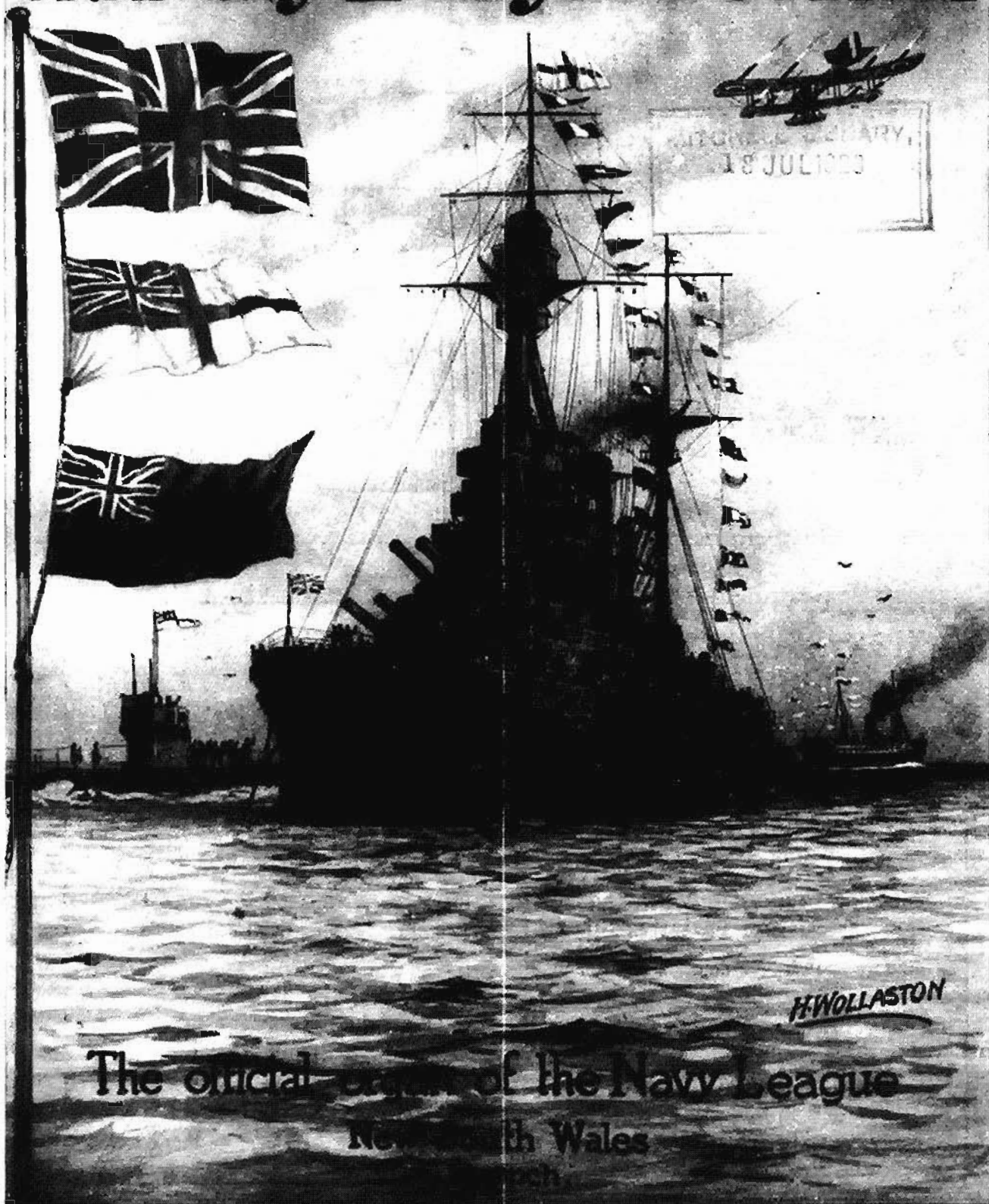


The Navy League Journal



The official organ of the Navy League

New South Wales

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The Navy League Journal

VOL. IX. No. 3.

SYDNEY, JULY, 1928.

PRICE 3d.

The Defence of Australia and the Trans-Pacific Flight.

A dozen or two of bombing aeroplanes or seaplanes could render inoperative the greatest fleet of battleships that could be assembled in Australian waters.

—MAJOR MARR, M.P., Representing the Federal Government
at Dinner to Pacific Officers.

WE must be excused for expressing the belief that the enthusiasm of Major Marr, M.P., and Federal Ministers for the aeroplane is based on a hope that here is a short cut to CHEAP DEFENCE. In this fashion the Labour Party dearly loves the Submarine. And all parties unite in their detestation of the BATTLESHIP. Battleships do not win elections, but they win battles.

Utterances such as the one attributed to Major Marr, M.P., tend to the belief that in the aeroplane is written the doom of the Battleship.

The truth is that aeroplanes have established themselves as valuable adjuncts to any properly equipped modern Battle Fleet. They are without value unsupported.

There is not an atom of foundation for the assertion that squadrons of modern Aeroplanes can put out of action the most modern Battleships, or have any prospect of doing so in the future.

For this reason. Taking for example Bomb dropping from Aeroplanes, there is a definite scientific limit to the offensive action possible by bomb dropping from an aeroplane. The present developments and any probable development of

this method of attack hold no menace to the latest battleships.

On the other hand science can place no limits to the development of newer and more efficient methods of attacking aircraft from a battleship. Since the War there have been notable, but unheralded developments of anti-aircraft armament. These have been none the less effective in placing the aeroplane in a position of inferiority as an offensive weapon, unsupported, against a battleship.

It will require more than the after-dinner rhetoric of Major Marr to upset the unpalatable truth that enemy battleships could bombard Australia's coastal cities unscathed by squadrons of aeroplanes.

The Trans-Pacific flight warns Australia that the World is coming closer to her and raises with the greatest insistence the issue, as to whether the part Australia is playing in the maintenance of British Sea Power is sufficient.

Any weakening of "Australia's sure shield" and the enemy at his own appointed time will come to Australia with his battleships, with his armies, with his aeroplanes. It is only the threat of the Fleet to the enemy's own country or to something vital to him that will save Australia from becoming a Battle ground in a Pacific War. Aeroplanes cannot by themselves constitute any such threat. If the enemy Fleet must be intercepted on the High Seas it is only the Fleet can do it.

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Reminiscences of a Naval Career

Martinets I Have Sailed Under.

No. 5

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

ONE of the few evils that are to be found on the lower deck of a man-of-war is that very pernicious one of usury. Although the practice is strictly forbidden, it thrives in spite of the closest vigilance, and of the severest measures taken by martinets in the meeting out of punishment for the offence. Fortunes have been made out of this malpractice which, more often than not, is carried on by the superior ratings and under the shrewdest secrecy. Frequently, money-lending activities are financed by a powerful syndicate, the members of which do not operate openly. They employ agents from the ranks of the lower ratings. By so doing, they hide securely behind the scenes while, by their silent support, they contrive to evade the arrest of those who engage in the actual transactions. Moreover, these syndicated partners, by reason of the authority they wield in the exercise of their offices, can make it extremely unpleasant for such of those clients who fail to keep up-to-date with the payment of the interest demanded. And never did Fagan exact his pound of flesh more ruthlessly than do these lower deck usurers! The usual rate of interest charged is five shillings per pound per month, or part of a month, payable on the first day of the month after the loan is effected, that being the day on which monthly payments are made to a ship's company.

SEE THE BARBER.

Many who read this article will recall the days when not only usury, but other forms of corruption were rife on the lower-deck. Of all the many ships in which I have seen these malpractices thriving, the most flagrantly guilty was the old depot ship at Portsmouth. In that ship, not only could a man raise a loan to any amount up to that due to him on the ship's books at the end of the month, but it was possible for him to obtain leave of absence; not infrequently to obtain promotion; to get appointed to a particular ship or job of his choice, or to successfully bring off some request which had to be formally

brought before the captain, and which, but for his paying a bribe, stood every chance of either being indifferently shelved, or altogether rejected.

All of these transactions had to be made through the secret agency of the ship's barber! Such an extensive system of corruption was only possible by reason of the many thousands of men who were continually passing through the ship, making it impracticable for the captain to pay individual attention to the volume of requests daily coming before him. Should a man have the spirit to depend solely upon his right to have any particular request granted, he would probably find himself thwarted by some more or less legitimate obstacle. It might be that a man was not acting out of a spirit of righteous obstinacy so much as from ignorance of the corrupt influences operating against him. In that case, he quickly learned from others, who were conversant with the existing state of affairs, of the ruling procedure to take, which invariably was: Go to the barber! This humbly-placed Fagan was the lever by which the intricate machinery of corruption was worked and regulated. So cunningly was this machine contrived, that should anyone be appointed to the ship who was not likely to fit smoothly as a cogwheel in the intricate mechanism, he soon found himself superseded.

