-breaking. Nearly all the offenders had offered the excuse that they had been too drunk to return on board and had overstayed their leave in order to sober up. On this occasion, before giving his men general leave, Captain — piped. "Clear Lower Deck! Everybody aft!" Then he delivered the crew a lecture telling them that he would not accept drunkenness as an excuse for breaking leave.

"If you must drink until the last minute of your leave, do so," he said. "But return on board you must, drunk or sober, or you will be severely punished."

It should be explained that returning on board from leave drunk is *not* a serious offence, since the drink has been obtained legitimately—unlike getting drunk while on board. Captain — explained that legal point to the men. What was the result? Nearly every man returned on board speechless!—all used watermen's boats and were to be seen openly drinking right up to the moment of pulling alongside the ship. It required all the watch on board to get them down below and keep them quiet and they (the watch on board) had to wait their turn for leave, until the others had recovered sufficiently to be fit for duty.

But there was an extraordinary sequel: When the "drunks" were formally brought before the captain the next morning to answer a charge of returning on board drunk, one of them declared that he had not been drinking to excess: "I only had one glass of whiskey at the — (naming a hotel not one hundred miles from Circular Quay) and it must have been doctored, Sir," the man declared.

"Is that so?" replied the Captain. "Well, stand aside. I will see you later."

Next morning, Captain — ordered the man to rig himself in shore-going clothes and then told the Master-at-Arms to take him to Man-O'-War steps, Captain — following.

"Now, where is this hotel at which you say you were doped?" asked the Captain, to the man's dismay.

They went to the hotel. Captain — ordered three whiskies, telling the barman that he



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

## SUB-BRANCH AND COMPANY NEWS.

**BALMAIN**—Actg. Officer-in-Charge Mr. G. PHILLIPS  
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## NAVY LEAGUE PICNIC.

The weather was in smiling mood on 14th January, the date to which the picnic had been postponed. About 600 hundred persons, adults and children, spent an enjoyable day at Nielsen Park.

Besides the organised sports and the Signalling Competition, cadets and their friends made full use of the bathing facilities offered by this charming beach.

The "Oswald McMaster Gold Medal for Signalling" was keenly contested by the various Companies. The winner, R. Sommerville of Lane Cove scored a possible (100 points) in the final. Followers-up were A. Kendal (Birchgrove) and L. Scott (Mosman) 96; D. McArthur (N. Sydney) 92; W. Lyons (N. Sydney) and C. Dillon (Mosman) 88 points. The result shows the very high standard that is reached by Navy League Companies in Semaphore Signalling.

All Navy Leaguers who attended the picnic must be very grateful for the splendid catering arrangements which were organised and undertaken by Mrs. S. Cooper and her Birchgrove Welfare sup-

porters and by Mrs. Sommerville of Lane Cove and her assistants. The Executive Committee thanks all these ladies for their untiring energy and help on Picnic Day.

**ANNIVERSARY DAY RACE.**—The boats which started were six in number. It was an excellent race and won by two lengths by Drummoynes gig from Mosman whaler with Middle Harbour crew a close third. We thank the gentlemen in the "Lady Hopetoun" for starting and judging the race of the Navy League Sea Cadets.

**FORTHCOMING EVENTS.**—Race for N.L. Sea Cadets under the auspices of the Greenwich Flying Squadron on Saturday, 18th February, commencing at 3.30 p.m., the course being from Woodford Bay to Bay St. wharf. There are already 7 entries.

**Launch of H.M.A. Seaplane carrier "Albatross"** from Cockatoo Island Dockyard on Thursday, 23rd February at 9.30 a.m. by H.E. Lady Stonehaven. A Guard of Honour of N.L. Sea Cadets will attend together with the Birchgrove N.L. Sea Cadet Band.

**MISS CHARLES FAIRFAX FLAG.**—It has been decided to hold this Flag Competition on Saturday, 17th March.

## Lane Cove.

OFFICER-IN-CHARGE Mr. M. SOMMERVILLE  
HON. SECRETARY Mr. P. L. HUBBS  
(Contributed by Mr. R. M. Sommerville, O.C.)

We held our Xmas Party on December 14th and had a very enjoyable time. We had a musical programme by the Lane Cove Girls and Mr. H. Cochrane gave us a wonderful surprise by rendering two songs. Mr. Cochrane is to be congratulated on having such a fine voice, and our boys voted it to be the Star item.

Mr. Sinclair was also very popular with his mouth organ.

Captain Beale was officially welcomed back and suitably responded, and I think he could not doubt the sincerity of the welcome.

In addition to the awards notified last month we have to report the following:—Prize for new cadets, £2 2s, Cadet J. Martin; good conduct, Cadets Ginn and Clark; enthusiasm, Cadet E. Gooch; attendance, Cadets Edwards and Darcey; and prize, new cadets, Cadets Fielder, Gooch and Darcey; signaller's writer, Ginn. Cadet Davidson was awarded a special prize by Mr. Young for trying so hard in examinations.

We have to thank the following kind folk for assistance:—Mrs. Mayne, two medals; Mrs. Thomas, medal; Mr. C. Ludowici, £2 2s; Mr. Loveridge, 10s. 6d.; Mr. Howell, 6s.; Mr. Cochrane, 10s. and watch; Mrs. Sommerville, medal; Mrs. Young, Mr. Young, Mrs. Oakes, Mrs. Ginn, Mrs. Martin, Mrs. Clarke, one book each; and Miss Darcey, two books.

Mrs. Oakes and Mrs. Barker were given presents from the Company as tokens of appreciation of services rendered. The boys presented the O.C. with a fine box of cigars, which were very much appreciated, and it is to be hoped that all our troubles will go the same way as they have gone—in smoke.

Mothers of boys also provided refreshments which were served by our efficient kitchen staff.

We take this opportunity of thanking all who have helped to make this year a success and we are grateful for the harmonious working of the Company.

Thanks are also due to officers Waterfield and Whitmore for conducting the examination of our boys.

We could not get away to camp with Birchgrove Company, so we pulled up to the head of navigation on the Lane Cove River and reached a wonderful place and camped out all night. The boys report having had a most enjoyable time, and as a

spectator I endorse their opinion. We were served with tea and toast as early as 2 a.m. After that there was no more sleep. Rain made us break camp early, but I'm sure all needed a good sleep. I know of one cadet who, after a hot bath and afternoon tea, went to bed and slept for 17 hours. Not a bad record!

We have had holidays from drill, as so many of our boys have been away on holidays. The remainder have been having weekly picnics to the beach with Mrs. Oakes and Mrs. Sommerville and are regretting that they soon will cease. The state of some of the boys' backs and arms testifies to the time they spent in their "cossies."

Lane Cove is pleased at winning the Oswald McMaster Medal, but our boys have trained very hard for that. It is regrettable that all our boys were not in the competition, they being away in the rescue party. Cadets were all pleased at Cadet Sommerville's success.

Church Parade was held at the Anglican Church on Christmas Day.

Cadet J. Edwards of this Company was the successful competitor for the Ferry Company's Advertising prize of a 1st class return trip to New Zealand and £25 spending money.

This company expressed its gratitude for excellent picnic provided by members of the Executive, the catering was declared first-rate and all Lane Coveites enjoyed the ample refreshments. We hold our first committee meeting of the year next Friday, 3rd February, and will have to make up for holidays.

This company regretted the loss of Mr. Milson and also regret that our company could not send more representatives to the funeral. Cadet Ginn represented Lane Cove. We send our sympathy to relatives.

## Drummoynes.

OFFICER-IN-CHARGE Mr. J. HOBBS  
HON. SECRETARY Mr. A. WALKER

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

SINCE our last report things have been going along very well. We held our Xmas Camp at Clontarf Picnic Grounds this year, leaving depot at 9.30 a.m. on 11th Monday. Our boat was down to her marks with a complement of 8 boys and the writer and with the added weight of stores, tents, cooking gear and all the rest of the paraphernalia. We were fortunate in having a strong S.E. wind which took us down harbour in fine style. She shipped a little water off Longnose Point and again off Bradley's Head. When abreast of the latter we came up to the wind a little which gave us a good

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### Drummoynes—Continued.

run for Middle Head. After making one tack towards this point we jibed over and ran down on our last course for Clontarf. The whole passage only took 1 1/4 hours so we wasted no time. On landing we pitched tents and soon had dinner under way. Our expenses were quite small, the boys' shares being 12/6 each and we obtained two tents from Mr. Dudley for 25/-. Mrs. Hiron came along for a few days and enjoyed the experience very much. All the cadets had a thoroughly good time and were only sorry when we had to strike camp and depart. A good camp, the only criticism being that it was not long enough. With plenty to eat and plenty of recreation time for swimming and sports the boys had a good holiday.

We are looking forward to a good race on Anniversary Day. Lately we have not done much rowing so must get busy.

The Navy League Picnic was well attended on Saturday, 14th Jan. at Nielsen Park. We were glad to see that many boys brought along their parents. Each company needs their help at all times. Lane Cove must be proud in obtaining the much coveted "Oswald McMaster Gold Medal for Signalling" by one of their representatives P.O. Sommerville.

R. Ginn of Lane Cove also won the 75 yards race; and Lyons of N. Sydney the 50 yards. The latter should be good next year. Mosman Bay succeeded in the 100 yds. (14-15 yrs.) with R. Doney and Thomas pulled off the high jump for them. Drummoynes obtained through J. Walker the High Jump—4ft. 7ins. and the 100 yds. (15-16 yrs.) Birchgrove were unbeatable in the tug-of-war and won both the senior and junior classes.

In the Married Ladies race the winner was from Drummoynes.

The writer heartily thanks the support given him in the arrangement of the racing events. We were able to get through much more sport by going to the picnic ground in the forenoon, and the lengthened period made the day more enjoyable for everybody, especially the children.

Thanks Middle Harbour for towing our boat to Nielsen Park on the day. Our boys had an arduous time coming up the harbour, but they stuck it well. We thank the Executive Committee for the outing and the ladies under the leadership of Mrs. S. Cooper of Birchgrove who attended to the catering and serving of the good things provided.

We have just moved our training quarters to Five Dock Bay to a boat shed belonging to Mr. W. Fisher. This gentleman has promised to do all that he can to help the Navy League Sea Cadet movement along. He is a great boat-builder and an expert oarsman and sailing man, and should any Company be in need of boat repairs we are

sure that he would do them as cheaply as possible.

At Anniversary Day Regatta our crew just got into No. 1 place, the crews doing splendidly. Balmain shaped well right from the start, but in the end their heavy boat beat them. The whalers also made a good showing. The Committee on the "Lady Hopetoun," from which the race was started, commented on the excellent rowing of all boats in the race. Our thanks go to Capt. O. Smith, our President, for arranging to have us towed right into the course from Drummoynes.

We announce that Drummoynes is holding a monthly dance at the Cairo Café, Drummoynes. A feature is to be a Fox Trot Competition to be held throughout the season, the winners of which will receive handsome silver cups. So now is your chance!

The Company thanks Mr. Lawler for his great assistance during the time of "shift ship." He was also instrumental in getting our boats towed round to the new quarters.

We are looking forward with eagerness to the next race at Lane Cove, and trust that there will be a goodly entry list.

### Balmain.

HON. SECRETARY . . . MR. J. SPARK  
OFFICER-IN-CHARGE . . . MR. G. PHILLIPS

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

MR. GEORGE PHILLIPS has now taken over command of Balmain from the first of the year and hopes soon to have a much stronger company. He spends a great deal of his time at the depot and among the cadets.

We have received a £1 prize from Mr. Fox, our President, for the pull over in the last Balmain Regatta Race.

The cadets enjoyed themselves immensely at the Navy League Picnic. Our own boys did quite well in the Tug-of-War.

We entered a boat in the Anniversary Regatta race, the crew having to pull a part of the way down before getting a tow. We had, however, no chance with our heavy cutter and will need a much lighter boat if we are to win any races.

We thank Mr. Cooper, O.C. Birchgrove Company for supplying us with an Officer to take the cadets down. On the crew's return to depot members of the Ladies' Welfare gave them all refreshments.

We have had two Church Parades, one at the request of Headquarters to attend the Commemoration of the First Service in the City, and our usual parade to the Mission where our Chaplain the Rev. Mr. McKibbin gave those attending his usual breezy talk.

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## Balmains - Continued.

Mr. J. J. Booth, our Senior Vice-President attended the funeral of the late Mr. A. G. Milson, the Officers, Committee and Cadets send their deepest sympathy to the bereaved relatives.

Boat practice, training and recreation are still going strong and the depot is in good swing this year.

## North Sydney.

OFFICER-IN-CHARGE: MR. W. L. HAMMER  
HON. SECRETARY: MR. C. SCUMCHOFF

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

It was with profound sorrow and regret that this Company learnt of the death of Mr. Alfred G. Milson. He was one who did much for this unit, besides his more general care of the movement as a whole in his position on the Executive Committee as Honorary Secretary. He was ever ready to help on the fortunes of our depot, and interested himself on our Committee.

As a mark of respect the officer-in-charge is desirous that a tablet be erected in depot to this gentleman's memory. At our next meeting the form of such memorial will be discussed.

Under the writer's charge, a party of Navy League Sea Cadets attended the funeral, and escorted the hearse from the church to the cemetery. Representative petty officers and cadets attended from Mosman Bay, Lane Cove and this company, whilst Mr. Hopkins O.C. Rose Bay-Bondi company, and Mr. Proud, supernumerary officer, also attended. The writer thanks this party for their excellent appearance and general smartness.

Our committee, officers and cadets extend their deep sympathy to all relatives and friends of the deceased gentlemen.

Many of us attended the Navy League Picnic at Nielsen Park, which was a very enjoyable event. The weather was in excellent mood, and with the good things provided in the way of refreshments and sports the day was a very happy one.

The Oswald McMaster Medal was keenly competed for, and we are pleased to have a North Sydney cadet so close in the running. We congratulate Lane Cove on its success in signalling.

The officer-in-charge, Mr. Hammer, has been able, since the Pittwater Regatta, to arrange with the management of the Newcastle and Hunter River Steamship Company for parties of cadets to sail on week-end trips. Up-to-date three parties have been able to go consisting each time of four cadets and a Petty Officer boy in charge. The practical knowledge which the boys are bound to

acquire will be of vast benefit and all who have made the trip are looking forward to their turn again.

We are very grateful to this Steamship Company for their very generous invitation and co-operation, which open up an avenue for further training which only voyages on ships can give. The value, of course, is incalculable in cases where a boy wishes to take up a sea career ultimately or on the other hand is not quite sure whether he would really like it.

On Anniversary Regatta Day we received visits from Rose Bay-Bondi, Middle Harbour, Mosman Bay and from the O.C., Balmains Company. We are always pleased to receive calls and assist in whatsoever way we can on Boat Race days down Harbour. Unfortunately we did not get into the race. Our boat left depot at noon sharp but did not reach the line in time for the start. Congratulations Drummoynne and Mosman Bay in getting 1st and 2nd in the race.