HOW A MARTINET WAS TRAPPED.

Came a time when Captain ——— was appointed to the command of this great depot ship. He was the most notorious martinet of his period, albeit he was a fine character—the terror of the malingering and the incompetent, as he was the idol of the stayer and the efficient. His fearless initiative, often with an utter disregard of usage where he considered that the Regulations did not effectively meet a case, was the talk of the Lower Deck of the whole Navy; his incredible actions have provided more martinet anecdote than have those of any dozen other martinets combined. But even he, fearless and shrewdly observant



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though he was, at last came to grief under the grinding of that subtly-powerful machine.

It came about in this way: A man in plain clothes was arrested on shore as a naval deserter. He was brought before Captain ——— and duly charged. One presumes that the man either pleaded guilty, or offered no defence. Be that as it may, Captain ——— sentenced him to the maximum ninety-one days' imprisonment. On his release, the man brought an action against the captain for wrongful imprisonment. His claim was established, it being shown that the man, at the time of his arrest, did not belong to the Navy; nor had he ever belonged to it. The case, which created widespread interest, more on account of Captain ———'s notoriety than anything else, was dealt with by the Civil Court. To further aggravate matters, the captain, during the hearing of the case, was repeatedly rebuked by the Bench for contempt of Court, finally being arrested and convicted of that offence. That contributed to his undoing—he was dismissed his ship and never again received an appointment. As will be inferred, it has ever since been the general opinion that that fine old martinet was the victim of the depot's human machine of corruption; that, taking advantage of his characteristic high-handedness, and his impetuosity, he was made to fall into the desertion case trap which everyone believed had been deliberately laid for him.

USURER'S MISERLY HOARD.

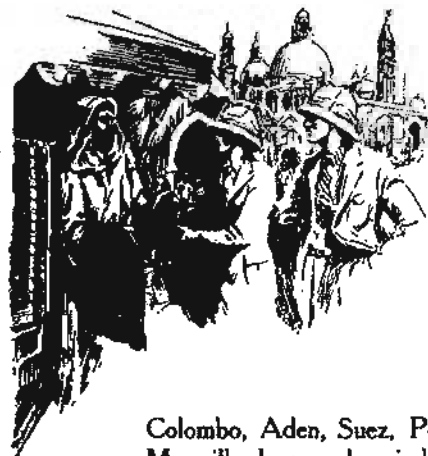
Happily, our seagoing warships are clean and free from such forms of corruption as those referred to in the foregoing chapters, if one may except usury. I remember one ship in which I served where this practice was particularly, though secretly, rife. But the sword of Democles fell upon one usurer very heavily. We were on the China Station where payments were made in Hongkong and Mexican dollars—bulky coins, to accumulate extensively! This man's operations were so extensive that, after any big deal, he always experienced some difficulty in surreptitiously disposing of his takings by draft at the local banks. The ship had been on a prolonged cruise, during which, no banking facilities were available. "Mosey's" hoard was becoming too bulky for his storage capacity. He began to evince a strangeness in

his manner, there being those who declared they had seen him down below at dead of night trickling his dollars through the fingers of both hands, all round his head and neck, in the manner of a man washing his head and face. On arrival in port, orders were received for the ship to proceed immediately to England *via* Singapore and the Suez. No opportunity occurred for Mosey to get rid of his hoard, he not daring to bank such a large sum with the paymaster, for fear of awkward questions being asked as to how he came to be in possession of so much money. Also, it so happened that one of the ship's company, just about that time, had twenty pounds in dollars stolen from his bag, and Mosey was fearful lest suspicion of the theft might fall upon him. Such was the effect of his guilty conscience, and of the awkwardness of his position, that he became distracted. On leaving Singapore, his mind gave way; miser though he naturally was, one night, he was discovered down below, a raving lunatic, heaving his dollars overboard through a scuttle. It transpired, later, that the Indian Ocean thus swallowed up five thousand bright, silver dollars of Mosey's hoard.

When, later, Mosey recovered from his fit of temporary insanity, and it had meantime been discovered that there were still several thousand dollars of his hoard nailed up in a condensed milk case, the Old Man sent for him, together with his books, revealing his money-lending transactions. Although he had no legal power to do so, nor had he any actual proof that the man had defaulted, he bluffed him—as far as possible, to the extent of the balance of his hoardings—into refunding to his erstwhile clients the exorbitant interest on their loans that they had been charged. Nor was that enough to satisfy the old martinet: he disgraced Mosey to the lowest rung of his professional ladder; cajoled the clients into contributing to the Seamen and Marines Orphanage Fund, after doing which, he gave them all fourteen days' black list!

THE WORD OF AN ENGLISHMAN.

There are times when even the most grudging do regard the lower-deck Monts-de-Piété as blessings in disguise. Such a reversion of attitude occurred once when H.M.S. ———, after a long cruise on starvation sea rations, and with her cap-



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teen depleted of everything save shoe-laces and metal polish, arrived at the alluring Japanese port of Yokohama. The Captain, a martinet of capricious qualities; who would secretly delight in the humour of a discomfiting situation, cheerfully granted general leave to the stony-broke lower-deck, but refused to give them an advance of their pay, although it was shortly due to be paid. The usurers did a lively business and reaped a golden harvest. But still, their "generosity" did not go far among so many men, many of whom presently found themselves gaping at the tempting bazaars, and geisha-haunted tea-houses, with watery eyes, and a southerly wind in their jumper pockets.

To the everlasting credit of the British Jack Tar, in his dealings in foreign ports, he has always upheld the fine tradition that "an Englishman's word is his bond." When, therefore, the enterprising proprietresses of the several tea-houses beheld the men of the visiting warship in all their abject penuriousness, they quickly made it known that ready cash was no object; that they might "come inside, Jack!" and regale themselves to their heart's content by merely signing a chit for whatsoever they required. Hearing of this, and fearful lest any of his men should take mean advantage of the liberality of their Japanese hostesses, the Old Man landed a strong patrol, with instructions to scour the tea-houses and take the names of those men who were basking in their hospitality. He further caused an advertisement to be inserted in the leading local newspapers, calling upon all creditors to submit their accounts to him on a date given. The ultimate result was that the ship was besieged by smiling hotel proprietresses with files of chits aggregating in value upwards of 20,000 yen! To the men's credit, all, with two exceptions, had furnished their correct signatures. The debts were promptly paid, afterwards being deducted from the men's pay.

The two defaulters, after first, in the presence of the whole ship's company, being treated to a scathing dressing-down by the Old Man, were punished in a manner possible only to a martinet. They were awarded the maximum fourteen days' cells; reduced to the lowest scale of character and leave privileges, and for three months isolated from the rest of the ship's company, not even being permit-

ted to take part in the daily work of the ship. They each were made to wear a rough canvas jumper, on the front and back of which was printed in bold black type, the opprobrious legend:

"I AM A DISGRACE TO AN ENGLISHMAN."

(To be continued).

European Naval Notes.

(By a Special Correspondent)

H. M. the King, following his visit to open the new Science Museum, London, which has one of the finest collections of naval models in the world, has lent his own collection.

The Duchess of York christened the 8,000-ton cruiser YORK, launched by Palmers. All these 8,000-tonners of the "B" class are being named after county Towns.

Earl Jellicoe has been formally installed a Knight Grand Cross Of The Bath, in company with his fellow Admirals of the Fleet, Sir Henry Jackson, Lord Wester Wemyss and Sir Charles Madden.

Vice-Admiral Sir Frederick Field has been promoted Admiral, preparatory to his assuming the Mediterranean command. He commanded the Special Service Squadron which visited Australia in 1924. Rear-Admiral H. W. Parker, who commanded the battle-cruiser RAMPULSE in the same squadron, is to be the new Rear-Admiral commanding the 1st Cruiser Squadron, Mediterranean.

The builders of the battleships NELSON and RODNEY have both lost heavily on the contracts, but they are trying to effect satisfactory arrangements with the Admiralty. RODNEY is expected to be guardship at Cowes this summer. Both vessels are to be thrown open to the public.

The battleships WARSPITE and VALIANT were ordered to Egypt owing to a threatened crisis, but were shortly afterwards recalled.

BENBOW, battleship, has relieved her sister IRON DUKK as flagship of the 3rd Battle Squadron, Atlantic Fleet. IRON DUKK is to undergo an £183,921 refit at Devonport, her first large repairs since she was built.

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CENTURION, wireless-controlled battleship, has gone out to the Mediterranean for her first employment in this capacity.

The battle-cruiser **REPULSE** and the new cruiser minelayer **ADVENTURE** are to visit the Thames Estuary this summer. The last naval visit was in 1924 when a destroyer flotilla went up to Gravesend.

KENT, new cruiser, ran successful trials and was commissioned by Captain J. Wolfe-Murray for the China Station. Her sister the **CORNWALL** was sent out via Magellan, calling at the South American ports on her way.

The cruisers **DEVONSHIRE** and **LONDON** are to be completed by December.

Torpedo dropping from aircraft and measures against it are now being practised constantly in the Navy.

One of the new destroyers of the improved "A" class is to have high-pressure Parsons turbines of an entirely novel design.

The use of pulverised coal instead of oil in H.M. Ships is being considered, but experiments are not yet far enough advanced for a decision.

The crew of H.M.A.S. **MELBOURNE** have been specially commended in London for their smartness and behaviour.

The Hydrographic Department of the Navy is complaining bitterly that its charting work all over the world is hampered by lack of funds now.

The aircraft-carrier **COURAGEOUS** has joined the Mediterranean Fleet on completion of conversion from a battle-cruiser.

ARGUS, aircraft-carrier, returned to Portsmouth from China, after serving there since early in 1927. She is to re-fit and re-commission for the Atlantic Fleet.

The submarine **ODIN** (1,540 tons surface)—whose above-water body closely resembles that of **OTWAY** and **OXLEY**—has been launched at Chatham, the first warship to be put into the water there since 1926. She is expected to cost £490,000.

CARLISLE, cruiser, relieved on the China Station

by **SUFFOLK**, is to replace **LOWESTOFT** on the African Station.

The cruiser **BIRMINGHAM**, sister of **SYDNEY**, **MELBOURNE** and **BRISBANE**, is to be relieved by **CALCUTTA** as South African flagship during the end of the summer. **BIRMINGHAM** will join the Nore Reserve, pending decision as to her future.

The cruiser **CAIRO** has been withdrawn from the America and West Indies Station, to relieve the cruiser **COVENTRY** as flag of the Rear Admiral commanding Mediterranean destroyers.

The cruiser **CONCORD** has returned home after a trooping trip to China, during which she went up to Hankow. She is to replace **YARMOUTH** as tender to the Signal and Wireless School at Portsmouth.

The cruiser **CURACOA** will pay off for an extensive refit, when she is replaced by **VINDICTIVE** as flag of the 2nd Cruiser Squadron, Atlantic Fleet.

The minesweepers **FORBES** and **CAKSTAIRS** are again cruising in the Channel this summer with Dartmouth and Special Entry cadets respectively. This is the only sea-going experience the cadets receive, the last big ship cruise being made in 1924.

"M.2," submarine, has had her 12-inch gun removed and now carries a 'plane. "M.3" is rumoured to be undergoing a similar conversion at Chatham.

Canada has invited tenders from 15 British firms for two Amazon class destroyers, the combined estimated cost being reported as £600,000.

A special exhibition of Nelson relics in aid of the "Save the Victory Fund" was opened in London by Prince George.

COLBERT, French 10,000-ton, 33-knot cruiser, has been launched by Brest Dockyard.

Spain has at last approved a £20,000,000 construction programme, which has been under consideration for some years. Building of three 25,000-ton battleships—reduced **NELSON**'s mounting six or eight 16-inches—and three 10,000-ton cruisers, is rumoured.

Members of the Italian Navy League, headed by Admiral Orsini, visited Malta.

A submarine depth record is reported to have

AT THE CENOTAPH, SYDNEY.



Photo Courtesy "Sydney Morning Herald."

Navy League Sea Cadets pay tribute to the Memory of Australia's fallen sons,
Jutland Sunday, 1928.

been made by the new Italian submarine *BALILLA* which descended 347 feet on trial.

The cruisers *CERES* and *CALYPSO*, the flotilla leader *STUART*, the aircraft-carrier *EAGLE*, the storeship *PERTSHIRE*, and the hospital ship *MAINE*, were hurried to Corinth to render aid after the earthquake.

TANCRED and *TOWER*, destroyers, are ready for sale at Sheerness.

France is holding a great naval review at Havre this summer, when President Doumergue will be present.

The French Navy is still having trouble with the Communists, several men in the ex-German *MULHOUSE* having been caught forming an organisation on board.

The success of last year's Portsmouth Navy Week has resulted in a repetition of the programme this year at Devonport and Chatham.

ZAHNROHN, German battleship built 1901, has been converted into a wireless-controlled target ship.

The ex-German battle-cruiser *MOLTKE* is expected to be towed bottom uppermost from Scapa to Rosyth, where she will be scrapped in dry-dock.

NIELS JUEL, Danish coast defence battleship, took the King of Denmark on an official visit to the President of Finland.

NAROLI, 12,660-ton Italian coast defence battleship built 1905, had a fire while being scrapped at Savona.

The 2,700-ton, 38-knot French flotilla leader *GUEPARD*, has been launched at Lorient.

The Italian cruiser *SAN GIORGIO* was used as a royal yacht by the Crown Prince for a Near Eastern tour.

The Naval Prize Fund is to be wound up, all further matters in connection with it being administered by the Treasury.

The Greek submarine *TRITON*, sister to *PROTEA* and *NARXIS*, has been launched by the Loire Yard, Nantes. She has a displacement of 730 tons and a surface speed of 14 knots.

Jugo-Slavia's first submarine, *HRABRI* and

NEBOJAT, were accorded a warm welcome on their arrival at Kotor (Caltaro).

Twenty-eight French naval convicts who mutinied at Corsica last December have all received sentences of imprisonment ranging from five years to two months.

The Royal Fleet Auxiliary *BACCHUS* collided during a fog in the Channel with the 3,122-ton Greek steamer *IOANNIS PAFALIOS*, which foundered with 12 lives.

The British lower deck is greatly interested in the selection of Lieut.-Commander. G. Griffiths, M.V.O., to command the vessel attending on H.M. racing cutter *Britannia* for the second year in succession, contrary to custom. He is an ex-mate and it is expected that he will be promoted to commander.

MAKAT, Soviet battleship, was inspected by the King of Afghanistan, in whose honour a review was held at Kronstadt. Crews had to be rushed to the Baltic from the Black Sea to make a showing.

The Turkish naval scandal over corruption in the refit of the battle-cruiser *YAVUZ SULTAN SELIM* (ex *GOEBEN*), resulted in Ihsan Bey, late Minister of Marine, being sentenced to two years' imprisonment. The greatest surprise was that he was satisfied with 5 per cent.

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The Mystery of "Fanny Adams."

B. R. K. Peacock, Librarian, Federal Department of Defence.

PRESERVED meat on the menu always reminds the sailor of the sobriquet under which this well-known but much despised ration carries—that is "Fanny Adams." In the army it has quite a different name, just plain "Bully Beef," whilst in the mercantile marine it is known as "Harriet Lane."

Fanny Adams in real life was a young woman, murdered by a solicitor's clerk named Baker in 1872, her body being cut into pieces and cast into the river Alton in Hampshire. Seamen of the period applied the name "Fanny Adams" by way of grim jest to the pieces of salt pork or junk supplied as rations. Later, when tinned meat became a naval ration, the name was transferred to that.

The sailorman is more than a little suspicious of any provisions which are served out in tins, and to this day the tins which contained preserved meat are called "Fannys."

Many different versions are given as to how this commodity, which commemorates the name of this unfortunate woman, came to be adopted. Admiral Sir Percy Scott in his "Fifty years in the Royal Navy" states "that tinned preserved beef when introduced into the navy was officially known as 'Soup and Bouilli,' the bluejackets called it by various names—'Soup and Bullion,' 'two buckets of water and one onion' or 'bully beef,' but the commonest name of all was 'Fanny Adams.'"

Another version is given by Admiral Sir Christopher Cradock in "Whispers of the Fleet" where he defines "Fanny Adams" as preserved Australian tinned mutton, so called as "Fanny Adams" was once potted there. Quite another version is—that the scene of the crime was Australia, and that the fate of poor Fanny was discovered by her wedding ring being found in a tin.