Our boat's crew is now in training for the Lane Cove event which takes place shortly under the auspices of the Greenwich twelve-foot Flying Squadron. On that day we hope to get a tow from Middle Harbour should she be entering in the race.

## Rose Bay-Bondi.

OFFICER-IN-CHARGE: MR. C. J. HOPKINS  
HON. SECRETARY: MISS JAMES HUGHES

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

SINCE our last issue we have had a busy time overhauling our boats, sailing, visiting other depots and carrying on the ordinary routine at our own.

The Navy League Picnic was a great success, and all hands had a good time, including the crew from Coogee Company in a privately owned dinghy, which was upset in a heavy squall.

The Fairfax Whaler, in charge of 1st Officer, Mr. F. Hopkins, with crew from this Sub-branch, and some members of the Lane Cove Sub-branch, were quickly on the spot and made fast to the dinghy, which they took in tow and ran before the strong southerly down the harbour, where they beached her, baled her out, stowed all gear, then turned their heads for home.

Being reefed down—on the principle of safety first—their progress was necessarily slow up to the point, at which they were taken in tow by Mr. Nixey's crew in the Middle Harbour gig. The engine recently installed in this boat has been working overtime in the interests of Middle Harbour and other Companies.

We desire to express our appreciation of the splendid services rendered by Middle Harbour, and also the members of the crew from Lane Cove, who so ably assisted on that occasion.

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**Rose Bay Regatta - Continued.**

It was a practical demonstration that the continual week-end sailing instruction which the boys of this Sub-branch received has not been wasted, and that they are able to do justice to the splendid Whaler generously donated by G. E. Fairfax, Esq.

It is unfortunate that the boat's crew were debarred from taking part in the competitions with the other Companies, but they showed the true Viking spirit by sticking to the boat once they had "made" fast.

Anniversary Day as usual was the day on the harbour, which appeared to be alive with craft of many descriptions, the sailing fraternity predominating.

Sailing over to North Sydney Depot we stripped our boat, leaving gear in charge of Mr. Hammer, O.C., and were towed by Mr. Nixey in his gig to the starting point to take part in the race for Navy League boats, which was won by Drummoynce, whom we heartily congratulate on the splendid form shown by the winning team.

A trip to Manly last Saturday to take part in the parade of the newly formed local Company was thoroughly enjoyed by all hands. Ald. Keirle (Mayor of Manly) received the visiting Companies, Middle Harbour, Mosman, Rose Bay, Coogee at the Town Hall.

The inspiring speech by the Mayor and the interest shown generally augurs well for the future success of this newly formed Sub-branch, and we, in common with the other Sub-branches, extend the best of good wishes to Mr. Solomon, O.C., and his boys, and anticipate that they will make their presence felt in friendly competition in the near future.

Our junior officers, Messrs. L. Wilson (Rose Bay) and T. Mickleson (Coogee), are becoming experts at dinghy sailing, and there is great rivalry between the respective boats and crews, all kinds of gadgets are improvised by those officers to get a little more speed out of their boats.

Mr. E. P. Simpson has sent his cheque to help the good work along. Mr. Cuthbertson (Newcastle-Hunter River Steamship Coy.) has donated a fine pair of davits. Mr. Mickleson (Clovelly) several large pulley blocks. All of which are very acceptable, and we thank the donors for their generosity.

Our Company extends sincere sympathy to the relatives and friends of the late Mr. A. G. Milson. We all feel the very real loss that the Navy League has sustained by his death.

**Mosman.**

OFFICER-IN-CHARGE — Mr. H. R. CURRIE  
 HON. SECRETARY — Mr. T. V. ROBERTS

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

At the Navy League Picnic held at Nielsen Park on the 14th January at which the McMaster Gold Medal for Signalling was competed for, our cadets gained a fair share of successes. Petty Officer L. G. Scott came second in the Signalling Contest with a 96 per cent. performance. All good wishes to the 100 per cent. winner, Cadet Sommerville of Lane Cove Company. Cadet E. Thomas won the broad jump; Cadet W. Donev won the 100 yards foot race, E. Thomas came second.

We were also runners-up in the tug-of-war for boys under fourteen.

Our boys also certainly did justice to the good and plentiful fare provided by the worthy caterers, Messrs. Cobb & Alexander of Gladesville.

Our "whaler" crew pulled into second place two lengths behind the Drummoynce winners in the Sea Cadets Boat Race at the Anniversary Regatta. Hurrah! Drummoynce, but look out next time.

We regret to chronicle the retirement from our Company of our 2nd Officer, Mr. L. Butcher, owing to change of residence. Many thanks Mr. Butcher for your services, you will be missed. We

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*Reviews - Continued.*

greatly welcome the services of Mr. Proud who is kindly assisting as 2nd Officer pending our being able to fill the position.

Last Saturday week at the invitation of the Acting O.C. of Manly Company our full Company paraded in Manly to assist in the embarkation of the newly formed Company there. The Manly boys look "gritty" and the officer keen, therefore the Company should progress.

We attended the City Service on Commemoration Day.

The Annual Meeting of our Sub-branch will be held on the 14th March, and the O.C. takes this opportunity of thanking the retiring Committee for a wonderful first year's achievement.

Seven of our boys have passed the examination of the Junior Class of the St. John Ambulance Association, and by the courtesy of the officers of the Mosman Branch these and other of our cadets will undergo further instruction and we trust will pass higher examinations in due course.

A magazine will be published at the end of this month by our Mosman Sub-branch of the Navy League setting forth our "Depot Doing," and our first year's history.

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## My Trip to New Zealand

*By Cedric J. Edwards, Lane Cove Company.*

On Monday, Dec. 19th the Postman delivered a letter to our house, which informed me that I had won the Sydney Ferries Advertising Competition, which entitled me to a 1st Class passage to New Zealand and back and £25 pocket money.

Needless to say I could hardly realise that it was really correct, so with my mother I called at the office of the Sydney Ferry Advertising Co. and was given details of prize winning. £25 was handed over to me straight away in case of necessity and I was informed that my passage had

been booked by S.S. "Ulimaroa," sailing for Auckland, on Friday, Dec. 23rd.

I was very anxious to tell my pals at Lane Cove, and when I did they all congratulated me and wished that they could go with me, but I think I wished it just as much as they did.

On Friday morning, those of the boys who knew what boat I was going on came to the wharf to see me off.

On sailing day Miss Martin, from the Ferry Advertising Co., came to the boat and told us that the Huddart, Parker Co. Line had declined to allow me to travel alone, being under 16 years of age, but they had made enquiries and a Mr. Dwyer had entered bond for me, he being a passenger also. This was a very courteous act, as I was an utter stranger to him. I had letters of introduction to the Captain which I presented as soon as I could. He received me well, and allowed me certain liberties and also gave me permission to push myself before him, as he explained that he was more easily found than I was, and he being a busy man was likely to overlook me.

We left punctual to sailing time. Lane Cove and I kept up a succession of signals until we were out of range. We had a set of flags each.

I shared my cabin with three men who helped to make my trip very pleasant.

First meal I nearly missed as I had been booked for second sitting, and unknown to me a note had been placed on my bunk, notifying me that it had been changed to the first sitting. On seeing this I hurried to the dining saloon and stated my case and received my dinner but had to rush it through, as the second gong was being held back for me.

After dinner, 1st Officer Jones took me and introduced me to the Purser, who took charge of my money.

He then introduced me to Mr. Dwyer, my bondsman. Mr. Dwyer was very interested in me and my doings. During later conversation Mr. Dwyer told me some details of his life, he being now a book merchant from the Haymarket and had worked the business up himself by hard work.

On this evening I saw for the first time the wonderful Aurora Australis, and it is too beautiful to describe on paper.

Next morning I rose at 6 a.m. so consequently got first chance at the bathroom. I was quite ready for my wash and also played deck games morning and afternoon. We had a very congenial lot of passengers at our table, one being a very humorous Scotch lady who made it her business to keep everyone in fits of laughter.

*Continued in next issue.*

wanted the same brand as he served to the crew of the ———.

"Do you remember serving this man, yesterday?" he asked. "and could you say how many drinks he had?"

"I remember serving him but I couldn't say how many drinks he had," replied the barman. "He was here drinking for nearly an hour and I had to refuse him at last. He was pretty well shot before he came in here."

I believe that at the present moment, the landlord of that hotel treasures a certificate signed by Captain ——— testifying to the excellent quality of his whisky and expressing regret that one of his men should have so unmeritedly labelled the hotel. Until quite recently, that certificate, in a frame, might have been seen displayed in that bar.

It is doubtful whether ever in the Navy the award of a summary punishment was so publicly and dramatically declared as Captain ——— declared his finding on that man's charge of returning on board from leave drunk. He cleared lower deck; stood the man on a chair, and, after relating his visit to the hotel and giving the man a scathing rating down, he sentenced him:

"For drunkenness, I award you the nominal punishment of three days No. 10 to A the same as the others. For telling me a damnable lie, I award you twenty-one days' imprisonment with hard labour. I regret that it is not within my power to charge you with libelling an honest publican and punishing you for it; but I shall certainly recommend that gentleman to take action against you, when I, myself, will cheerfully give evidence on his behalf."

There is an old and true saying in the Navy that "Never was Lower Deck horse such an outlaw that a rider could not be found for him." I have seen this truth exemplified in many strange fashions foreign to the Regulations, but never in such extraordinarily thorough and original manner as did Captain ——— of the boys' training ship "Lion."

It is necessary to explain that when a boy enters the Navy, until he is eighteen years of age, he becomes a ward of the authorities and is obliged to pay strict observance to the doctrines of whatever religious sect he may belong to.

Tom Brown (we will call him) was of an unusually high-spirited temperament. Already smarting under what he found to be a rigidly strict discipline, which he could not kick against, his sensitive soul revolted at any interference with his religious principles. So that when, one day, the ship's chaplain ordered him to attend the Confirmation class to prepare himself for confirmation by the Archbishop shortly to take place, he flatly refused to do so. That was an offence one would have thought would be a poser even for the most implacable martinet to tackle. The position was rendered all the more difficult when the boy, on being brought before Captain ——— exploded the legitimate bomb in the chaplain's face:

"I am not eligible for confirmation, Sir."

"What do you mean, boy?" thundered the old martinet. "You are a member of the Church of England, are you not?"

"Yes, Sir; but I have never been baptised."

That settled it—or so thought 'Tom Brown as he went forward chuckling over his victory. But his chuckling found vent in "blank dismay" when, on the following Sunday, he was taken to Stonehouse Church, Devonport, and there baptised for the second time in his short life! And, on the next Sunday, he was duly confirmed.

Martinetts are not infrequently made victims of their own eccentricities or misplaced kindness. This same Captain ——— of the "Lion," on one occasion was appealed to by the father of twin boys both of whom wished to enter the Navy together. One of the boys, however, was a trifle under the height standard required for his age. Perplexed, while being anxious not to disappoint the boys' father, Captain ——— considered the position for a moment and then exclaimed: "Oh, I see a way out—put the boy's age back six months. That will bring him up to the Regulation entry standard."

The matter was accordingly fixed up and the two boys were duly entered into the Service. But, a few months later, when the enrolment papers were examined at the Admiralty, a keenly observant clerk discovered that Twin No. 1 was only six months older than Twin No. 2. Captain ——— was called upon to explain. His reply was: "Freak of Nature. I submit that Your Lordships will realize that it would be indelicate to call upon this boy's parents for an explanation."

Presumably their Lordships were impressed, for the matter was left at that—the Freak of Nature being retained in the Service at the age originally declared.

## A Windjammer 'Prentice

BY CAPTAIN A. W. PRATER, R.N.R.

Continued from last issue.

### CHAPTER XV.

#### RUNNING THE BLOCKADE.

#### NEGROES FOR PANAMA.

On our return to Jamaica, after calling at Cartagena and Savanilla, we heard that we had been requested to call at Jacmel, in Hayti, in order to pick up eight hundred white refugees who had escaped from the blacks, who had gained the upper hand. We were told that two Haytian gunboats were guarding the port, and that we should be running the blockade, so to protect us a small British gunboat, the *Ela*, accompanied us. At dawn we entered Jacmel Bay, and found ourselves bepeppered by the gunboats, shots dropping all round us. Mrs. Producers was frantic. She shook her fists at the vessels, shouting to the British gunboat which was alongside of us that if he didn't "sink those ruffians" she would report him, and altogether acted as a lunatic. However, directly the gunboat steamed ahead and showed herself the two Government vessels turned and ran away. We went in, took the refugees on board and carried them to Barbadoes.

Nothing further of incident took place on the way home, and we landed our very interesting passenger in safety, but before leaving she came to me and said: "Young man, if you like to become captain of my yacht I shall be glad to have you." It was true she had a lovely yacht, and I saw it a few days afterwards. I found out also that the fat little daughter had persuaded her mother to make me the offer, for the former and I were always good friends.

On our way from Port au Prince to Jamaica on the following voyage we had the following experience. Tom Pearce, the hero of the *Lach Ard*, was the fourth officer. It was late in the evening when we saw a steamer's green light on our starboard bow—"green to green, and red to red; perfect safety, go ahead." Just as we were getting abreast of one another the stranger put her helm hard sport and endeavoured to sink us. Captain Woolward also ported, and the two vessels met

nearly end on, at a combined speed of about twenty miles an hour. The stranger, which turned out to be the Haytian man-of-war, *Le Renard*, belonging to the Black Republic, with General Salomon as president, was smashed to her foremast, and was beached close by, and there she remained till she rotted away. We had a big hole made in our bow down to the water's edge, so turned round and ran back to Port au Prince, where we learnt that the captain of the Haytian vessel had also arrived and reported that he had sunk the rebel steamer *la Patrie*. When he heard he had hit the British mail boat, and that damages would run into thousands of pounds, he shot himself. We shifted 3,700 bags of coffee forward, lifted her aft, and our engineers repaired the damage as well as they could, and we finished our voyage successfully, luckily having all fine weather with no head sea. The Haytian Government paid ten thousand pounds damages. I went ashore for it next trip in the steam pinnace, and nearly lost it on arrival alongside. The tackles were hooked on and the winches were commencing to go round when the captain rang, "slow ahead," and the ship commenced to move. Just then the tackle slipped off the winch, and we hung nearly end on end, the way of the ship slewing us about. Luckily the pinnace was a lifeboat, and, although, when the other tackle was let go, she was full of water, she still floated. It was, however, a close thing.

On several occasions we landed over a thousand negro workers for the Panama Canal Company. They flocked there from all parts of the West Indies, attracted by the promise of high wages. Jamaica contributed the highest number, that island reaping great profit in the end, although planters were much inconvenienced through shortage of workers. I doubt if one-tenth of the white mechanics who went out from France and Belgium returned, as the mortality was terrific.