Again Admiral Sir Herbert King-Hall relates in his "Memoirs and Traditions" that "Fanny Adams" obtained its name from the unfortunate woman who had been killed and dissected by her murderer. Soon after the facts became public, a stray button or some such feminine article was

found in a tin of newly instituted mutton. This was sufficient to start the tradition that poor Fanny Adams had become tinned mutton.

We have in the authority of Alan Burgoyne in his book "What of the Navy" the definition of "Fanny Adams." He says it is a certain preserved meat in tins which was introduced into the navy at the time of a revolting murder. A notorious woman, by name Fanny Adams, was cut to pieces at a naval port, and the rumour got about that her nails, hair and teeth had been found in a tin of this meat not long afterwards. The inference is horrible, but the story is true, and the name has stuck ever since.

Another writer recounts "in one tin opened at the Cape station the finger of a woman was found, and as about that time a girl named Fanny Adams had been murdered, this food was at once thus named.

In the Mercantile marine, in a similar way the name "Harriet Lane" and "Jane Shaw" were given to the tinned meat rations, the former having been derived from the name of the ill-fated woman murdered by one Wainwright, a brushmaker, at Whitechapel in 1875, her body being chopped up and packed in tin trunks to avoid discovery. Tinned meat came into the mercantile seamen's dietry about this time. It is likely enough that the tradition that Harriet Lane's remains were found in a batch of tins is a piece of sailor humour, for no tins really came into the case. Wainwright buried the murdered woman in chloride of lime under the floor of his room at 215 Whitechapel Road on or immediately after 11th September, 1874, and when he removed the cut up corpse in his fatal attempt to hide it a chopper figured conspicuously in the case, which was on everyone's lips at the time. It seems probable that the nautical mind appreciated the historical connection between Harriet Lane and her predecessor in misfortune, Fanny Adams, so that the latter victim's name became the fashionable synonym.

Another theory was in that the name of Wainwright's victim being applied to tinned meat in the



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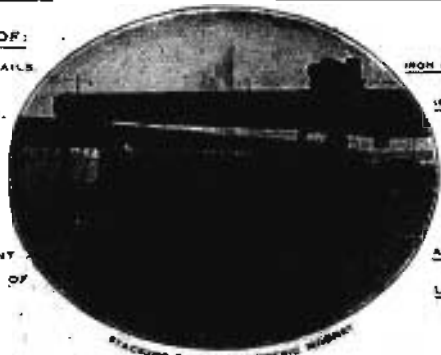
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merchant service is that the murderer made the mistake of burying the remains in chloride of lime instead of quick lime thus preserving the body.

That the sobriquet has any relation to Australian origin must be dismissed, as the dates and locality of the crime do not coincide. It is recorded that the first men to preserve meat by practical tinning methods in Australia, were the brothers Dangar, who commenced operations in 1850, at a place near Newcastle, New South Wales. The meat was packed in 4-lb. and 6 lb. tins and hermetically sealed, and it is interesting to note that the tins were painted and labelled in London. Trade was good and the Admiralty bought quantities. The factory was carried on until 1851, when gold discoveries raised the price of cattle to prohibitive figures, and forced the closing of the factory. The name "Fanny Adams" was well established before this date.

Whether tinned meat is pork, beef, or mutton, or whether buttons or wedding rings were found in its contents will always remain a mystery. It is however poor eating when the flavour of the meat lies in the cruet.

Officers' Dinner and Smoke Social.

On the 16th June the Navy League Executive entertained at dinner the officers of the Sea Cadet Movement. The Chairman (Mr C. M. C. Shannon), in his speech, referred to the splendid services the officers had rendered the League. "These gentlemen," said Mr. Shannon, "have a great object in view, and that is to help our boys to become, in the best sense and the word, good citizens of Australia and of the great Empire of which we are a living part."

"Each one of us," he continued, "has the interests of the boys at heart, and this gathering of Officers and Executive Members would cement ties of friendship and understanding not to be easily broken."

"I cannot close," added the Chairman, "without paying tribute to the unselfish devotion to duty—a duty which is voluntary and self-imposed—cheerfully displayed over a period of years by several of the officers present. Mr. Hammer, the first officer to join the Cadet Movement eight years

ago, Mr. Cooper, Officer-in-Charge of Birchgrove, and Mr. Wade I specially thank on behalf of the Executive; and to all the other officers who have joined more recently our welcome and thanks are no less sincere."

Mr. S. Cooper, who responded on behalf of the officers, instanced two cadets from Birchgrove Company who had recently obtained positions because on introducing themselves to their prospective employers they were not afraid nor ashamed to stand to attention, salute, and say "Sir." "These two lads were selected from a large number of applicants who had not the advantage of a Navy League training," said Mr. Cooper.

Others who spoke were Mr. Geoffrey Fairfax, Mr. Harold Cochrane, Major Scott, D.S.O., Mr. C. H. Hopkins, Mr. G. E. D. Billam and Captain Beale.

Others present were Messrs. F. W. Hixson O.B.E. (Hon. Secretary), Harry Shelley (Hon. Treasurer), J. Payne, S. Foster-Newlands, T. H. Silk, O. H. Wood, and J. J. Booth (members of the N.L. Executive). Messrs. R. H. Wade, W. L. Hammer, H. R. Currington, R. M. Sommerville, L. E. Forsythe, G. Phillips and E. A. Solomon (Officers-in-Charge of Cadet Units), together with their Company officers Messrs. Harvey, Waterfield and Lamerper (Birchgrove); Moore, McGarry and Butcher (Mosman); Burdon and Collins (North Sydney); Pickles (Drummoyle); Proud (Rose Bay). Mr. Hixson also was present as a guest.

Messrs. Kelso King, E. P. Simpson, A. Consett Stephen, Sir Frederick Waley, Sir Alfred Meeks and Captain A. W. Pearce were unavoidably absent and sent letters of apology.

The function was an unqualified success, and the first of its kind organised by the League. The belief that it would have far reaching results of a favourable nature was freely expressed by members of the Executive and by the Cadets' Officers. The dinner will be an annual one.

The idol of to-day pushes the hero of yesterday out of our recollection; and will in turn, be supplanted by his successor of to-morrow.

—Washington Irving.

Labour obtaineth whatsoever it seeketh.

—Aristotle.



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

SUB-BRANCH AND COMPANY NEWS.

BALMAIN—Officer-in-Charge Mr. D. PHILLIPS
Hon. Secretary Mr. J. SPARK
NORTHSYDNEY—Officer-in-Charge Mr. W. L. HAMMER
Hon. Secretary Mr. O. SCOWDROFT
LANE COVE—Officer-in-Charge Mr. M. SCHNEERVILLE
Hon. Secretary Mr. F. L. HEDGES
MOSMAN BAY—Officer-in-Charge Mr. H. R. CURRINGTON
Hon. Secretary Mr. T. V. ROBERTS

DRUMMOYNE—Officer-in-Charge Mr. L. E. FORSYTHE
Hon. Secretary Mr. A. WALKER
BIRCHGROVE—Officer-in-Charge Mr. R. COOPER
Hon. Secretary Mr. D. WATERFIELD
MANLY—Officer-in-Charge Mr. V. SOLOMON
Hon. Secretary Mr. J. M. SIMPSON
EASTERN SUBURBS Actg. O.C. Mr. O. H. HOPKINS

To the Sea Cadets' Officers.

It is very gratifying to Headquarters to know of the splendid spirit permeating the various companies of Sea Cadets. Officers who readily give their time in paying friendly visits to other companies with the object of co-operating in promoting goodwill and efficiency are rendering signal service to the Cadet Movement and to the Navy League. This co-operation of officers is one of the most important factors in the success of the movement and gives great satisfaction to the Executive Committee and the League.

Members of the Executive thank those officers who have written in appreciation of the Dinner and assure them that it was a great pleasure to entertain them as their guests.

Messrs. L. E. Forsythe and E. A. Solomon have been confirmed in their rank.

Birchgrove.

OFFICER-IN-CHARGE Mr. R. COOPER
HON. SECRETARY Mr. D. WATERFIELD
(Contributed by Mr. S. Cooper, O.C.)

ONE's station in life "cut no ice" as the saying is, when on June 16 the Executive entertained the whole of the officers of the League at dinner. Each and all agreed it was one of the most sociable functions they had ever attended. Gentlemen, leaders of the financial world, society, and of letters made all feel at ease immediately we met and a splendid evening resulted. Mr. Cochrane especially was in splendid voice and one asks why he has never been included in the Nelson Night programme.

Mr. Harry Shelley, one of the Hon. Treasurers of the League, certainly provided the tit-bit of the evening with the balloon blowing contest. "Birchgrove wins!" Who was the person that mentioned "Protest?" The prize was worth trying hard for—bags of peanuts for the cadets of the Company. Who would not blow his hardest when the boys of company were to be the beneficiaries?

Lane Cove cordially invited Balmain and Birch-

Executive Members and Sea Cadet Officers Meet at Dinner.



Flashlight by HALL.

Held at Cattersall's Hotel, Sydney, in June. The function was an unqualified success.

grove to join with them in forming a Guard of Honour to Kingsford-Smith, Lieutenant Ulm and Sir Keith Smith on the occasion of their visit to the district. The famous fliers inspected the cadets, so every lad had a close up view of these makers of air history, and no one was sorry a risk against the weather was taken.

The Felix Girls held the 2nd Anniversary of their forming with a Dance at the depot on June 26th inviting the Welfare Committee and friends, officers and cadets. On that day Mr. Mares, the weather man, promised us rain and we got it and no mistake. The night previous it rained all night and the same on Tuesday, but that did deter a great number from turning out and enjoying themselves. It takes more than rain to damp the enthusiasm of our supporters as we had a packed house.

The new pianola has already commenced to pay for itself, and it never stopped from 8 p.m. till 10.40, when our guests went home and the boys cleared up for Wednesday (drill night) all spick and span once again.

The Felix girls provided and the Welfare also brought fruit and cake along. Mr. Shelley's peanuts were in great demand, and all tended to make the function a great success. The Felix Club has been going for two years, and is, if possible, more useful than ever. During the evening Mr. Houston, Chief Officer of Lane Cove Company, came along and enjoyed himself. He said he would like to come often. Welcome at any old time, Mr. Houston.

The week before the Annual March through the city it was necessary for me to write to the following gentlemen, Messrs. Lammer, Minty, Mole, Wallace

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Reeves. These gentlemen I asked to allow cadets away in their employ for the parade, and they not only gave the required leave of absence but in each instance paid the lads' wages, which goes to show that we have friends practically unknown to us. I am sure the whole of the League appreciates the loyalty and generosity of such employers. Without such goodwill our Band would have been much weakened.

North Sydney.

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

TRANS-PACIFIC FLIGHT.

The Trans-Pacific Flight which has won the admiration of the people of the Commonwealth and also the officers and cadets throughout the Navy League was the most discussed event of the month.

We were greatly honoured in having been represented at several of the functions held in honor of the two great airmen, Squadron Leader Kingsford-Smith, M.C., A.F.C., and Flight Lieutenant C. T. P. Ulm, A.F.C. (alphabetical Ulm).

I would like to take this opportunity of thanking Major E. I. Scott, D.S.O., for his invitation to link up with Mosman Bay Company on the occasion of the presentation of an illuminated address by Alderman Carter on behalf of the citizens of Mosman to Flight Lieutenant Ulm.

This function was very impressive. In our midst stood two fellow Australians who have made history and blazed the trail for future airways.

I also thank Mosman Bay Sub-branch for their generous invitation to the Trans-Pacific Fliers Ball, held at the Anzac Hall, Mosman, on 28th June.

This function was thoroughly enjoyed by the many good folk who came to do honor to their guests of the evening. I am also certain that it would have been even a greater success had Messrs. Lyon and Warner been present to share the honors of their comrades in the great venture.

Squadron Leader Kingsford-Smith and Flight Lieutenant Ulm are thanked for their expressions of goodwill and keen interest in the Cadet Movement. Officers and Cadets of this unit are looking forward to a visit from the airmen at an early date.

JUNIOR RED CROSS BALL.

Our appreciation is here conveyed to the officers and cadets of the Mosman Company for able support given to North Sydney Company while carrying out the duties of Royal Guard to His Excellency The State Governor and Lady De Chair, and on the occasion of the Junior Red Cross Ball held at the Town Hall, Sydney, on June 1st.

PARADE AT CEROTAPH, AND
ST. ANDREW'S CATHEDRAL.

This Company was in attendance at the Naval Veterans' Ceremony held on Jutland Sunday at the Cenotaph, Sydney. The Companies representing the Navy League Sea Cadet Movement then formed up in column of route and proceeded to St. Andrew's Cathedral to the morning service conducted by the Archbishop of Sydney. This Parade was an excellent one. It was led by the Naval Reserve Band. We offer our congratulations to Mr. Sam Cooper, Officer-in-Charge Birchgrove Company Navy League Sea Cadets who was Officer of the day on this occasion. The co-operation given by all Officers-in-Charge of the various Companies together with their Junior Officers was worthy of unstinted praise.

CITY PARADE.

This Company under my command took part in the Annual Parade through the City on 2nd June. The Parade was a great success and we offer our congratulations to Mr. Somerville, Officer-in-Charge Lane Cove Coy., who was Officer of the Day.

ANNUAL DINNER AND SMOKE SOCIAL.

On behalf of my Officers I would like to extend our thanks and appreciation to the members of the Central Executive for having invited us to partake of their hospitality on the occasion of the first League Dinner held at Adam's Cafe, Sydney, on June 16th.

The Dinner was a deserved success, and will do much in fostering a finer feeling of comradeship and understanding in the Movement.

PRESENTATION OF PITTWATER REGATTA CUP.

The Pittwater Championship Cup for Rowing Events open to Navy League Cadets was presented to this Company on 6th June.

Officers and Cadets paraded in full uniform at 8 p.m. to do honor to the donors of the Cup.

Mr. John Roach, Secretary of the Pittwater Regatta Committee in company with Captain Stanley Spain made the presentation on behalf of the Committee. The Trophy was accepted by the Officer-in-Charge on behalf of the Company and the winning crew. Addresses were given by both secretaries in regard to the excellent work carried out by the Officers and Cadets on board the Flagship while at Pittwater, also the splendid discipline which was maintained on this occasion.

We thank Mr. John Roach and Captain Spain for their great interest in the Cadets.

THE LEA-WILSON CUP.

The Lea-Wilson Cup presented to this Company on transfer from Richmond by Mr. Lea-Wilson took place on 20th June. This Cup is to mark general proficiency on the part of the successful competitor each year.

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ful competitor will have his name engraved on the Cup. He himself receiving a Gold Medal suitably engraved, the Cup of course remaining in Depot. I desire on behalf of the Officers and Cadets of the Company together with the Sub-Branch Committee to thank Mr. Lea-Wilson, the donor of the Cup, for the keen interest which he has shown to us and the trust placed in us in handing over this fine trophy under the conditions already explained.

We had on this occasion present with us Mr. R. H. Wade and Captain W. W. Beale, O.B.E.

Mr. R. Wade addressed the Officers and Cadets of the Company and gave them to understand how hard the Cadets of the Richmond Company had worked to have their names engraved on the Cup. He expressed the hope that the Cadets of the North Sydney Company would do likewise.

JUVENILE PANTOMIME.

The Officers and Cadets attended Miss Pansy Shimell's Juvenile Pantomime held at St. James's Hall, Sydney, on 7th June. Both Officers and Cadets voted this function a great success and enjoyed the evenings' programme very much.

The Officers and Cadets of the Company together with the sub-branch Committee wish Miss Shimell every success as a Teacher of Dancing.

FOOTBALL.

This Company played Manly Company on June 16th. Both Teams finished the game at 6 a.m.

We are looking forward to another match with Mosman Bay Company at an early date.

DANCE AT WARRINGAH HALL.

The Sub-branch Committee are giving another Dance at the Warringah Hall, Neutral Bay, on July 28th, at 8 p.m. in an effort to swell the funds of this branch, and we expect a good response.

Mosman.

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

(Continued by Mr. P. Moore.)

In closing our report for last month we forgot to mention that a cheque for £25 had been received from Mosman Council. The Council mentioned in their letter that they realised what good work the Navy League Sea Cadets were doing for the younger generation and it was a pleasure to them to assist us. To quote from their letter of 23/5/28: "The Council is assisting, as it appreciates the good public work being carried out by the Navy League."

Many thanks Mosman Council for this gift. We assure you that we greatly appreciate the spirit in which it is sent.

June has been a very busy month for the Mosman Bay Company, 15 parades having been held this month. In fact, one wag was heard to

remark that he thought it was March instead of June, as it has been nothing else but March, March, March, all the month.