I remember in this connection one incident that happened in the *Don*. We had on board a

French correspondent of the *Nouveau Monde Illustré*, who was very much afraid of dying of fever, and he asked Captain Woolward what they did with a person who died on board. The latter answered: "Why, throw him overboard at once." "Don't you think that is a terrible thing to do?" said the Frenchman. "No," replied the captain, "I don't, for if you die and are properly buried at sea you have a light burning over you all the rest of the time." The anxious one said he never knew that, and went away in a doubtful mood. A few days later the captain, who was determined that the man shouldn't think he had been ill-informed, told him that at 8 p.m. next evening he would be passing the place where he had buried a passenger two years before, and he would see whether the light was burning or not. One of the patent Holmes lifebuoy lights was thrown over from forward, and as soon as it was ignited by the action of the sea water, the look-out man sang out: "Corpse light on the port bow, sir." Up rushed the passengers, the correspondent amongst them, and lo, and behold! there was the "corpse" light that they had been led to expect, and did not believe in. The Frenchman was convinced, and published an account of the occurrence in his paper. He was landed with sixty-four others at Colon. Ten weeks later they were all dead.

### CHAPTER XVI.

#### ON STATION IN WEST INDIES. TRADING.

My next voyage in the *Don* was my last. I felt I wanted island trade experience, and it would be a necessity should I get command of a ship on station. I, therefore, applied for "station," and although Captain Woolward tried hard to dissuade me, I left the good old chap. His last words were: "It's that damned Venezuelan girl you are looking for, not for experience. However, good luck to you." He was full of dry humour and a very strict commander. As an instance of his wit: He was rather a long time one day getting alongside the Colon wharf and a man sang out to him: "I wonder you don't land the mails." His reply was: "Wonder, sir, you should never wonder till a crow builds her nest inside of you, and then you can wonder how she got the sticks there!"

I relieved my friend George Powell in the *S.S. Solent*, and he took my berth in the *Don*.

Many years after I got him into the Eastern & Australian S.S. Co., at Sydney, for whom he commanded the *Empire* and other vessels until his health made him leave the sea, and only a few years ago he died at his home at Salisbury of a disease contracted in China.

The steamships *Solent*, *Esch* and *Eden* were the three Island vessels in those days, all like yachts in appearance and kept like yachts. Captain Hunt was the commander of the *Solent*, and Bloomfield was the chief officer; both first-rate men to sail with. I stayed in this vessel for a year and thoroughly enjoyed the experience. One month we would go from St. Thomas, touching at St. Kitts, Nevis, Antigua, St. Lucia, Granada, St. Vincent and Trinidad, to St. George, Demerara. Then returning our next trip would be to Havana and Vera Cruz, at which place we loaded tobacco, cigars, silver dollars, etc. Now was the opportunity for trade, and we all took full advantage of it. On arrival at Vera Cruz, the purser and myself were sent up to the City of Mexico to take delivery of millions of Mexican dollars. These would be put in a special train and guarded by a number of soldiers during the run down to the port. Brigands were always on the look out for the train, and they got it on one occasion, when the government of the day said there were no more brigands, and sent no soldiers. How much the Minister responsible for the safety of the railways got out of it was never made public, but, no doubt, it was a very handsome percentage. We thoroughly enjoyed these trips, for a banquet was always given us at Orizaba or Esperanza, and the usual "Mexican" hospitality to guests always made the visits delightful. In those days there was a heavy export duty on silver dollars, so all the officers had special waistcoats made, and we earned large fees for taking off dollars which the carpenter packed into boxes on board. In Vera Cruz we would buy Mexican cigars, with any Havana brand we liked put on them, at from 7/- to 10/- a hundred, and we did a large trade with them among the islands.

On arrival at St. Thomas after my first trip to Havana, *H.M.S. Bacchante* was in port. Now, every morning it was a rule for the officers of our ship to have cocktails and mangoes about 7 a.m. One morning I was standing at the gangway when

a small boat, sculled by two middies, came alongside. I said: "What do you boys want?" "We want to taste a Royal Mail cocktail," they replied. "Come along," I said, and took them to my cabin where I gave them a Holland (Schnappa) cocktail each, which they much appreciated. One was the present King of England and the other was his brother.

When in Vera Cruz I had invested in a consignment of cigars, which I sold at a big profit at Guadeloupe and Martinique, French Islands. Sometimes they were landed as mail bags, and one of the post office officials would sell them and take a percentage of the profits, but the easiest plan was to sell the lot to the postmaster, and let him make what he liked out of them. Anyway, it was a very profitable trade.

We generally had a week at St. Thomas' waiting for the next mail steamers from home and for home, both the same day, so had plenty of time for fishing and riding about the island. An

American passenger, who was living on board for a week, with plenty of money, arranged for a regatta. I remember there were five entries, two men-of-war cutters, a Frenchman, our own lifeboat, and a Danish ship's cutter. He spent a lot of money on our boat, giving her new masts and sails, and I sailed her. The prize was £50. We were running home, well in the lead of the Frenchman, when I ran aground on a reef. We all sprang out as we were, and got our backs to work on her, but lost ten minutes and the race, the Frenchman winning. I know I ruined my watch with the salt water. Another amusement was going to the Dignity balls, given by the negroes. These are well described in Lady Brassey's *Voyage of the Sunbeam*.

During my stay on the West Indian station a mutiny broke out among the Indian coolies in British Guiana, so Sir Henry Norman and the First West Indian Regiment from Jamaica came on board the *Solent* and we landed them at Demerara, where they very quickly settled matters.

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It was a delightful experience voyaging in the Caribbean Sea, and each island had its distinct interest. For instance, Grenada was reputed to be the most beautiful of the many lovely islands, its harbour, St. George, being particularly lovely. The coaling done here was always amusing, it was entirely done by women carrying baskets with 80 lbs. in each on their heads; all the men did was to lift the baskets on to the women's heads. In St. Thomas, a Danish island, the women carried 112 lbs. each, and a white man with a whip kept them moving at quick time. Slavery was then still allowed in the Danish and Spanish islands. The lovely Island of Dominica was noted for its delicious fattened frogs; there was a big trade in these, and were certainly better than poultry. Each weighed about 3½ lbs. Montserrat was noted for its lime trees, and also for its beauty. This island was the birthplace of Alexander Hamilton, the founder of the United States of America's Constitution.

I happened to be mail officer on the *Solent*, so about every four hours I had to take my mail boat with its excellent negro coxswain and crew, ashore, and land the mails, then wait till the post office official arrived for them. These had to be guarded by revolvers at places like San Domingo, Hayti and Central American ports.

CHAPTER XVII.  
SENT HOME FOR TRIAL.

After a year on station, I applied to relieve a junior second who was in the mail ship *Moselle*, and at once it was granted. The commander was Captain Jellicoe, father of Lord Jellicoe, and the chief officer was my old friend, "Black" Mackenzie, so called to distinguish him from a namesake who commanded the *Eden*. However, I wasn't to last long in the *Moselle*. The Superintendent in the West Indies reported me on one trip for not showing proper respect, and I was sent home for trial before the Directors. The facts were as follows: Whilst third officer of the *Dor*, some years before, I omitted to land a package of cargo at St. Thomas, took it on to Colon, brought it back and landed it. The superintendent came off and was dressing me down when old "Gag 'Em" (Captain Woolward) heard him. He said: "Now,

Captain Macaulay, get into your boat and go ashore and blackguard your clerks, I can look after my own officers, and have no fault to find with them." Captain Macaulay never forgot this, and during my stay on station I had to be very careful not to give him the least chance of complaint. However, his chance came on the eventful voyage in the *Moselle*. We were homeward bound and were lying in the harbour of St. Thomas. The chief officer was laid up with fever, Captain Jellicoe told me he wanted to get away sharp at 6 p.m., and I was on my mettle. I not only received mails from the different steamers, but transferred mails from the *Moselle* to all of them. At the same time I discharged cargo into and received cargo from the same steamers, and at 5.30 could see the end in sight. I was forward superintending the discharge of cargo from the fore hatch into lighters on both sides when the superintendent in his launch steamed alongside. He came up the gangway and no officer was there to salute him. I was sent for. He gave me a ragging and said he would report me to the Directors for not showing him proper respect. It was no use telling him I had done double work all day and had carried out double duties successfully, and, if I had left the fore hatches the work would have slackened off. He was waiting for his chance, and he got it.

On arrival at Southampton I was sent for to go to London and was examined before the Board of Directors. At the end of the examination each shook hands with me, regretted that after so many years service without a black mark such a trivial charge should be brought against me, and exonerated me from all blame. However, as they had to appear to support Captain Macaulay, they sent me to be examined again by Captain Bevis, the Southampton superintendent. This was done, and I was put on half pay for three months.

At the time I thought my prospects were ruined, but as things turned out, as they ever have done with me, it was for the best. I requested leave to go a voyage to Australia, which was granted, and having been appointed fourth officer of the *Cuxa*, made a round trip in her. On my return I wrote a letter to the Directors of the Royal Mail, in which I stated that, as apparently faithful service was not recognised by them, I wished to tender my resign-

nation, which was accepted. A very excellent testimonial was sent me by the Board, and the terms on which I stood with them must have been good, for on a recent trip to Europe a few years ago they took me to Southampton as their guest, and requested me to write a description of their cold storage facilities, which I did.

#### CHAPTER XVIII.

##### THE ORIENT COMPANY.

##### A SWELL DEFAULTER.

So this closed my career in the Royal Mail Steam Packet Company. My first trip in the Orient Company's *Cusco* was noteworthy, because among our passengers we had a notable criminal, one Lewis, travelling under the name of Sir Arthur Adair. This man was a fine, handsome chap, most liberal to everyone on board, and a man who joined in all the amusements. No one suspected him of being other than what he represented himself to be. On arrival at Adelaide, news came of the West End London riots and the wrecking of some of the clubs. Sir Arthur immediately remarked, "Hullo, my club windows all broken." He stayed with the Governor of Victoria and came on to Sydney, where he was the guest of Lord Carrington, and lived at Government House.

His first move was to buy a steamer and fit her up as a yacht. This was the *Estrella*, which, until quite recently, had been used by the Orient Company as a tender. He was continually to be seen in full yachting costume, with the word *Estrella* across his chest, and had the best of times. Attorneys to meet the *Cusco's* officers for picnics was a favourite arrangement with him until we left for London.

After some months had elapsed, Scotland Yard cabled out: "Arrest a man called Arthur Adair." The police in Sydney, however, knew only the one man of that name, a friend of the Governor, and a man whose name was in *Burke's Peerage*. It was even treated as a joke at Government House, and wonder was expressed as to who the Arthur Adair could be who was wanted.

However, Sir Arthur knew his end was coming soon, so he provisioned the *Estrella* for the South Sea Islands, took two women with him and started off one morning on arrival of a P. & O. steamer.

But he left it just too late. Another hour's start and he would have been clear. Two Scotland Yard officials had arrived, got on board a police launch and chased him out to sea. The launch was not fast enough, so a tug boat was signalled, and in that they caught and arrested Sir Arthur Adair.

At the trial it came out that he was the solicitor for the Leather Sellers' Company in London, and had decamped with £10,000 in gold and Bank of England notes. His lodgings had been searched and the police discovered, by a piece of blotting paper, that he was calling himself Arthur Adair. Directly he commenced to cash the Bank of England notes he had to sign his name on the back, and when these reached London it was known where he was. He had taken the name of a man in Hampshire answering his description, a recluse, and a man who seldom went among people. Having such a fine appearance he carried the deception off well, but the ultimate price was several years' penal servitude. I saw him land at the Royal Albert Docks when he was brought back to London to stand his trial. All that was recovered of the money was £800, which the Orient Company gave for the tender.

On returning to London from my first voyage in the *Cusco*, I was appointed to the *Austral*, under Captain Charlton. The chief officer was Captain Marshall, afterwards commander of the C.P.R. steamer *Empress of India*, and now an Elder brother of Trinity House. The next trip I was made third, and this turned out to be my last voyage. Before we were three weeks from London I was engaged to be married. There happened to be on board Captain Gibson, whose gratitude years before I had earned in Brazil, as mentioned in the beginning of this yarn. He was now connected with gold dredging in the Molyneux River, New Zealand, and represented a London company. When he offered me the management in New Zealand at £300 a year I at once accepted.

On the *Austral's* return to London that trip we arrived in the Channel in glorious weather, so fine was it that the passengers, instead of landing at Plymouth, determined to go up Channel with us. However, they had to remain four days on board.

A dense fog came on and we anchored for three days off Beachy Head. It happened to be the time when the world's champion sculling race was on, and William Beach, who afterwards was champion, was on board with us. Well, there were some big wagers made on board, and news was anxiously awaited. At last on the third morning a boat came alongside and the passengers gave the man a pound to go and buy some papers, and he was to get another pound on his return. About three hours afterwards he came back with a load of papers, and passengers with fishing lines, hastily pulled them up the side. However, to the utter disgust of all on board, every paper was found to be a *War Cry*. The boatman, a Salvation Army man, no doubt seized the opportunity of catching some souls, but certainly the bad language thrown at him didn't show that he had.

On my return I resigned my appointment and left the sea as a profession. I have never regretted having been a sailor, and I have never regretted giving it up. From the day of my resignation to the present, things have gone well with me as the following chapters will prove.

#### CHAPTER XIX.

##### A WIGWAM FOR A GOOSE'S BRIDLE.

The ship I sailed to New Zealand in was the *Rimutaka*, commanded by Captain Turpin. On the way out we called at Cape Town, and at the hotel ashore I heard the origin of the nautical saying "rigging a wigwam for a goose's bridle." It will certainly interest old sailors.

One day there arrived in Cape Town a very handsome yacht owned and commanded by a British nobleman who was the proud possessor of a deep sea master's certificate. On arrival at the port it was noticed that a big American ship was flying a signal that she required a new mate, and the conversation on the yacht turned to the subject of the brutal treatment of their crews by American masters and mates in those days. To make a long story short, the yachtsman laid a very large wager, £2000, that he would get the billet as mate and go to sea in the American. He was rowed across to the ship and went on board and presented himself to the captain. "What do you want?" said he. "I want that job of mate." "You do, do you?" said the skipper, looking sneeringly at his immaculate get-up, "do you know anything about a sailing ship?" "Yes, I served my four years' apprenticeship in one, and have got my master's certificate." Well," said the skipper, "I am in a

corner, so I'll ship you, but none of your yachting monkey tricks here. I am going ashore for my papers, get all ready to leave up, and when ready rig a wigwam for a goose's bridle." "Aye, aye," said the new mate. Out of the corner of his eye he noticed the men grinning. Directly the captain went ashore he started moving things, sent a boat over for his clothes, with his farewells, and arranging for the yacht to pick him up at New York.