On the Friday, the 1st, 15 cadets, with Mr. McGarry, P.I.L., and Mr. Moore, 1st Officer, paraded with North Sydney under Mr. Hammer and formed a Guard of Honour to H.E. The Governor, Sir Dudley de Chair, on the occasion of the Junior Red Cross Ball at Sydney Town Hall. H.E. thanked the boys, and said how pleased he was to see them there, and remarked how smart they looked. The boys lined the hall whilst the Fancy Dress Parade was held, afterwards taking part in the dancing and being entertained to supper by the Junior Red Cross Committee.

Saturday, the 2nd, a large contingent from Mosman Bay Company paraded over in the city with the other Companies for the Annual March to advertise the Navy League Ball, afterwards going back to the depot for their usual Saturday parade.

On Jutland Sunday Mosman Bay Co. again turned out a large contingent to the Church Parade at St. Andrew's Cathedral. We were pleased to see all Companies turn out so well, and thus give the Navy League increased publicity.

After the parade Mr. Forsythe gave us an invitation to join the Drummoyne boys in a visit to his residence at Northbridge. A very pleasant afternoon was spent, blindfold boxing, tight rope walking, rope climbing, shinning the mast, weight pulling and wireless filled in the time, so that the afternoon was gone all too soon. Many thanks, Mr. Forsythe, for such splendid hospitality.

On King's Birthday a party of cadets rowed out to the American steamer "West Honiker," afterwards boarding the Danish steamer "Blitzer." The captain of the "Blitzer" was a member of the Naval Reserve and gave the boys the free run of the vessel. Afterwards he took them to his cabin, where he gave them foreign money, cap badges and various souvenirs. Then to cap all he took them to the saloon, where he entertained them to music and refreshments.

In the afternoon Mr. Gale, one of the parents, took the boys out sailing, and a most enjoyable time was spent.

As this was four days in succession the boys had been out in uniform the parents began to think that their boys were permanent sailors.

On Monday, 11th June, Mr. H. Morrison, of Cremorne, kindly gave the cadets a special Picture night at the "Scouts' Barn," to which the scouts were invited. The official film of the sinking of that old stalwart H.M.A.S. "Australia," also some official war films of the Navy and Army were shown, and a very profitable night was spent.

On Saturday, 16th, the boys gave a special display of work to the parents and friends. The

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33-39 HUNTER STREET**SYDNEY****Manly.**OFFICER-IN-CHARGE . . . Mr. E. A. SOLOMON
HON. SECRETARY . . . Mr. J. M. SIMPSON

(Contributed by Mr. E. A. Solomon, O.C.)

This is the sixth month of this Company's existence and the progress is remarkable. The Navy League is in Manly to stay. The Committee has devoted a great amount of time and energy in the interest of our Company, thereby raising about £70 in four months; this speaks volumes for the ability of our lady helpers.

A Juvenile Ball was held on 6th July at the War Memorial Hall and it proved a great success, socially and financially. A Juvenile Queen Competition was held in connection with the Ball, there were eight entries, Miss Maureen Hendy heading the list with 1,596 votes and she was duly crowned Queen of the Ball by the Lady Mayoress, Mrs. A. T. Keirle who also presented the contestants with a brooch each, donated by Mr. Bowens. In addition they all received a box of chocolates. Through the united efforts of the eight little girls the Company benefits £18 by the competition alone.

The Mayor, Alderman A. T. Keirle, J.P., presented the Union Jack and carrier, donated by Mr. Ulm Cooper, Senr., of Manly.

Captain Beale visited the Company during the month and watched the boys at work. Before leaving he expressed himself as well pleased with the training and with the splendid bearing of the lads.

On 24th June cadets paraded at the Congregational Church and listened to a most inspiring address from the Rev. Grimwade, B.A.

On the occasion of Captain Kingsford Smith's visit to Mosman we were associated with the local Sea Cadets in the march.

Balmain.OFFICER-IN-CHARGE . . . Mr. G. PHILLIPS
HON. SECRETARY . . . Mr. J. SPARK

(Contributed by Mr. G. Phillips, O.C.)

The Company continues to show steady improvement.

We have a new bass drum and we are getting some new bugles for the band.

The Chief Officer, myself, and the boys have been working at the slip-way. Immediately it is finished the cutter will be hauled up for renovating. We are also working getting the engine ready for installing in the boat.

With Birchgrove Coy. and Lane Cove Coy. we formed a Guard of Honour for Kingsford Smith. We had a very good afternoon with the boys.

party of cadets under P.O. Aldred are complimented in fully rigging the cutter in 4 mins. and afterwards under Mr. Butcher sailing about the bay. Rowing, physical training, blanket tossing and pillow fighting was carried out before about 50 parents and friends, who were afterwards entertained to afternoon tea by the Ladies Committee. Our sincerest thanks are given to Mrs. Dillon and the ladies of the Committee for the hard work put in that afternoon to entertain over 50 visitors and 50 boys. These ladies are indispensable.

On Sunday, 24th, a party of cadets under the O.C., Mr. Currington, paraded for a Church attendance at Fullerton Presbyterian Church, Crown St., City, on the occasion of an unveiling of a Roll of Honour by H.E. the Governor-General, Lord Stonehaven. H.E. inspected the boys and told the O.C. that he was very pleased to see the Navy League there, and remarked how well the boys were turned out.

On Thursday, 28th, the Mosman Branch Committee held a Pacific Fliers' Ball at the Anzac Memorial Hall, at which the heroes of the hour, Capt. Kingsford Smith and Flight Lt. Ulm, were present. The cadets formed a Guard of Honour to the fliers as they entered the hall, and were inspected inside the hall. The hall was tastefully decorated, and the music invited one and all to dance. The supper, in the words of the Mayor of Mosman, Ald. Carter: "If I had known what the supper was going to be like I would have had nothing to eat all day, so that I could do the repast full justice." This was Mrs. Dillon and her Ladies Committee again. Bless them!

On Saturday, 30th, a civic welcome was given by the Mosman Council to Capt. Kingsford Smith and Flight Lt. Ulm, and the Navy League Sea Cadets were asked to provide a Guard of Honour to the fliers. North Sydney and Manly Companies were invited to join in with us, and about 100 cadets took part in the march through Mosman. The lads were inspected by the airman before the march, and on the move they were "right worth seeing. Thanks Mr. Hammer and Mr. Solomon for joining with your Companies. All the cadets did splendidly.

We are pleased to say that through the Naval authorities we have been able to secure the much looked-for uniforms. This means that we can at last be a fully uniformed parade.

Our best thanks are due to our President, Major Scott, D.S.O., who has worked so hard to bring this happy state of affairs about.

Mr. Houston has joined Lane Cove Coy. as right hand man to Mr. R. M. Sommerville.

It is easier to dry up the sea with a sponge than to induce a nation to give up its hard won gains.
—W.W.B.

The Ladies' Welfare Committee are very busy getting up a dance to raise funds to help the work along. These ladies are a great help to the Company, and it would be difficult to do without their services. We lift our caps to them.

Cadets attended a Church Parade at the Balmain Methodist Mission on Sunday.

Forty uniformed lads turn up to parade weekly.

Our congratulations to the Executive on the success of the Dinner given to the officers recently. The function was a huge success, and must do a lot of good to the Movement in N.S.W.

Officers were sorry to hear of Mr. R. M. Somerville's indisposition. All Navy Leaguers will wish him a speedy recovery.

Lane Cove.

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

Very little boat work has been carried out this month, partly on account of the work at the drill hall and partly on account of the unsettled state of the weather.

Work on the Drill Hall has been carried out during the week ends, and with the further alterations made it is beginning to look shipshape. We thank Mr. J. Lenehan and Mr. Kent for their generosity and help in the matter of the renovations. We expect to be ready for the official opening on July 20th.

Saturday, June 23rd, was a gala day for Lane Cove. Captain Kingsford Smith was welcomed to his home town in a right royal welcome fashion. At the afternoon reception he had a Guard of Honour of Sea Cadets and Boy Scouts. Balmain and Birchgrove Companies came up by boat to Longueville, and Lane Cove Company mustered, and all marched to the cricket ground. The march of the combined units could not have been more perfect with weeks of practice. With banners and flags fluttering the spectacle was quite impressive.

After the presentation the Cadets, led by the Metropolitan Band, marched to Longueville Park, ranks were opened out and Capt. Kingsford Smith inspected the lads, and chatted to several of them.

Mr. Brierty, of the Railways Ambulance, has kindly offered his services as First Aid Instructor to the Company, and we have availed ourselves of them, and the boys are keen to learn.