The captain fixed up his business ashore and was having a farewell drink with several brother skippers, when one of them said: "Good Lord, alive, what are they doing to your ship, old chap?" The skipper turned and looked round and saw a sight to make him stagger. From the deck to the royal yard of the mainmast he saw a huge hawser festooned and bighted together about every three fathoms. Saying a hurried good-bye he rushed to his boat and was rowed on board. He was met by the new mate who smilingly said: "Have hove short, sir; she's ready for sea." "But what in Hell's name have you been doing to the mainmast?" said the captain. "Why, the last thing you said to me, sir, was that I was to fix up a wigwam for a goose's bridle, and that's the nearest approach I know to it. Your second mate and boatswain tried to put their oar in and stop me. You'll find them both in the scuppers quenching their gore. I believe in obeying orders."

What he had done was to get an eight-inch hawser up from below, carried to the mainmast and festooned it. Being an amateur lightweight champion, he had dealt it out to his next in command, and boatswain, for refusing to obey his orders. He made the trip as mate and won his wager. The captain never tried to pull his mate's leg again, and for years afterwards was the butt of many American captains.

*Continued in our next issue.*

#### 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.

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### IT: 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.
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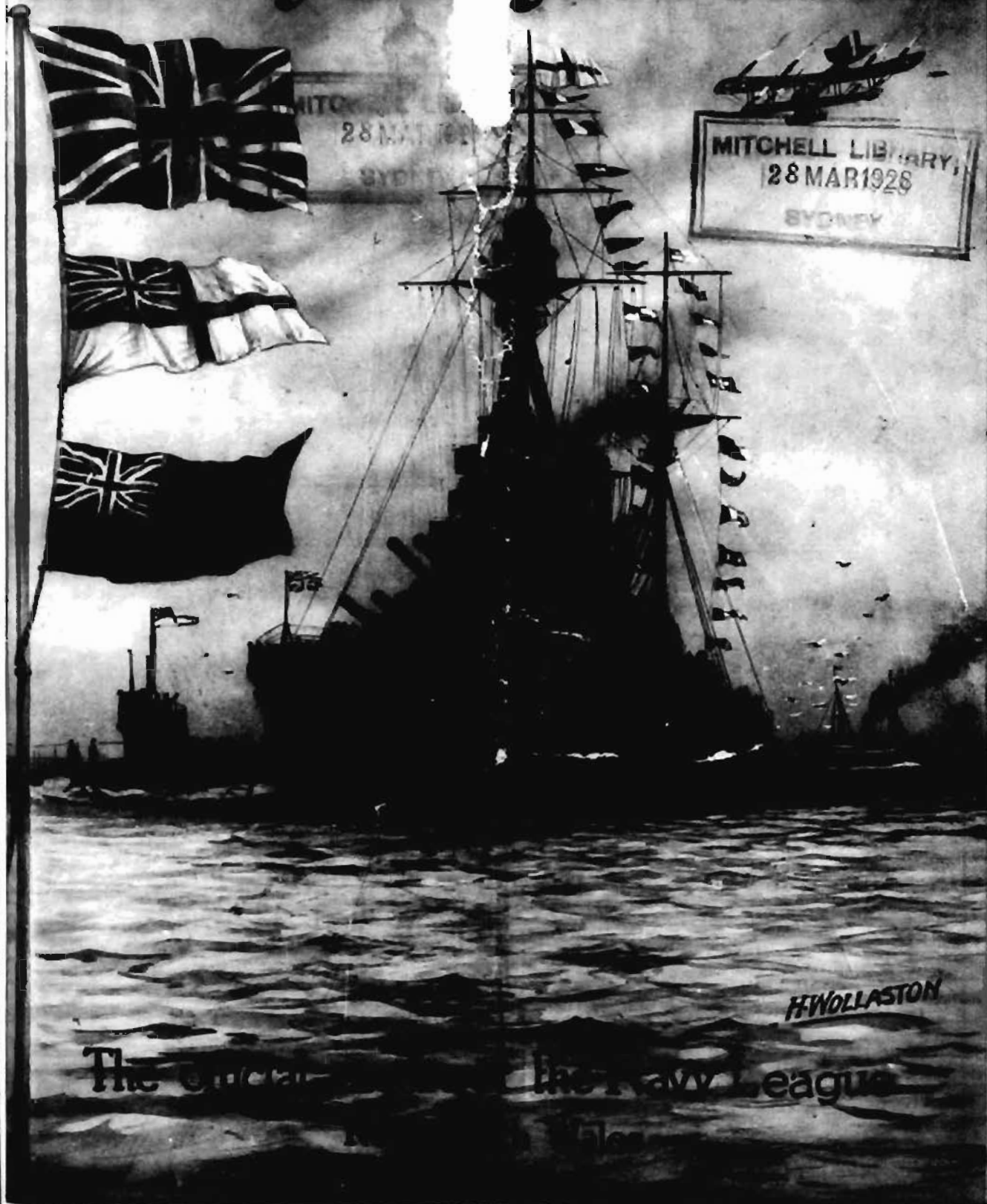
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# The Navy League Journal

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SYDNEY, MAR. 11, 1928.

PRICE 3d.

## AN EPIC.

IN the work-a-day world of to-day we sometimes feel that the age of romance and adventure is no more, until we are jerked back to our senses by an epic of courage and adventure such as Mr. Hinkler's great flight.

One of the most dominant characteristics of a virile and progressive race is its pervading spirit of adventure, its questing into realms unknown, both physically and mentally. The greatest period of any nation or people is when this spirit is given full opportunity for expression. As a corollary, and side by side with it, march high thinking and high moral purpose; for great deeds are nurtured by, and themselves influence, the living arts of life. We always think of our own forefathers of Elizabethan times as being equal in rank to the best of the older civilizations. That was a time of supreme adventure, worthily reflected in the drama and poetry of the age.

In Australia, while we have, and continue

to have, men with Mr. Hinkler's courage and activity, we shall be a great nation. It is not given to every individual of a nation to shine before the public eye, yet it may be truthfully adduced that individual effort is a reflection of the generality. It may be said, therefore, tracing from the particular to the general, that the average man and woman in the Commonwealth, meets the difficulties and triumphs of daily life, in the same epic spirit. As an example, Shakespeare and his great contemporary poets reflected grandly the poetry in the heart of the people; the common people thought like that and, for the most part, spoke sheer poetry. And so, an individual triumph is a nation's triumph. We are happy in Mr. Hinkler's success. It is to his glory, and to his own people's. The spirit of adventure is not dead, it lives; and our awareness of it is as a fresh, clean wind through the musty garret of our consciousness.

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### Famous Australian Sailing Ships.

#### No. 5. The Loch Torridon.

The LOCH TORRIDON was one of the later sailing ships on the Australian trade, but she deserves to be mentioned among the clippers on account of her interesting history. She was built in 1881, together with her sister the ill-fated LOCH MOIDART, for Messrs. Aitken and Lilburn, of Glasgow, by Barclay Curle & Co., of the same port, and was one of the up-to-date fourmasted barques which carried a big cargo, but which contrived to make excellent passages with a far smaller crew than was necessary in the case of a full-rigged ship. Barclay Curle & Co. were among the first builders to perfect this type, and their success with Roxburgh's famous TWEEDSDALE resulted in the order for the two LOCH liners.

In the early 'eighties designers of sailing ships had lost little or nothing of the skill of the old clipper ship architects, although they were forced to carry a very much bigger cargo than would have been attempted with the pure clippers. The LOCH TORRIDON, for instance, although she had fullish lines, was beautifully designed both aloft and aloft, with the result that she steered beautifully, which was a big asset in making passages. Her dimensions were 287.4 in length by 42.6 in beam by 24 depth of hold, which gave her a gross tonnage of 2,081, and her iron hull was built to the highest specification of Lloyd's Register. She was a lofty ship, her main truck being 152 feet above the deck, but at the same time had a very square sail plan which, under such scientific seamen as Captain Pattman with his picked British crews, permitted her to carry a heavy press of sail until the last minute.

She was originally designed as a passenger-carrier for the Melbourne trade, having all three classes, but by her time the steamship companies had contrived to make their engines sufficiently economical to get to Australia with the minimum of coaling trouble, and the passenger windjammers were already beginning

to feel the competition very severely. However, she soon made herself a favourite, in spite of the fact that on her maiden voyage under Captain Pinder in 1882 she did not make a particularly smart passage, and on the homeward run by way of Calcutta had the misfortune to meet a big greyback off the Cape, which swept her deck and drowned her Captain, second mate and three hands. When she got back, Captain Pattman took her over and remained in her for 26 years, a grand specimen of master mariner, who only died shortly before the war.

Under his command she made her second passage of 74 days from the Tuskur to Melbourne, then carried horses to Calcutta and had a run of 103 days home to London. After that she was employed for some years almost entirely on the direct outward to Melbourne, but her homeward runs took her all over the Seven Seas, sometimes to San Francisco and home with wheat, sometimes to the Indian ports where she picked up a Continental cargo.

In 1886 she took a cargo of coal out from Cardiff to Bombay, a wicked cargo for such a ship, and had an exciting race with Craig's new COUNTY OF EDINBURGH, which she contrived to beat comfortably. In the following year she was set ashore on the Bangaduni Sand, while carrying case oil from New York to Calcutta, and it was necessary to jettison a good deal of her cargo. Two years later she was loaded with railway iron for India, and stayed on that trade for some time, returning to the Australian service in 1891. She then picked up a full cargo of wool at Sydney and made the best passage of the season with a time of 81 days to the Lizard. This is the passage on which she is generally quoted as being equal to the CUTTY SARK with her time of 20 days from the Horn to the Equator. In 1893 she again came into the news with a passage of 87 days from Frederikstad to Melbourne. This record was beaten by Mackay's WENDOUR in the following year, but the LOCH TORRIDON had her revenge in 1896 when she



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## European Naval Notes.

(By a Special Correspondent)

The battle-cruiser COURAGEOUS has completed converting into an aircraft-carrier and has been commissioned. Unlike the FURIOUS she has a single huge funnel on the starboard side.

Vice-Admiral Sir Frederick L. Field, well-known for his command of the Special Service Squadron which made the Empire Cruise in 1923-24, is to succeed Admiral Sir Roger Keyes as Mediterranean Commander-in-Chief.

Admiral Sir Osmond de B. Brock and Vice-Admiral Sir Hubert Brand (second-in-command of the Special Service Squadron, 1923-24), both of whom served as midshipmen in the old sail and steam frigate RALEIGH, invited their old shipmates in that ship to tea in the new NELSON. The great majority were old lower-deck ratings.

Canadian ratings for the destroyers TORBAY and TOREADOR are to train with the Atlantic Fleet until they are ready. These two ships are to be loaned to the Dominion while two new ones are building. The revival of Canadian naval interest dates from the impression made by the smartness of H.M.A.S. ADELAIDE with the Special Service Squadron.

That the R.N.V.R. be expanded to include a motor boat division, a Royal Marine volunteer branch, an Air Force arm, and a coast-watching body, was advocated by Capt. E. C. Primrose, R.N.V.R., lecturing at the Royal United Service Institution.

The cruiser CALLIOPE has rejoined the Nore Reserve after trooping to China and the Mediterranean.

CERES, cruiser, has been recommissioned by Capt. A. J. Landon for further Mediterranean service refitting at Chatham.

The cruiser CONSTANCE has relieved DARTMOUTH as Reserve Fleet flagship, after an extensive refit at Chatham.

MAINE, Mediterranean hospital ship, is rumoured to be receiving new boilers at Chatham. She is the successor of the famous ship presented by American ladies at the time of the Boer War and was originally the Pacific liner PANAMA.

raced her rival from Newcastle to Valparaiso and beat her by six days.

After that she degenerated into a tramp, and for some time picked up her cargoes wherever she could, but by then the steamers had almost monopolised the Australian fine goods trade. In spite of this she still made some remarkably good records, for Captain Pattman ran her in her old way as long as he could get the seamen. A record day of 320 miles when running her easting down in 1898 shows what she was good for and the revival in the Australian trade that followed saw her back on her old run as a regular thing.

Captain Pattman gave up her command to go into steam in 1908, and four years later, at about the same time that he died as the result of an accident on board, the Red Ensign was hauled down and the LOCH TORRIDON passed under the Russian flag as being owned by A. E. Blom, of Nystad.

The end came in January, 1915, when she was homeward bound to Frederikstad from Geelong with wool. She sprang a leak when just clear of the Channel, and had to be abandoned after her crew had set her on fire to prevent her becoming a menace to navigation. The Pacific Steam Navigation Liner ORONA arrived in time to rescue her people in very difficult circumstances, while the famous old windjammer took her last plunge almost immediately afterwards. Perhaps it was a more fitting end than that she should fall the prey to a German submarine, but she was still in excellent condition as regards her hull and had she been saved she might have seen many years further service.

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### European Naval Notes—Continued.

P.40, one of the last of her class, has relieved the whaler *OSPREY* (ex *ICEWHALE*) as parent of Portland Anti-Submarine School. *OSPREY* is to be sold.

France is still considering whether to constitute a separate air arm, or to loan officers and men from the two services.

Trials are being made with the new French aircraft-carrier, *BEARN*, which if successful, are expected to result in a vessel of the British *HERMES* type being ordered. She may carry 8-in. guns and have armoured decks.

Very good gunnery performances have been made by the French battleship *PARIS*, and the flotilla-leaders *ARABE* and *PANTHERE*. The destroyer *TOURNAI* and the submarine *LEON-MIGNOT* were the most successful with the torpedo.

*PATRIE* is to be the name of the long-discussed French sea-going midshipmen's training ship, to relieve *JEANNE D'ARC*. She will be a slower and reduced edition of *DEQUAY-TROUIN*, mounting eight 6.2-in. in twin turrets, four 3-in. anti-aircraft guns, two torpedo tubes, and carrying two seaplanes. Her radius will be 5,000 miles.

The former ironclad frigate *NORTHUMBRELAND* (1865) until recently, the naval coal hulk C.8, has been sold for service at Dakar. She is well remembered as one of the famous five-masters.

Britain now has submarines (O. class) which carry air aft. The first country to make public that it was experimenting was the United States in about 1925, and it is known that Japan and France have followed the same lines.

The battleship *EMPEROR OF INDIA*, has re-commissioned for further service with the 3rd Battle Squadron, Atlantic Fleet. She will still be principally employed in the training of boys.

The cruiser *CLEOPATRA* has joined the Nore Reserve after an extensive refit at Chatham. She is expected to be placed in full commission in the future.

Promotions to mate in 1927 numbered seven, compared with nine in 1926. More were expected owing to the retirements during the year. The 14th lieutenant (ex-mate) to be

promoted to lieutenant-commander is Henry Buckle, one of the 12 survivors of the 44 mates commissioned in June, 1917, but no further executives have reached commander's rank.

The French Navy is to burn oil entirely. Yearly requirements will accordingly rise from the present 150,000 tons to 800,000 tons and new storage facilities are needed.

Naval Vocational Training Courses now number 21, ranging from butlers to piano tuners. The great majority of the men want to be chauffeurs.

The cruiser *CALCUTTA*, recently relieved by *DESPATCH* as North American flagship, is to be refitted at Chatham for Africa, commissioning in the summer.

Spain is rumoured to be having naval manoeuvres this year for the first time since 1914. Twenty units are expected to participate, including a cruiser and four submarines to be completed this year.

Preliminary estimates for a 10,000 ton German armoured vessel were refused owing to the Prussian Socialist voting. Her tonnage being limited by the Peace Treaty, an exceptionally interesting ship was expected.

Lieut. T. E. Halsey has been elected vice-captain of the Royal Navy and Royal Marine Cricket Club. He is nephew of Admiral Sir Lionel Halsey.

Commodore Sir Frederick Young, R.N.R., salvor of *MONTAGU*'s guns, *GLADIATOR*, and the Ostend and Zeebrugge blockships, died aged sixty-eight.

The flotilla-leader *DOUGLAS*, laid up in reserve since 1922 except for temporary jobs, is to replace the cruiser *CONQUEST* as Captain's ship, 1st Submarine Flotilla, Mediterranean. Several similar changes are being made for economy.

The submarine *H.52* was sunk near the Eddystone for a scene from a film of the "Q" boats. Com. Auten, V.C., R.N.R., was in charge of the operations. Before it could be taken she broke adrift packed with explosives and gave the Plymouth authorities an anxious hour.

The aircraft-carrier *HERMES*, detached from the Mediterranean last year owing to the China trouble, has been recommissioned by Capt. G.

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*European Naval Notes--Continued.*

Hopwood for further service on that station after refitting at Chatham.

Capt. Gordon Campbell, the "Q" boat V.C., retired at the early age of 42 at the New Year. His last command was the gunnery training ship *Tiger*, where he was very successful.

The replacement of the battle-cruiser *Tiger* as sea-going gunnery training ship by the battleship *Marlborough* has been cancelled. Both vessels will continue to perform their present duties.

*CENTAUR*, cruiser, has been recommissioned as Captain's ship. Atlantic destroyers. She was Tyrwhitt's flagship in the Harwich Force and nicknamed "Tyrwhitt's Dreadnought."

The masting and re-rigging of *Victory* is expected to be completed by Trafalgar Day.

The first submarine to be completed for the re-organised Greek Navy, the 605 ton *PAPAMICOLIS*, has been delivered by the Loire Co., Nantes.

Mr. Archibald Hurd has resigned as Naval Correspondent of "The Daily Telegraph" (London) and has been succeeded by Mr. Hector C. Bywater, the authority on Pacific naval problems.

During 1927 France commissioned 25 vessels, laid down 24, and sanctioned the estimates for 19 A 10,000 ton cruiser (Suffren class), six 2,500 ton flotilla-leaders (Tigre class), five 1,600 ton submarines (Pascal class), a 760 ton minelaying submarine, and two motor avisos for colonial service, have been authorised.

Denmark is building a 493 ton motor submarine depot vessel at Copenhagen. She is fitted for minelaying and sweeping.

*SNAPPER*, self-propelled floating crane and former gunboat, is for sale.

The Italian 1,330 ton destroyers *TURBINE*, *NEMO*, *EURO* and *AQUILONE*, all exceeded their designed speed of 36 knots, *AQUILONE* attaining 39½ knots for 4 hours and well over 40 for 21 miles.

The Italian submarine *MARCANTONIO COLANNA* (800 tons surface displacement) has been launched by the Cantiere Navale Triestino.

The Admiralty has refused a request that chief petty officers serving in shore establishments should be allowed to wear civilian clothes

when on leave. Army men have just been granted the privilege.

The first artificer apprentice to be commissioned as Sub-Lieut. (E.) is Mr. H. B. Samways, who has joined *Renown* after four years at Keyham. The scheme was instituted in 1921.

Capt. N. A. Sullivan, C.V.O., who commanded *Renown* during the Duke and Duchess of York's Empire tour, has been succeeded by Capt. S. R. Bailey.

Capt. Hector Boyes is the new S.N.O., Persian Gulf, relieving Capt. R. St. P. Parry. After the war Capt. Boyes commanded Flinders Naval Training Depot.

Com. Stuart S. Bonham-Carter, D.S.O., who distinguished himself at Zeebrugge, was promoted to captain in the half-yearly list, the youngest to be chosen.

Rear-Admiral John M. Casement, the gunnery expert, is to command the 3rd Battle Squadron, Atlantic Fleet, relieving Rear-Admiral Percival Hall-Thompson.

Definite drill-orders for measures to be taken in the event of a submarine disaster in home waters, have been promulgated by the Admiralty.

Chatham Dockyard is to build an O. class submarine. The five vessels forming the balance of the 1927-8 programme will be built by contract, which is a reversion to former practice but very unpopular in dockyard circles.

Capt. the Prince of Wales has become vice-patron of the R.N. & R.M. Football Association, in which he has always taken a keen interest. His promotion to flag rank was expected in the New Year.

The organisation of a permanent Flying Squadron has been suggested. This was a favourite method of training young officers and seamen in the last century, and Australia, etc., used to be visited. The Special Service Squadron of 1923-24 was used for this purpose.

## Notice of Change of Address.

The Navy League Office has removed from Room 110, Dalton House, 115 Pitt Street, to Room 44, Royal Exchange Building, Corner of Pitt and Bridge Streets, Sydney.

## THE LAUNCH OF H.M.A. SEAPLANE CARRIER "ALBATROSS."



Lady Stonehaven and the official party passing the Navy League Sea Cadet Contingent in charge of Mr. W. L. Hammer, O.C., North Sydney Company. Some members of the Navy League Sea Cadet Band of the Birchgrove Company may be seen on the left.



THE LAUNCHING. Lady Stonehaven performed the ceremony.

## My Trip to New Zealand

By Cadet J. Edwards, Lane Cove Company.

CONTINUED.

Wireless news is sold on the ship each afternoon and costs 3d and we had news from ships all over the world.

Sunday, Christmas Day, I slept till the Steward called me at 6.45 to have morning tea. I soon got up now that I was awake as the man who occupied the berth below me had a pipe he was very fond of, and as I had to close my porthole on account of the spray, the smoke was rather too thick for me so I got outside into the fresh air.

On the afternoon of the 25th I saw the "Maunganui," of the Union Line, five miles to Port. We just missed a severe storm but she got it.

On Christmas morning we were told that we would arrive at Auckland early Tuesday morning and I made arrangements to go to Rotorua. In the evening we were informed that we would arrive Tuesday night the delay being due to bad coal, but I heard a rumour that the firemen were hanging back so that we would arrive after a p.m. so that they could be paid overtime. I don't know which was correct, but I do know that I was deprived of my trip to Rotorua.

On Monday we celebrated Christmas Day, and had a very nice day and the dinner was equal to any that one could have ashore. The 1st Officer, who dined with us, gave us a commemorative menu card with a picture of the ship, also a page for autographs, and I was fortunate enough in securing quite a number of names on my card.

Tuesday I was up early and saw land to starboard. The wind had changed and was blowing hard from Port, and the boat was rolling a lot and only about threequarters of the passenger list was visible at breakfast. Later it started to rain, which damped the spirits of most, but it wasn't for long, as the sun soon came out and games went on as usual.

At midday we passed the Hen and Chicken Islands, and at tea time we passed the big Rangitoto. On the top of the latter are three peaks, which are visible from any angle. We arrived at Auckland at 6.30, but had to await Doctor's inspection, which consisted of having our names crossed off a large sheet of paper. We then had to pass the Customs, who took particulars of each one, and in exchange gave a card, which had to be shown on disembarking, which took place about 7.30 p.m.

I had received permission to sleep aboard that night. I went to the Y.M.C.A. next morning. I

felt a bit anxious about being stared at my first day in N.Z., but didn't take long to find out that boys there of my age wear short trousers. I did not see one knickerbocker suit at all. All the boys seemed to wear skull caps also.

I saw all I could around Auckland and one gentleman from the Y.M.C.A. took me to Mount Eden, which is 644-ft. high, and one gets a panoramic view of the whole of Auckland from its summit. The surrounding country looks volcanic.

The railway station is very small and appealed to me as not comparing favourably with our country stations here. I had quite a rush to get away at Auckland, possibly it was having no mother there to get me off.

I did not meet any Navy League people as all offices were closed and most people were away on holidays. No cadet Company exists in Auckland, only a Branch of the Executive.

The streamers the New Zealanders use are very short and only about 14-in. wide, and do not make the show that the wider ones do. We made a good get away and I was more in my element as I had some shipmates my own age this trip.

At the first meal aboard two ladies very much amused me the way they plied the officers with all manner of questions relating to the ship and the sea, and the weather, and wondered if there was any likelihood of the ship sinking.

On Saturday only quarter strength appeared at my table, and I could not help wondering if the ladies wished the ship would sink or not. I had made friends with one boy who was very sick and we had him up on deck in a chair. His father brought him a bottle of soda-water and he had one drink and put it down at the side of his chair. A little girl crept up, commandeered the bottle and all, and had a good drink round the corner. I did laugh at her.

My cabin mate I discovered this time was a prominent wrestler, who will be giving exhibitions here shortly.

The weather continued rough but I was not inconvenienced at all and enjoyed every minute of the trip. The same routine took place as on the trip over.

We got into Sydney at 8 a.m. and found Mr. Sommerville and some of the boys at the wharf with my mother to welcome me home. They had left Lane Cove at 5.35 a.m., so I had a very pleasant surprise at seeing them there.

I could have stayed longer in New Zealand but on account of the McMaster Medal I could not spare the time.



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## A Windjammer 'Prentice

BY CAPTAIN A. W. FRANK, R.N.A.S.

Continued from last issue.

### CHAPTER XX.

#### NEW ZEALAND.

On arrival in Dunedin I at once went up country to see the company's claim, and the company's engineer, a man named Welman. He was endeavouring to perfect a suction pump dredge. Bucket dredges were working on several claims, and some of them were getting good returns, but it was supposed by some that a suction dredge was more likely to be successful, as it would draw the gold out of the crevices of the rocks. However, it never came to anything, and I got tired of waiting for actual results. I determined to peg out a couple of miles of the river for myself, and walked along the bank with a mining engineer friend for about sixty miles until we found a likely stretch which we pegged out. The Molvieneux River is a rushing torrent in many parts, travelling through rocky, narrow gorges, but in parts it opens out, and here were the spots where the gold was collected in the silt, and where the dredges worked.

After pegging out the best reach in the river I could get, I returned to London and floated a company, with a capital sufficient to put a dredge on, and then returned to New Zealand. It was at this period of my life I determined to get married. On my first voyage in the AUSTRAL I had met my fate, and became engaged to my present wife. She, with her mother, two sisters and five brothers, were bound for Queensland. The father, who had been a farmer near Windsor, in England, all his life, had sold out and was transferring his family to Australia. They settled near Brisbane, and the sons all made good. On receipt of a cable, my fiancée came down to New Zealand and we were married by Dean Fitchett at All Saints' Church, Dunedin. The old Dean is still alive and hearty, and I saw him quite recently.

After getting spliced, and whilst waiting for the dredge, I worked on an alluvial claim up country, during which time I had a thrilling experience.

We were living on a claim near Alexandra, but as it was not too good, I determined to

travel up the banks of the river as far as Queenstown and look for something better. Having chartered a buggy and pair of horses, and having said farewell to the wife, I made a start after the mid-day meal and commenced my journey. Before I had left the township an hour I saw that one of my horses was not much good, so went very slowly until I reached Clyde. Here I managed to get Hughie Craig, the well-known coach-driver of Cobb & Co.'s coaches, to lend me a horse. This change of horses saved my life.

My next stopping place was to be Cromwell, which I reckoned upon reaching about 9 p.m., and intended staying the night there. Soon after leaving Clyde it came on dark with a thick drizzle, and I lighted my two lamps, which shone very brightly. My road ran along the right bank of the river, and in many parts I could look a hundred feet below me at the roaring cataract; if I couldn't see it I could hear it. My own horse was on the river side and the borrowed coach-horse on the inside. About 8.30 p.m., when I began to think I should soon see the Cromwell lights, and when I was in about the very worst part of the road, suddenly a tall white figure with both arms upheld, appeared in front of the horses in the full glare of my lights. The horses made a bound to the left, or towards the river; I felt the buggy slant outwards, and I knew the wheels were over the bank. However, the coach-horse, who had travelled hundreds of times over the road, saved me — he leaned, whilst going at full speed, towards the inside, and by his weight pulled his mate and the buggy back to safety, flew past the figure, and then took charge of me.

For four miles we tore along that road, passing tent after tent on the hillside, with the miners rushing out to see what lunatic was risking his life, until we came to the Cromwell bridge, with an almost right-angle curve to the left. The coach-horse again saved me; he literally pushed my mad beast round, and here I narrowly escaped being smashed up. We then clattered over the bridge, with some riderless horse ahead of us, and drew up at the hotel door, with the whole population running



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out of their houses to see what was the matter. At first everyone thought I was on a drunken spree, and it was only the sight of the riderless, foaming horse, which had also stopped, that told them something was wrong. I reported the matter to the local police, thanked God for my escape, had a good supper and sleep, and next morning went on to Queens-town.

On my arrival there I was met by the police, and was told that I was wanted to show them where the affair had happened, as a Government official was missing. I, therefore, drove back, and in company with the policemen, went back over the road. When we reached the place it made me feel ill to look at it. Over 250 feet below was the roaring river. At the edge of the bank the tracks of wheels were plainly seen where they had gone over about eight inches below the edge. Here the soil which they took with them had held just long enough for the coach-horse to bring it back on the road again—even the marks of my horse's feet were visible over the bank. It was a marvellous escape indeed.

Apparently a man had been down the river collecting taxes from the miners and other business connected with the sluicing claims. He may or may not have got too much liquor aboard; anyway he fell off his horse, which was the one I heard ahead of me galloping into the township. Hearing my buggy come along he endeavoured to stop it. He had a long white waterproof coat on, and this was the apparition that frightened my horses, and no wonder. Anyway, ten days later his body was picked up at Beaumont, 100 miles down the river. I thank God to this day for the loan of Hughie Craig's coach-horse.

### CHAPTER XXI.

#### GOLD MINE FLOTATION. LONDON METHODS.

Shortly after this happened I was requested by several parties of miners owning a number of claims, on a wide but poor reef at Waipori, to consolidate their claims and go to London to obtain the capital to work them as a whole. The amount of working capital required was £17,000, and the miners wanted 18,000 shares in addition. In our ignorance of the wiles of London company promoters, we determined the capital should be £50,000, on which we estimated 12½ per cent. dividends could be easily paid.

It was more like quarrying than reefing. The reef was exposed at each side of a hill, and was about eighteen feet wide, going about eighteen dwts. to the ton. It was thus a good business proposition.