From a partial eclipse Drummoyne star has emerged burning brightly. Mr. L. E. Forsythe, the recently appointed Officer-in-Charge, confidently expects that the Company will regain its former lustre.

Drummoyne.

OFFICER-IN-CHARGE: Mr. L. E. FORSYTHE
HON. SECRETARY: Mr. A. WALKER
(Contributed by Mr. L. E. Forsythe, O.C.)

DURING the month of June we have been steadily halting ahead and now have on our roll 29 cadets and 5 new recruits. Work progresses repairing our boats and we soon hope to have at least two good craft afloat.

The Ladies' Committee held their Monthly Dance at the "Cairo," Bridge Road, Drummoyne, on the 28th June, 1928, and as usual it was a great success.

At our Annual Ball on August 1 we hope all the other companies will be represented in the good old navy style.

Appointments and Promotions in this Company since its reorganisation on the 28/5/28 are: Mr. H. Pickles, 1st Officer; Mr. D. Nelson, 4th Officer; Leading Seamen, 4 years service, to Acting Petty Officers, A. Kendrick and D. Walker.

During the month three of our Company reported to Rushcutters Bay for Naval Training.

Parades for Instructional purposes have been carried out according to R.O.'s and we are holding our Quarterly Examinations for Leading Seaman when we hope to turn out quite a few.

Many thanks are due to the members of the Drummoyne Rowing Club for allowing us the use of their building for Wednesday evening parades.

DRUMMOYNE LADIES' COMMITTEE.

The Ladies' Committee of the Drummoyne Branch of the Navy League, consisting of Mesdames Harris, Swain, Atkins, Duncan, Hall, Richardson, Clark, Kendrick, with Mrs. A. Walker as Secretary. They have worked wholeheartedly to further the interests of the League by having monthly dances, etc., to augment the funds of the Branch, and through their efforts they have handed to the General Committee at different times the sum of £81, and have a credit balance of £14, making a total of £95, which in itself speaks volumes for the hard and unselfish work they have done. They are, in conjunction with the General Committee, at present organising a large committee of prominent ladies in Drummoyne to arrange for the Annual Ball to be held at the "Cairo" Hall, Bridge St., Drummoyne, on Thursday, August 2nd. By this means they hope to swell the building funds for the proposed New Depot. This fund now stands at £136, and if the Ball is the financial success anticipated it is hoped the building will be proceeded with immediately.

COMPETITION

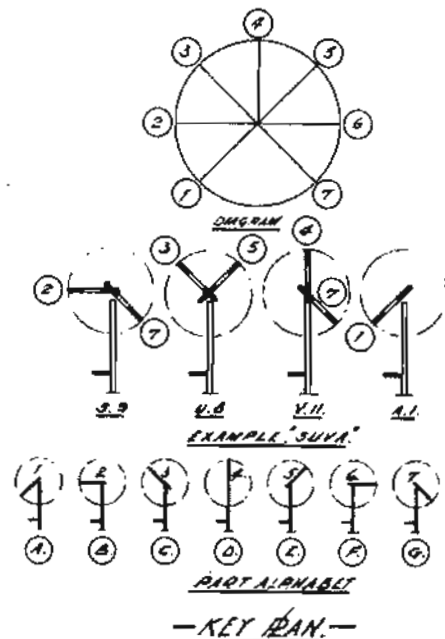
H. R. CURRINGTON, O.C. MOSMAN

RULES

- (1) This competition is for members of Navy League Sea Cadets only.
- (2) Only one effort per boy will be accepted and must reach this office on or before the 10th Aug. 1928.
- (3) Entries may be on any paper but must bear the competitor's name, address, and stating which Company he is a member of.
- (4) 1st and 2nd prizes will be given; 1st to the correct or nearest correct effort and the 2nd to the next.
- (5) Should two or more tie a harder set of numbers will be issued through the JOURNAL, or by post, and prizes awarded on results accordingly.

13 is the highest number and is 2, the arms being in 6 and 7 positions, added are 13.

BOYS—IF YOU ARE IN DOUBT YOUR OFFICERS WILL ASSIST WITH ADVICE.



NOTE.—Where two arms are used to make one letter the numbers corresponding are added. For example are "SUVA" above.

CLUES

NAME OF SHIP.	PART OF BOATS.
(1) 6.5.8.4.1.6.5 ... = FERNDAL	(4) 10.1.3.5.9.7.1.9 ... =
(2) 11.5.8.7.3.8.1 ... =	(5) 5.8.5.5.9 ... =
(3) 9.1.8.5.9 ... =	(6) 9.7.8.5.3.3.5.8.9 ... =
(4) 5.8.11.4.5.7.5 ... =	
(5) 6.5.8.7.9.9.4.8.5.9 ... =	
(6) 3.7.1.9.1.8.13.1.3 ... =	
PART OF BOATS.	TYPE OF VESSEL.
(1) 7.4.6.6.5.8 ... =	(1) 7.8.1.7.6.9 ... =
(2) 6.5.6.6.5.7 ... =	(2) 5.4.6.5.8 ... =
(3) 7.4.7.2.6.8.9 ... =	(3) 5.5.7.3.3 ... =
	(4) 7.5.8.4.7.5.8 ... =
	(5) 9.8.2.9 ... =
	(6) 6.4.8.5.8.9 ... =

It is expected that 100 cadets at least will take part in this interesting competition.

The Spirit Answers to the Blood

(CONTINUED FROM LAST ISSUE)

(By Tom Roberts).

THE SECRET SIGN.

Ofa sat in the sun on the great Common at Ayaha with the Chiefs, Mayor and Faibule (rulers) around her—each one inquiring who she was. Listening to the various conjectures—Ofa thought of how different would have been the guesses of a European gathering.

Each native as he came up with some small present—a roasted fowl—a baked sucking pig—some ripe bananas—made some remark that this surely was a gift from the Gods.

Ofa thought had she swam ashore on Manly beach would the critics have been so kindly—or would one have heard "The Universal Triangle again."

In a flash it came to Ofa—she was Home in the real Home of her great ancestor Maafu. Turning her left hand, she showed the palm to the leading Chief Fusitua. Fusitua leaned forward and saw a rose beautifully tattooed on the ball of the palm of her hand. With all the profound reverence of the Polynesian Fusitua bowed down, and kissing her hand, said "Koe Hao Lebuha"—a Maid of the House of Lebuha.

With that every native in the circle gasped a prayer. One of Polynesia's greatest ancestry had come among them.

Ofa demanded that something more than loyalty was wanted, it was service—and ordered lights on each of the headlands with a watch all night.

Ofa herself sleeping under a Gatu cloth made of pepper mulberry—commonly known as tapa—listened for any report.

At daylight every resident of Niua, some 700 in number, were gazing out to sea. Europeans can never understand the native instinct, but always obey it. The German trader was disinterested; but the Britisher was scanning with his glass to find out what the native instinct anticipates. Soon a sail could be seen as the sun rose over the

horizon. Everyone was excited, for it was just after the hurricane season and no ships had called. Only Ofa took it as a matter of course—she knew.

There was still a more intense reason for the jubilation of Niua at the sight of a vessel—for the island was on the verge of starvation.

A hurricane had blown most of the houses over and the burning mountain had disgorged its tons of volcanic lava, which had poured down the hills like pig iron out of a furnace. Half the island and all the plantations had been devastated. The European Traders had ceased to serve or sell food—needing the little they had in stock for their own consumption.

As the lava poured down one strip of country—the inhabitants had fled to another—until the whole island had been covered except the two strips on which stood Ayaha and Futui. The ringing of the bells had not been for Service in the ordinary sense. But the whole population, after fasting two days, was called together to invoke the aid of God to prevent their being driven into the sea by the force of the burning lava. Coincident with Ofa taking to the water from the Royal Mail ship Niagara the volcano subsided.

From that day the natives of Niua fast on the anniversary of the great day of Ofa offering up thanksgiving and then uniting in a great Passover feast. Little did Ofa know when she had those kerosene tins packed with foodstuff that she would burn down a Church and save a nation.

The run from Fiji to Niua had taught Fred Rathbourne—that the call meant sacrifice. He had had no anxiety regarding Ofa, but did feel the responsibility of his youthful crew of Navy League cadets and Red Cross nurses.

Ofa had taken the usual course of getting on board ship—as there was no anchorage. She took a native crew on board and manned the ship to give Fred and the boys and girls a day on shore

and a chance to sleep on land.

Everything in Niua thrilled the boys—Gaden's scientific instincts sent him to the volcano—a mountain with blazing peak in the midst of a lake which had never been fathomed. What, thought Gaden, would happen when the mountain burst its side and the lake flowed into the burning crater.