An incident occurred on the way to London which is interesting, showing how soon one can become a mining "expert." On arrival at Adelaide some men came on board and met me and spread themselves on the marvels of a mine at Bathannah. They offered me fifty guineas if I would go and report on it for them for flotation on the London market. They even doubled their offer, but I had my passage booked for London; besides, I didn't want to make a fool of myself, so refused. This naturally increased my importance in their eyes, and they made further offers, but to no purpose. In those days the daily papers loved to enlarge on such topics, as the arrival of "men representing big British capital," which resulted in many men getting a real good time in Australia at other people's expense. The cable facilities, however, have largely altered this state of affairs.

I arrived in London with a letter of introduction to a prominent New Zealander, and put the proposition before him. His reply was: "I know it's a good thing. I know the property well; but, unfortunately, my hands are full. I'll put you, however, in touch with good people, but it is a business transaction, of course." I thanked him, but found out his fee was 10,000 shares. This was a beginning of the loading. I went to his friends and from them to others. Before the company was put on the market the capital had risen to £125,000; one long trail of bonus shares lay behind me. A firm of underwriters at last agreed to underwrite the working capital of £17,000, for which they received share for share. Every share subscribed for by the public lessened their liability, but still they had to receive 17,000 shares for taking the risk. The eventful day of flotation arrived, the same day the prospectuses of four Rand mines were published, and the result was that only £4,000 was subscribed for my company. The underwriters, however, instructed me to go at once to New Zealand and they would send out the machinery and carry out their agreement. On arrival at Albany I received a cable telling me they had repudiated. I immediately turned round and went back, travelling overland from Brindisi, and on arrival in London brought an action



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### SUB-BRANCH AND COMPANY NEWS.

**BALMAIN**—Officer-in-Charge Mr. E. PHILLIPS  
Hon. Secretary Mr. J. SPARK  
**NORTHSYDNEY**—Officer-in-Charge Mr. W. L. KAMMEN  
Hon. Secretary Mr. S. DOUGHERTY  
**LANE COVE**—Officer-in-Charge Mr. M. DOUGHERTY  
Hon. Secretary Mr. F. L. BARNES  
**MOSMAN BAY**—Officer-in-Charge Mr. E. R. WARRINGTON  
Hon. Secretary Mr. T. V. ROBERTS  
**MANLY**—Officer-in-Charge Mr. E. R. WARRINGTON  
Hon. Secretary Mr. T. V. ROBERTS

**DRUMMOYNE**—Officer-in-Charge Mr. J. HIRSH  
Hon. Secretary Mr. A. WALSH  
**RICHMOND**—Officer-in-Charge Mr. J. B. ANTILL  
Hon. Secretary Mr. J. B. ANTILL  
**ROSE BAY-BONDI**—Officer-in-Charge Mr. E. J. HOPKINS  
Hon. Secretary Mr. S. DOUGHERTY  
**BIRCHGROVE**—Officer-in-Charge Mr. S. DOUGHERTY  
Hon. Secretary Mr. S. DOUGHERTY  
**MIDDLE HARBOUR**—Officer-in-Charge Mr. W. G. NIXEY  
Hon. Secretary Mrs. B. WHITE

### General Notes.

**McMASTER CUP:** This rowing race will take place on Saturday, 28th April, on the Parramatta River, and notice thereof will be given in our next issue.

**LAUNCH OF H.M.A. SEAPLANE CARRIER "ALBATROSS":** At this function the management of Cockatoo Island generously provided refreshments for our Cadets' Guard of Honour and the Band of the Birchgrove Company. Elsewhere we show some interesting photos taken at the launching. The Guard and Band were highly complimented on their smart appearance by Lady Stonehaven and Admiral Napier, and a letter of thanks for their attendance has been received from the management.

### Rose Bay-Bondi.

OFFICER-IN-CHARGE Mr. C. J. HOPKINS  
HON. SECRETARY Miss DOCKERY HIGGINS  
(Contributed by Mr. C. J. Hopkins, O.C.)

As usual our programme for the month included a good deal of sailing, often the two Dinghys and Whaler being out together; and as a result of the competitive spirit and friendly rivalry existing between the boats crews, a decided improvement is noticed in the manner in which the boats are handled under the various conditions met with.

We have on several occasions called in at North Sydney Depot, also Mosman, whilst sailing, when we had the opportunity of fraternizing with the O.C.s and boys of the above-mentioned companies.

A good deal of useful work has been done in painting the late Clovelly Cutter, which has been taken over by the new Manly Sub-Branch.

Continued page 25.

### Middle Harbour.

OFFICER-IN-CHARGE Mr. W. G. NIXEY  
HON. SECRETARY Mrs. B. WHITE

(Contributed by Mr. W. G. Nixey, A.C.)

On Thursday, 23rd February, we held the first of a series of dances organised by the Committee. The function proved a great success, and the number attending was very satisfactory. The Committee and the organisers are to be complimented on this first dance of a series.

On Wednesday, 29th February, the cadets of the company held a very enjoyable social evening at our training hall. Boxing, recitations and dancing were the entertainment of the evening; the music for the last being supplied by gramophones. Supper was supplied and amongst supporters present were:—Mrs. Nixey, Misses Harding, Schulz, Hunter, A. Collins, E. Collins and Messrs. Martin, Kuhn and Montague.

The result of the boxing events were:—H. Bibby v V. Bibby, won by the former on points; D. Simon v C. Quinn, draw; H. Benson v R. Lake, won by the latter; and Morris v Hunter, a draw.

Recitations were rendered by Cadets R. Lake and C. Thomas.

Our next monthly dance will be held at Chatswood Town Hall, on Thursday, 22nd March, at 8 p.m.

### North Sydney.

OFFICER-IN-CHARGE Mr. W. L. HAMMER  
HON. SECRETARY Mr. C. SCHWENK

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

It is with satisfaction that the O.C. has to report through these pages of the further progress made by officers and cadets of this Company.

First of all we tender thanks to Mosman Company and Mr. Currington, O.C. thereof, for their co-operation with a section of North Sydney Company at the recent launching of H.M.A.C. "Albatross." The parade, as constituted, showed up very smartly, and was the subject of eulogy by those present. The O.C. had the honour to be introduced to the First Naval Member of the Naval Board, Admiral Napier, C.M.G., D.S.O., who showed a keen interest in the lads and discussed the work of the Navy League Sea Cadets. The contingent

formed a Guard of Honour to Lady Stonehaven, who performed the launching ceremony, and her kindly expression of encouragement to the Cadets formed up in her honour was greatly appreciated and valued by the recipients.

The Navy League Sea Cadet Band of the Birchgrove Company attended and gave a splendid account of themselves. Mr. Harvey, 1st Officer of Birchgrove, was in charge of them and the programme went through without a hitch. Mr. Proud, acting 1st Officer of Mosman Company, very ably assisted the Navy League Sea Cadets at the ceremony.

In regard to the facilities that have so generously been offered by the Newcastle and Hunter River S.S. Company, in allowing North Sydney Cadets to make trips on their steamers, the O.C. intends to ask that the same concession be granted the Mosman Company. It is always a pleasure to co-operate with this Company in parades, etc., and anything we can do for its advancement we are only too willing to do.

Our Cadets are enjoying their coastal trips over the week-ends, and it is satisfactory to learn that their behaviour has been commented upon by the Captain and Officers in charge of them on these trips.

Billeting in depot has been very popular this season. Most of the time in billets has been devoted to boat sailing, and pulling, signalling, swimming (in our own bath), and general work in and about the depot.

The swimming pool, above mentioned, is also well patronized by local residents, and looks as though it will become a source of revenue for the future and so help along depot expenses.

The opening dance of the season in aid of depot funds is to be held at Warringah Hall, Yeo Street, Neutral Bay, on the 30th of March. The sub-branch Committee are very hard at work for this event and a successful evening is assured.

The presentation of the Pittwater Regatta Committee's prizes to this Company will take place shortly. It is to be hoped that all companies will be represented at this Regatta next year.

Recent promotions are: Mr. D. McArthur from Petty Officer to Junior Officer; F. Dempsey from cadet to leading seaman cadet, both to date from 1st March. In reference to

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### North Sydney—Continued.

promotions to Junior rank we would like to mention that Mr. B. Collins and Mr. D. McArthur have completed four and five years' service with the Navy League Sea Cadets. They have proved themselves proficient in all branches of the work and it is with confidence in their ability and keenness that they have been given further responsibilities. We thank them for their great help to the Company in the past. It is to their great credit that they have gone through, step by step, to their present positions in the Company.

### Birchgrove.

OFFICER-IN-CHARGE    MR. S. COOPER  
HON. SECRETARY

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

BIRCHGROVE has not much to report again this month, excepting to say everything is still going along very satisfactorily. Our officers' quarters and galley are now finished and we are ready to entertain anyone who cares to come along and visit us. Both officer and boy is sure of a hearty welcome at Birchgrove Depot.

The Felix Club recently held a theatre party at the Opera House, and the following week the Welfare Committee followed suit, about 25 members attending. These parties considerably help along the social part of Birchgrove's activities.

The Birchgrove band made history by being the band selected to play at the launching of the Aeroplane Carrier "Albatross" at Cockatoo Island. Mr. Payne, of the Island, was the one to put our lads forward in this capacity. Many carriers of aeroplanes will be launched as time goes on, but The Navy League Band officiated at the first one, which will always stand on record.

After the depredations of our burglar friends and the damage done to our engine, Mr. Lampard, treasurer, working early and late, has now got it in going order again. Practically everyone in the know had decided that the engine had been damaged beyond repair, but the ingenuity of this gentleman has been the means of placing her in running order once more. Some people do not know the word "defeat," and this gentleman is a fine example of them. Despite all pessimists his

only reply was: "That's all right, I'll fix it," and fix it he did. Thanks, Mr. Lampard, most heartily for the great service you have rendered.

Capt. Beale paid us a visit a couple of weeks ago, and expressed much pleasure at what he saw and at the work accomplished. Mr. Billam had previously told him something of our Depot, but much more work has been completed since Mr. Billam paid us a visit. We would be pleased for Mr. Billam to come along and see the results of our labors. We hope, also, to see Mrs. Billam and Miss Oxley, who came along some time ago, and to give us some further suggestions. So, please, everybody, shake it up and make a date. By digging out it's wonderful what a small body of enthusiasts can do.

Through the magnificent foresight of our President, a building was placed at our disposal for a depot and we consider this to be one of the best in the League. Our next desire was a band—we got that. Then an engine for the whaler—that materialized. Now our aim is a theatrical troupe or concert party in the League or in a company. Every ship in the R.N. has its own concert party, why can't we? We would like any company who has any talent or any one who has a leaning toward theatricals to send the name and style of biz. in to us or headquarters. Get busy with it straight away. We have started on a small sketch or farce, and hope to be showing in the near future. If any one cares to join us we could arrange a night at the Depot for practice. We have a piano and stage.

If this should meet the eye of any playhouse managers we wonder if they have any old scenery, wings, flies or front curtains they do not want. Let us hope someone will see this request and let Headquarters know. There must be plenty of material about Sydney. A 'phone ring to W1129 and a cart would be sent along for it. We would greatly appreciate any donation of any such gear. Scene-shifters, managers, etc., please make a note of this and you will help the League considerably.

Many will regret to hear that Mr. Whitmore (second officer of Birchgrove Coy) has been, and is still, laid up with a smashed toe. There is no more enthusiastic worker in the company or League and his temporary loss to us is keenly felt. All will join with us in wishing him back at drill and boat work again.

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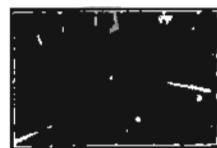


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## Birchgrove - Continued.

Another of our workers, Mr. Geo. Wells, is suffering from sciatica, a very painful complaint; but, despite it he comes and does his bit to help us along. There are not many drovers in Birchgrove.

We feel sure that everyone will be pleased to hear that Mr. Waterfield has joined up with us again, and although perhaps will not be able to attend regularly, will be with us as often as possible. This was only after many requests from all hands asking him to come back. This gentleman was the driving force of the operations in making this a depot, and without him not half that has been done would have been accomplished. "Grafter" his name should be, instead of Waterfield. No more energetic worker in the whole League than he and his. Glad to have you back, Dan, old chap!

We have to thank Mr. Billy Allen for the assistance given in helping to get our engine going. He also gave his services and knowledge free in the interest of the boys of our company. It's not only our own immediate workers but also their friends we tail up when in difficulties, or when we want anything done or help needed.

Mr. Bob Tunstall also came along and assisted to paint and batten the galley and officers' quarters from 6.30 p.m. to midnight, with a good walk home thereafter. A fine record for anyone to hold. Many thanks, Bob, old chap!

Junior officer, Harvey Kendal, has been the best worker of all. He has stood absolutely alone from start to finish. This lad has been "It" with a capital "I." Nothing too big for him to tackle, and no job beneath him. This officer has never missed a week-end or night at the Depot, except when at drill in the Naval Reserve. He has earned the praise of the whole company, and it is the wish of all that some day he will crown it all by becoming an O.C. of the company. He has acted in every position, from small cadet in the Company to O.C. and, no matter where you place him, such is his knowledge of procedure in League matters that he can hold his place anywhere. One can leave anything: Company, boats, any class, any parade, any guard—in fact, anything—in his charge, and rest assured he will carry on as if you were there. His report duly comes along after any operation

per Navy, in fact, one cannot say more than that he is the sheet anchor of the Birchgrove Company. If he does as well at his trade as in the League this young officer (194 years of age) should go far in his business. Another lad who should be specially mentioned, is L. Seaman Noel Lampard (Toddy). He also has been a hard worker, early and late. "Like father, like son," is an old saying; and Toddy is like his father, a stickler.

Fortunately these two lads are mates, and we feel sure should they remain so, one will encourage the other to such an extent that there will be two sheet anchors at Birchgrove. Although ships only carry one we will, in all probability, have two.

## Drummoyne

OFFICER-IN-CHARGE  
HON. SECRETARYMR. J. HIRONS  
MR. A. WALKER

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

The Depot is waiting for a fair wind to push it along. Training and routine work is being carried on with success, but we have suffered quite a lot of bad luck lately. C.P.O. Milson fell whilst at work, and is suffering from shock, but, we are pleased to say, is on the mend; and C.P.O. Everingham also happened an accident but has now returned to duty.

We were very sorry to learn that Mr. A. Walker, our Hon. Secretary, lost his father last week. Cadets and Officers and our Committees deeply sympathise with him in his bereavement.

On Thursday last we started the first of our series of monthly dances. The attendance was fairly good. Those entertaining parties were: Captain and Mrs. O. Smith, Messrs. A. Walker, Hall, S. Bowe, H. Pickles, and Mesdames Clark and A. Swales. Our best thanks to Mrs. Swain and her wonderful helpers, also to Mr. C. Rowley, for their work in the catering and entertainment side of the dance. We should like to see more people along—even to friends' friends' friends; so don't forget the Drummoyne monthly affairs at the well-known "Cairo Cafe."

The Company is eagerly looking forward to next Saturday, St. Patrick's Day, when the "Miss Charles-Fairfax" Flag Competition takes place. All companies are in the same boat, and we wish the company that wins the best of luck.

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### Drummayne - Continued.

One plea, and then we have finished for this month. Will all our friends roll up to our next dance? There's plenty of fun for very little money. The Fox-trot Competition is a great draw. The first heat was won by H. Spalding. Everyone has the same chance, so don't miss the dance on 19th April next.

### Mosman.

OFFICER-IN-CHARGE Mr. H. R. CORRICTION  
HON. SECRETARY Mr. T. V. ROBERTS

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

On the 18th February our crew, with Mr. W. J. Faulkner as cox-wain, won the boat race for Sea Cadets kindly included in the programme of the Greenwich Flying Squadron's Regatta, thereby annexing a valuable silver cup, which after the race was presented by the President of the Regatta Committee, Mr. Wilkinson, with a few words both complimentary and encouraging. We congratulate Birchgrove crew on pulling into second place in a heavy boat.

The refreshments served by the Regatta

Committee were much appreciated by numerous guests and Sea Cadets.

On the following Saturday Mr. E. C. Gale, in his famous "June Bird" took our winning crew for a triumphal cruise everywhere but to the bottom of the Harbour—thanks, Mr. Gale, for your practical appreciation.

On the 23rd February, at the launching of the Seaplane Carrier "Albatross" twenty-one of our Cadets paraded under the officership of Mr. Hamner, O.C. North Sydney Company, together with the Cadets of that company.

Last month one of our leading seamen, Darrell Gaydon, embarked on what we trust will prove a successful career on a station in Queensland. A squad of his comrades gave him a surprise farewell on the wharf just prior to his departure. In a letter received by the O.C. from Gaydon he wrote, "I thank you and the boys for seeing me off. I appreciated it very much, also many passengers remarked on such a display of comradeship. The Captain said regarding the Cadets, they are a splendid type of Australian youth, and their uniform and behaviour was a credit to their C.O."

### Mosman - Continued.

Good luck, Darrell, we miss you from our Depot, and feel that you will make a success in your new sphere of activities.

We warmly welcome Mr. W. J. Faulkner, who has joined our company as instructor. We are out to help with the formation of a Drum and Fife Band, which this gentleman has undertaken to coach.

Our President, with the consent of the Committee, has issued a most attractive and interesting Magazine, setting forth our first year's activities. Copies may be had gratis by any committee or company applying to our Honorary Secretary, Mr. T. V. Roberts, 80 Raglan Street, Mosman.

We hope we are ready for the Fairfax Flag Competition on 17th inst. However, time and effort will decide—other companies please remember we are not yet tired of the Flag.

Our Committee, after having procured for us a Depot worth about £180, Leasehold worth £50, a Cutter valued at £60, gear and sundries worth £70, wound up the financial year, with a credit of over £70. How was it done?—We salute!

### Lane Cove.

OFFICER-IN-CHARGE Mr. M. BOWENVILLE  
HON. SECRETARY Mr. F. L. REMES

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

Things are very quiet out this way, but we are looking forward to getting a start on our new depot in the basement of the Lane Cove Picture Theatre. This ought to help us considerably, as we intend making things comfortable.

I was allowed the privilege of taking twelve boys to the launching of the "Albatross," and those boys were very fortunate, as they had an excellent view of proceedings. The Navy League Band and Guard were very favourably commented upon, and, thanks to the officers in charge of the contingent, our boys shared the same privileges.

We congratulate Mr. Cochrane on his selection as Joint Hon. Secretary of the Executive Committee, and know that results will satisfy the most exacting.

Mr. McCallum, of the Picture Theatre, is allowing us a prologue to "The Flag Lieutenant" on March 22nd, and we hope to make a marked impression. The McMaster Medal is to be presented on that date.

Congratulations to Mosman Coy for being successful competitors in recent boat race, and to Birchgrove for securing second place. We were not so far behind, and feel that, although beaten, we were not disgraced. The usual boat drill and parades have been carried out during the month.

## PLEASE SUPPORT OUR ADVERTISERS

### Rose Bay-Bondi - Continued.

Mr. Solomon, O.C. Manly, and several of his boys have visited us at our Depot on various occasions.

We hope to include Manly in our ports of call when they get into their stride, and are looking forward to inter-company visits from this and other sub-branches.

The life-saving class recently formed among our Coogee boys is going strong, and the boys are keenly interested.

A number of boys who were unable to swim when they joined this company have learned to do so in the very fine swimming bath at our Depot. The boys put in a good part of their time at this pastime and sailing model yachts.

We expect to make a good showing in the Fairfax Competition next Saturday week, and if we don't "bring home the bacon," hope to get some of the rind.

We desire to record our appreciation of the very fine manner in which the Royal Yacht Squadron have assisted us in allowing us the use of a cradle for hauling up the cutter, and facilities for overhauling same.

## Manly.

OFFICER-IN-CHARGE . . . MR. E. A. BOLANDER  
HON. SECRETARY . . . MR. J. M. HIMPSON  
(Contributed by Mr. E. A. Bolander, Acting O.C.)

A dance is being organized, the proceeds of which are to go to the purchase of uniforms. The date is Saturday, 31st March, at the Memorial Hall, Manly and the tickets are: Gentlemen 2/6 and Ladies 1/-.

The Committee meets on the first Monday of every month at the Congregational Hall.

The Company is now forty cadets strong and looks like becoming quite a large one. We are endeavouring to obtain the services of Mr. W. Waterer for the company, and, if he is willing, that he accept the position as First Officer of the company.

We took delivery of our cutter ex Rose Bay-Bandi last week-end, and so will be able to get into full swing in boat training right away. Both the company and its committee are very enthusiastic about the prospect of this new company; and we hope, within a few weeks, to be able to enter the inter-company contest as the dates duly come round.

More to report next month.

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## The Spirit Answers to the Blood

(By Tom Roberts).

### CHAPTER I.—THE CALL.

To Every Woman there soundeth  
A Call, and Calls, and a Call  
The Divine Soul Tunes to the High Call.  
The Base Soul grows with the Low;  
Between and between from cleft to cleft  
The Rest hop and jazz to and fro.  
But to every woman there soundeth  
A High Call and a Low,  
Tune as you will, Your soul shall tune  
To the music it's set to go.

EVERY one knew Mrs. Tom English, of the "Shack," Musman bay. Just look up from the bridge along the Avenue and you will see the two great whale's jaw bones as gate posts to the tiny "Shack" sitting in its large plot of ground. Her Father had come out for the benefit of Australia, and England, and by courage and good luck (the two elements on which Pioneers depend) had reached Hawaii. Her mother, with pearly teeth and shiny black hair of the Samman, was proud of having been "Housekeeper" to Mr. Hayes, "Blackbird."

Tom married her because of her beauty, courage, methodical habits and business ability. At home she was Tom's wife, but on the English's Whaling station at Haafeva, she was Chief Mate, a real mate, and "Company Manager," of a company that needed managing.

Tom was a whaler, by nature, by birth, by choice and by affection. In his spare months, he built boats, whale boats for the "profession," cutters for the Copra Traders and schooners for the natives. Ida English had learned enough at the convent to figure out the cost and selling price of the finished products.

Pot boiling money-making suited neither Tom nor Ida both longed for the latter end of the year when the sport of Vikings would begin. It was not the profits of whaling that had the call, for often enough they lost heavily through broken boats and gear carried away.

The two boats in commission had no names—just No. 1 and No. 2 and as soon as the first Spout of a sperm whale heralded the Season, both Tom's and Ida's hearts quickened at the prospect. Soon the two boats shoved off from the shore, with the mixed crew of Wallis Islanders, Tongas and Niue men.

By the dim light of daybreak, Ida first Mate and best mate, could be seen standing at the

bows, one arm around the stays while the other shaded her eyes as she gazed out searching on every deep roller of the still Pacific. She was chanting one of the Polynesian sea lyrics which never fail to bring good luck.

Tom sat in the stern with both hands occupied splicing the whaling rope whills: he steered the boat with bare feet. All whalers have four hands.

A land-lubber was always to be found in Ida's boat. A new Chum on a whaling station; some son of a Baronet, sent out to be quickly rid of, or more probably some big game hunter from the Centre of Africa or wilds of India, praying to satisfy his lust for adventure. For tiger hunters and Ivory collectors had long ago discovered that whereas David could tear a Lion in two and hug a bear to death, the Leviathan of the deep still lent his Majesty of chance, danger and excitement to the Sport of Vikings.

Tom knew the sport. He could, with ease, drive the great Harpoon right through the largest turtle, cracking its back as though it were an ice cream wafer. He could fire the Harpoon gun loaded with a dynamite cartridge from his bare shoulder. Look out!! Safe in No. 2 Boat is hove to with two flags flying. Two whales are in sight. Ida automatically glides to the tiller: Tom climbs over the native crew to the bows. In his right he grasps the great harpoon while his left hand shades his eyes from the rising sun, as he gazes out at the coveted prize.

"L A V E" "LAVE" "TAFOE" come the commands in perfect Polynesian from Tom as the whaler glides through the water. "Give way" "Give Way" "Hold her up." Then, like a huge hippopotamus, the great black back of the Hunchback whale rises to the surface a few hundred yards from the boat's bow.

Ida works up as much speed as possible on her craft as she steers straight for the centre of the great black mass. Within a few feet of the monster, Ida swings the boat a little as Tom raises the harpoon to strike. All hands wait for the great spear to dive into the mass of blubber. When lo! Tom has refused to strike and has put the spear down again. He looks about as though in search of something.

A shudder of revulsion, for a moment, sweeps through Ida, and for a brief few sec-

onds she forgets her "Mateship" to a whaler. A motherly instinct tells her Tom has refused to strike the Cow and is now searching for a chance to harpoon the calf, which is hiding under the big fin of its mother. Tom knows the old adage "A calf on the Harpoon is worth a Whale, cow and calf on the shore." Unlike all other fish, the whale will never forsake her young.

Failing an opportunity, and making certain of his first mark, Tom quickly raises the harpoon and drives it feet deep into the great sleepy mass, and in the twinkling of an eye fires the exploding bomb into the whale's body.

The sound of the gun is Ida's cue to swing the whaler round to the wind, and barely out of reach of the Leviathan's tail.

There are no orders at this stage to the crew. Each boy springs to his post, the mast is struck, sails furled and tied, with the oars in the centre of the craft. No one has a moment for delay or error.

The whole movement is too quick for the African Big game hunter who has got his arm lashed in with the sail, and must remain thus till the race is over.

Threshing the water to a foam, the whale tries to strike the boat. No. 2 Boat has come up to assist should the harpoon not take; but Nafe has made the mistake of coming up on the windward side, and as he swings around is driven nearer the infuriated monster. "SMASH" "SMASH," the full force of the great tail strikes the boat; Nafe and his crew are hurled into the air, and the boat is badly crushed. "She's away." No time for the ambulance. The Great Leviathan moves off at the rate of the fastest speed boat. Ida holds her great, steering oar in both hands; Tom stands in the bows with a native boy pouring water on the rope to prevent it's catching fire as it tears out through the brass eye in the bows. The speed of the whaler as she rushes through the water sends up a spray on either side that obliterates it from sight.

The whale flounders, down, down, some twenty, thirty fathoms. It can just be seen a circle of yellow and green phosphorous. Up she comes and away again at high speed. Not so fast this time, however, and the spray decreasing, the pace is quite comfortable. The big game hunter is permitted to extricate himself from the sails.

One gesture from Ida and the oars are out with native crew rowing their hardest to get to the whale's mouth to close it before she fills

with water. The whale is moored to the Bow of the boat, which now becomes the Stern: hence are whalers double-ended.

Now, where are we? The whale is forgotten for a moment and all hands look around to get their bearing, for in the excitement it would be impossible to tell whether they had covered twenty or forty miles. The natives from outlying Islands have seen the catch and, anxious for their share of whale steak, have come out to help in the towing. Every native loves the great hunk of red steak, with streaks of white in it. Phew!! Put a few more onions in when you cook it and perchance drown the smell of machine-oil.

The mission schooner "Egan Moulton" has seen the mishap and is cruising around trying to pick up some of the wreckage. Only one boy killed, and the Captain with a broken arm—a light let-off for a day's whaling.... Half of the boat and some of the tackle have been recovered.

It is near nightfall, even with all hands pulling, before the huge carcass is dragged up on the sands of Lofaga. Fortunately the full tide helps to bring it near the shore. There are no slack times in whaling. The women bring torches made from the bud leaf of the cocconut. Ida and one of the men prepare a meal. A pig, and several ducks, fattened on whale meat, are killed and cooked with Kunaras Yams and taro, in an UMU, buried in a hole on stones made white hot. By the time the meal is over and the day's sport has been fully discussed, the tide has receded sufficiently to leave the big black hack high above water.

Now all hands to the blubber before the sharks get at it! For the stream of blood in the trail home has drawn all the sharks for miles around. These monster white-bellied tigers of the deep, dive through the shallow water to swallow gulps of their favourite morsel.

Every man and woman on the Lofaga Station is armed with a round spade the size of a dinner plate, sharpened all round, and held by a long polished handle. They hack off great slices of blubber which is quickly carried ashore. Occasionally one stops to hack the tail of a shark, which persists in rushing in between the workers for a feed. The beast of ocean prey is rolled over to be devoured by its companions of cannibalistic taste. The boys paddle around in canoes, with home-made harpoons, spearing a shark and making the lines fast to the bows to obtain a tow around the bay.

Continued in next issue.

against them. This was settled out of court by paying all my expenses from the commencement of the proposals in New Zealand. That was my last experience in mining, but I had increased my education considerably.

## CHAPTER XXII.

### A BIG VENTURE. START A NEWSPAPER.

I now determined to leave New Zealand, retire to a small orange property I owned in New South Wales, on the Blue Mountains, and for the rest of my days go in for fruit farming.

It was not to be, however. A much bigger field was opened to me on the way out to Australia. It was early in 1891, when a revolution, called a strike, was in full force in Queensland. The shearers had struck work and declared that not a bale of wool should reach the coast. Armed gangs of men overran the State, shearing sheds were burnt, railway bridges cut, stallions were shot, fences were destroyed, and if it had not been for a phenomenally wet summer and autumn, the whole country would have been in flames. Fortunately, Queensland had a strong Government. Thousands of volunteers were enrolled and marched to the centres of the anarchy, and after a few months the shearers were badly defeated. The position was so serious that the whole pastoral industry was threatened with ruin.

Recognising the time had come to have an organ of their own, the various pastoral bodies, through their executive, made me an offer of full support if I would find an editorial partner and run a paper to fight socialism and anarchy. I at once agreed, and proceeded to Dunedin, where I made the offer to a Mr. Stanford, a lawyer. He refused, because of his large family, but offered to introduce me to a Mr. Twopeny, editor of the "Otago Daily Times," if I would give him one-eighth interest in the proposed paper. This I agreed to do. I may say at once that Mr. Twopeny gave him £50 for the eighth share before he left Dunedin, and that share to-day is worth £5,000 at least.

On my introduction to Mr. Twopeny, he said: "I'll come if you show me this promise of support in black and white." I cabled Melbourne: "Have found editor, Twopeny. Are you agreeable?" The reply came next morning: "Council sitting. The very man. Come at once." We packed up, went across and published our first issue in March, 1891. I went

out to Western Queensland to be in the centre of the strike trouble. The revolutionists endeavoured to pull down the hotel at Longreach where I was staying, but this honour was not intended for me. It was for Messrs. Niall, Oliver, Fairbairn and McKenzie, the splendid Pastoralists' Executive who were on war duty. It may be news to many Queenslanders who are apt to talk about revolution in other countries and run down those countries for that reason, that their own State, in 1891, was actively at war with anarchists, that the most dastardly crimes were committed, and that some of those criminals are now our law-makers.

Early in the life of the paper, which was first called "The Australasian Pastoralists' Review," and which is now known as the "Pastoral Review," I recognised that if I supplied expert knowledge from all parts of the world on all departments of the pastoral industry, the paper would not only be a necessity and hand of union for the stock owners of all the Australian States, but it would appeal to all other countries in the southern hemisphere. This I did. In London, at Smithfield, for the meat trade, and in Bradford for the wool, I procured the best experts I could get for money. This same policy was carried out in Argentina, South Africa, the United States, Canada, and New Zealand; the writers in all these countries on all trade matters were, and are, experts in their respective spheres. So successful did this policy prove that to-day the "Review" is subscribed for not only in Australia but from Rhodesia to the Cape, from Uruguay to Patagonia and the Falklands, and throughout New Zealand.

Some years ago the firm was converted into a Proprietary Company, and Mr. Twopeny retired to London, where he eventually died. I became Editor, and early in 1915 my eldest son took over the billet, though I continue as Managing Director.

During the war I acted (1916-1917) as Chief Commissioner in Egypt for the Australian Comforts Fund, with 42 units to look after. Since then I have travelled through Argentina, Africa, Malaya, Ceylon, made three trips to London, returning the last time via Canada, and across the Lakes Superior and Huron, the Rockies to Vancouver.

In 1923 I was appointed Representative for the Port of London Authority for Australia and New Zealand, and the great honour is a

good ending to a very unique career, from windjammer apprentice to being representative of the largest part in the world, and Managing Director of "The Pastoral Review."

## CHAPTER XXIII.

### SOUTH PACIFIC ISLANDS.

#### TAHITI.—PLAQUE QUARANTINE.

After the strain of business for some years, in 1910, and feeling I must have a rest, I determined on taking a six weeks' holiday, and as there is no cable and only monthly mail communication with the South Pacific Islands, chose that trip in favour of others where I should be constantly hearing of strikes, labour troubles and such like. Well, I succeeded, I never heard a word about strikes. I never heard an oath in the islands; even if a box of oranges fell out of a sling and hit one of the natives he would smile, and regard it as a joke. However, to my trip. I left Sydney in the Union s.s. "Moeraki" on 1st April, 1911. For some hours before leaving, the wharf was made hideous by drunken firemen and trim-

mers. That was no unusual thing, and little work could be got out of the men for some days after leaving.

The journey across to New Zealand was moderately fine, but in Cook Straits we ran into a dense fog. This made us late arriving in Wellington. At Wellington we transferred to the s.s. "Manuka". We felt our way out of Wellington by the lead the same evening: still a dense fog, and it continued almost up to Auckland. At Auckland some cases of plague had appeared, and we heard the first rumour that we might have trouble at Tahiti. However, every precaution was taken, and we were all carefully examined by the doctor before the ship sailed, so as to enable him to give us a clean bill of health, and we sailed with confidence. I would state here that during the six weeks we were away from Sydney we were examined eight times, viz., Wellington, Auckland (arriving and leaving), Tahiti (three times), Auckland and Sydney. We made our departure from Auckland on 8th April, and with a heavy head sea against us, reached Raratonga, the chief island of the Cook group, on

the 13th, in heavy, squally weather. Most of us did not feel inclined to land, but some of the passengers did. On the 15th we arrived at Papeete, the capital town of Tahiti, having carried the head wind and bad weather all the way with us. Instead of having the lovely S.E. trade winds, blue sea and calm weather we read about, we had nothing but dirty, squally easterly weather with a regular "rolling forties" swell all the way. Here we had great trouble with the doctor—every man and woman on board had to be privately examined by him in the smoking room, the purser looking on, and after all that he put the ship in quarantine, and no one, excepting the passengers for Tahiti, was allowed to land. Eight of us landed, and we had to report ourselves at the hospital for two days at 9.30 each morning. General Broadwood, lately in charge of British troops at Hongkong, and in charge of Natal during the Boer War, with his half-brother, Mr. Aldridge, were with us; they remained for a fortnight on the island, and then went on to the Coronation in England. Eventually, I say, we were allowed to land; and through the exertion of my friend, who, with his wife, was waiting for us for hours on the wharf, we got our luggage through without trouble. Shortly afterwards fresh orders came to fumigate the passengers' luggage, and some of our friends were caught; fortunately ours was all delivered. Now for the island itself. It is said that nowhere in all the great South Seas is anything to be found more lovely or more fascinating than Tahiti. We visited several islands later, and although we were charmed with Tahiti, yet Raratonga took our fancy most. Tahiti is a wonderful place indeed: it seems to possess the qualities of each and every island. Its mountains, nearly 8000 feet in height, are beautiful and grand indeed, and are covered with vegetation and grass to their very summits. Its lakes and rivers are fuller and clearer than those of any island, and its women are indeed beautiful. Its soil is so rich that nature produces abundance of tropical foods of all sorts, and, above all, the magic of the place has to be felt to be understood.

Both men and women are singularly handsome, without a trace of the Melanesian or "nigger" type, which is so common in the Western Pacific. The women have remarkably lovely figures when young—long soft hair, pleasant refined features, skins that are brown indeed, but like pale brown satin, and eyes!

who that has seen the Tahitian eye, liquid, glowing soft and beautiful, set under largest eyelashes, and shining above the sweetest smile in the world, can ever forget it? Children of the sun these people are indeed, and all the glow of the passionate perfumed tropics is mirrored in their sunlike eyes. The pity of it is that they are fast becoming crossed with the Chinese and other races, but for all that, the Chinese cross is said to be a good one, giving them more energy and vigour.

On several occasions we came across mysterious looking white men with very little costume, long hair, and no hats. They are mostly highly-educated men (two we spoke to) and are living the "natural life," being known as the "nature" men. They claim that they seldom eat cooked foods, and never eat meat, but I heard on board the steamers that when they come on board they eat all they can get. However, they are harmless, and apparently are not afraid of work. We also saw some descendants of the "Bounty" mutineers—the fourth generation. Their original forefather, 128 years ago, was a red-headed Irishman who married a Tahitian native; their children and grandchildren also married natives, and were all coloured. However, the great granddaughters, who are now grown up, are red-haired girls, with blue eyes and white skins. This is a remarkable throwback.

One pleasant drive we had was to Point Venus Lighthouse. All the way we were under groves of cocoanut trees and bananas, and passed vanilla and sugar plantations. The vanilla is an orchid, and grows on the stems of shrubs, often the false coffee; it must have plenty of shade, in fact, the darker it is the better. It appeared to us that everything was growing wild, and coffee plants, laden with berries, were mixed up with all and sundry. The houses we passed were all clean and tidy, mostly with lovely crotons growing in front, and on every verandah there was the ubiquitous sewing machine. We visited at Point Venus a monument showing the original stone on which Captain Cook took observations, and also saw a tamarind tree said to have been planted by him. During this drive we specially noticed the minas, and this bird was to be seen on the back of every beast picking off the insects. We were informed that every tick and insect was devoured by it, and that it also killed the young rats in the cocoanut trees. Rats are the curse of the planters, and many of them

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put a ring of iron round each tree to stop the rat going up. These vermin destroy the young nuts, and live and breed in the trees. As will be seen, the mina is a useful bird. Near Point Venus I saw the wreck of Green's old Black-wall liner, the "Shannon." She was on a voyage from Newcastle to Honolulu with coal, put into Tahiti leaking and was condemned. The old windlass, which many of my friends have sung their chancies round, was still lying on the shore.

The glory of Tahiti to me lies in the fact that labour troubles are almost unknown. Everybody looks happy and has a pleasant word for you. Only one strike has been known. This was at the change of the currency when the French Government refused to accept Chilean money, and gave the natives no time to get rid of it. The men went on strike all over the island; however, the women turned out, did the men's work, and broke the strike. Work starts daily at 6 a.m., and goes on to 11, when everybody goes to breakfast, then work again from 1 to 5 p.m. No oaths, no bad language, no noise, no newspapers; in fact, a perfect rest from all manner of troubles.

We saw a school with a large notice over the door: "2 plus 2 equals 4." On inquiring what this meant we were informed that an old retired Government servant presented the land to the Government on which to build a school on the understanding that he was allowed to put up this notice. He considered that what the Tahitians needed to learn more than anything else was exactitude and truth.

Our next visit was to Punaawa, or "the pool in which we washed." In the pre-civilised days all shipwrecked sailors or native from other islands who landed on these shores were supposed to have been saved by the God of the Sea for sacrifice to Atua, the God of the Land, so they were "out of the frying pan into the fire." They were said to be those "with salt in their eyes," and as such were meant for sacrifice. It happened one day that a party of seven natives from another island was wrecked here, and, knowing the custom, before they were discovered went into the pool and washed the salt out of their eyes, whence the name of the pool. They went inland and rubbed themselves with coconut grease, made themselves known to the natives from shorewards, so saving their lives.

## CHAPTER XXIV.

## SOUTH PACIFIC.

HUAHINE. RAIATEA. AITUTAKI. MANGAIA.

SHOOTING THE REEF. RARATONGA.

## NATIVE PROSPERITY.

After a most interesting and very enjoyable week in Tahiti we said "good-bye" to our friends and joined the Union S.S. *Tahiti*, for Auckland, via several islands. The vessel had been fumigated with sulphur, with the result that everyone suffered from splitting headaches for two or three days. Fifteen miles from Tahiti we passed the island of Moorea. This island presents a most striking appearance with peaks and hills of extraordinary form, and is well worth a visit if one has the time. Eight hours after sailing we arrived at Huahine. This together with Raiatea, which we next visited, is said to be the most fertile and important island in the Society Group. At Huahine we moored to two coconut trees inside a very fine harbour, and loaded 2,800 cases of oranges. Twenty-five miles from here and we reached Raiatea, another beautiful island with a fine harbour. Here we loaded a large amount of fruit, but rain was too heavy to allow us to see much. Leaving here we steamed close to the land for eight miles inside the wonderful coral reef. No words can paint the colouring of these reef-surrounded islands to those who have never seen them. Of what avail to say that the dark green island, in the centre of its reef-bordered lagoon, lies like a cushion of rich moss set upon a plaque of vivid green jade, bordered with a rim of pearl, and surrounded again by a plain of molten sapphire? How can these or any other smiles bring before the reader's eyes the blaze of splendid colouring, the riot of impossible blues and greens, and incredible lilacs seen from the deck of our ship? On the shore side were to be seen dozens of waterfalls falling from the sides of the mountains. Enough said; it was a glorious sight.

One and a half days' steaming due west next brought us to Aitutaki, one of the Cook Group, and under the control of the New Zealand Government. The island is about five miles long, and rises 6,450 feet, possessing a beautiful lagoon. Here we anchored outside the reef, the boats coming in and out through a narrow passage. A large amount of fruit was taken in here, oranges and bananas for Auckland.

The next island to call at was Mangaia, which lies south-south-east of Aitutaki, a day's run. Here we had to shoot a reef in a canoe. We had seen six canoes capsized, and felt doubtful about tackling it, but finding a very steady old native who was said to be about the best man on the island, we ventured, and were landed without even wetting our feet. At a short distance inland from the shore there rises an almost perpendicular wall of dead coral about 100 feet high, as if the reef in earlier days had been lifted bodily by some convulsion of nature. This Makatea, as it is called, and which we climbed, runs right through the island, and is perforated by numerous caves and crevices which, in older days, were used as depositories for the dead as well as for storage purposes. The top of the Makatea averages about one mile in width. The interior of the wall slopes down gradually into a basin of rich swamp land, and then rises again in a succession of low hills to a central plateau, about 650 feet high, known as the "Crown of Mangaia." King John, of Mangaia, happened to be on board our vessel. He had been to Tahiti, and while there he had imbibed a little too freely (his cabin happened to be next that of the missionary of his island who saw him come on board), so on arrival at Mangaia a big meeting was held most of the men knocking off work for it and King John received a dressing-down before them all. White ladies are seldom seen at Mangaia, so my wife had a big following whilst on the island. Some brought oranges, others coconut milk, others flowers, and so on, all showing their kindness and happy nature.

The next and the last island to visit was Raratonga, and here, as we had 800 tons of fruit to take in, we had a full day. The circumference of the island is over twenty miles, and it attains a height of 2,100 feet. It is a particularly good specimen of the volcanic order of islands, and the rugged grandeur of its mountain peaks and the variety and luxuriance of its vegetation combine to present one of the most romantic and picturesque scenes that one could possibly find, even in the South Seas, where the romantic and picturesque are supposed to abound. The island is well watered, and a belt of rich soil, varying from one to two miles in width, extends all round from mountain to sea. The total area is 16,500 acres. Avarua, on the north coast, is the principal village and the seat of the island's administration. The native population is about 2,350, and whites about 120. During our whole visit

we couldn't help but be struck with the wealth of the natives. Buggies, bicycles, horses, cattle and sewing machines at every house. To give an instance of how well off they are: A native quite recently went into a store in Avarua and saw a showcase full of cheap jewellery, fancy goods, etc. This took his fancy, and he asked the price as it stood. The storekeeper quoted £80. He said: "That a lot of money. Me go home and ask wife." He returned shortly afterwards and counted out eighty sovereigns and took the case, which he now has as an ornament in his house. On our return to Avarua we passed Queen Makea's palace, and noticed in front of it a native bamboo hut with women sitting in and around it. On inquiry we were told that the Queen was dying, and preferred to die outside the palace. (She died shortly after we left.) She was a remarkable character, being about sixty-six years of age, and six feet three inches in height. She was very handsome when young, and her face is familiar to all stamp collectors, as it forms the design on the Cook Island stamps. During our visit the eclipse of the sun took place, and the natives looked upon it as a sign of the Queen's approaching death. During the loading of oranges an amusing incident occurred. I heard one of the officers call out to a native (mission boy) who was working down in one of the lighters and whom he saw taking an orange out of a case: "What does the Bible tell you about stealing?" His answer came at once, and shows how smart these natives are: "Thou shouldst not muzzle the ox that treadeth the corn." The officer: felt sat on badly.

The rest of our trip was uneventful. We were again unfortunate in having more bad weather, but reached Auckland in safety.

*Continued in our next issue*

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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.

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