The Rover Scout Section had made friends with the Chief Gaoier, who was also Grand Keeper of the Sacred Malau. The Malau is a small bird, with a body the size of a small pigeon. It never flies, except (the natives say) out of the nest. The nest is in the form of a long hole with two entrances. The bird goes in this tunnel and lays in the centre, each new laid egg pushing the older ones nearer the opening. The incubation is done by the heat of the volcano!

The boys thoroughly enjoyed picking up the centre fresh eggs and cooking them in the boiling part of the Lake. The flavour is unique. But one egg satisfied each boy for the day.

Breadfruit was the principal diet. While the plantations had been destroyed the huge breadfruit trees had borne in abundance. Fusitua's wisdom had given command that every house-holder should have two breadfruit trees in front of his house.

The women owned much decorated hats that were fashionable in the mid-Victorian era and fastened them on top of the head with elastic. The men came to Church for morning service in trousers and coats—and the Parson had boots—but the boots were taken off as he mounted the pulpit.

Though the Niua dialect is the original Polynesian Language the more modern language of Tonga is used in the dignity of Court House and Church. Cadets and Scouts were highly amused to hear men preaching in perfect Tongan, and quarrelling after church in broad Niua dialect which ends each sentence with a top note.

Ofa brought the Koondooloo into safe distance but it was not as easy to get the boys and girls on board as it had been to get them on shore. The swell had started, and jumping off the rocks would have meant certain crushing, so the women formed themselves into a human chain with one leg around

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

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

PHONE: B 7808.

the body of the person behind and arms around the waist and passed the youths out to sea in reach of the ship.

Ofa with many loving farewells promised to send food at once and return herself later set sail for Niuaotupua (Keppels Island).

Please support our Advertisers

Famous Australian Windjammers.

The "James Baines."

By FRANK C. BROWN.

The famous JAMES BAINES was an Australian sailing ship in which England and the United States had equal right to take a great pride, for she was one of the finest ships flying the Red Ensign, run in the traditional fashion of James Baines' fleet, but was designed and built by Donald McKay of Boston, who is acknowledged by Britons just as readily as Americans to have been the master of his craft and the builder of some of the finest clipper ships ever launched.

It was in 1854 that James Baines, that strange, lovable character who did so much to raise the prestige of the British Merchant Service and who died a ruined man after a meteoric career, went to Donald McKay of Boston for four ships of roughly the same size but differing very considerably in design. The LIGHTNING of just under 2,100 tons was the smallest, next came the JAMES BAINES of 2,175, then the CHAMPION OF THE SEAS of 2,448, and finally the DONALD MCKAY of 2,598, all as measured by the old British rule.

All these ships were extreme clippers and as such were apt to be exceedingly uncomfortable, but they were magnificent vessels and capable of a high and sustained speed under a huge cloud of canvas. At that time James Baines' principal rival on the Australian trade was Pilkington and Wilson's White Star Line, which immediately responded to his challenge with the WHITE STAR and the RED JACKET. Naturally enough, British opinion was not pleased with this going to an American yard, but so much interest was aroused by the performances of the clipper ships in those days that as soon as they were built they were eagerly received and the country took the greatest pride in them.

On her dimensions 266 feet overall by 44½ by 29 feet depth of hold, she had very comfortable accommodation for her day, the head room between decks being nearly eight feet and numerous state rooms being built round a dining saloon 35 feet long by 15 feet wide, after what was then

the usual fashion. A small deck house was all that was considered necessary for the accommodation of smokers. Apart from the first class she carried a large number of second and third class passengers and even they were given an appreciable degree of comfort, which was not by any means invariable in those days.

In rig she was rather extreme and set flying kites like skysail-studding-sails and main-moon-sails which were beloved by the American clipper man but which were of doubtful value in helping drive the ship along. With a fair wind she would set no less than 34 sails, carrying 13,000 yards of canvas. Both Donald McKay and James Baines believed in their ships having the very finest possible gear, and it was the trouble that was expended on the strength of her running rigging and sails that had a lot to do with the magnificent passages that she was able to make. Even the best of gear, however, would not stand the treatment that she got sometimes.

As a new ship she was commanded by Captain McDonnell, who had made his name in the MARCO POLO, and did the passage to Liverpool from her building port in 12 days, 6 hours, although the skipper always used to boast that he could have managed it in eight had the wind been rather more favourable, and claimed to have touched twenty knots running up Channel. It must be remembered, however, that on this passage she was light, for in those days it was customary with ships built in the New World to await their arrival at Liverpool before they received their passenger fittings and sheathing.

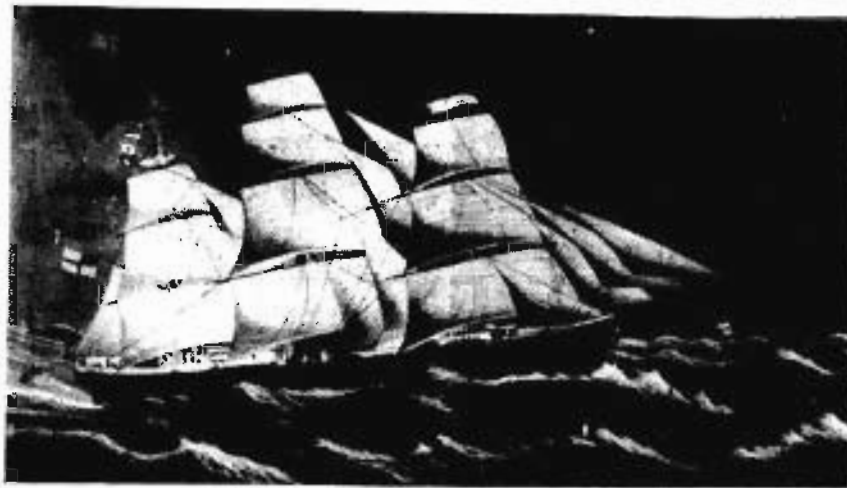
The ship could not have been delivered at a better time for the steamers which had begun to run the mail service had been taken off trooping to the Crimea and the sailing ship owners had the chance of tendering for the mails. James Baines had sufficient confidence in his ships to offer to pay a forfeit for every day over 65 between Liverpool and Melbourne; the JAMES BAINES did her maiden

passage in 63 days, 18 hours, 15 minutes. The steamer PACIFIC left 15 days before her but had not yet arrived when she made her numbers. This was her best passage, and although it was an excellent one in most favourable circumstances it was three days more than the famous run of the British-built THERMOPYLAE.

The average speed on this passage works out at rather more than nine knots; the average run 221 miles per day. There is a tradition that she

in 69 days. It may be mentioned that she only did this at very considerable risk to herself and very nearly came to grief.

After such a passage there was no curbing her popularity on the service between Liverpool and Melbourne, and in spite of the high price that he paid for her and the somewhat extravagant manner in which he ran her, old James Baines must have found her a perfect gold mine. It was quite a blow to his balance sheet when she was taken off



"JAMES BAINES"

ran 21 knots by the log on this passage but it is more than doubtful and it must be remembered that some of the Australian captains were just as keen as the American pocket men to please their passengers and were quite capable of doing a little exaggeration in conversation. They could scarcely have imagined how many of their pleasantries have passed into serious history.

At that time the Australian gold boom was at its height and there were no lack of passengers outwards, while the amount of gold that was shipped home put colossal values on their cargoes. On her first homeward voyage she carried 360 passengers and 4,000 ounces of gold, making the run

service to become a trooper in the Indian Mutiny of 1857, together with the CHAMPION OF THE SEAS and the LIGHTNING. Queen Victoria inspected the ship before she left and there is a tradition that she offered her captain a very handsome gratuity if he could make a record passage. She was so deeply concerned with affairs in India at that time that it is quite possibly true, but although the CHAMPION OF THE SEAS and JAMES BAINES both made passages of 101 days, the LIGHTNING did it in 87.

Old James Baines thought that while she was in India he might just as well pick up a cargo to bring her home, and such was her reputation that he had

no difficulty in finding a very valuable one. But he had the worst of luck, for soon after arriving in the Huskisson Dock at Liverpool the ship caught fire and in spite even of the heroic measure of scuttling her in the dock she was damaged beyond all hope of reconstruction and the greater part of the cargo was consumed. Had it been possible to get her out into the deep water of the river and scuttle her there so that she was completely covered the result might have been different.

The disaster broke Captain McDonnell's heart, for he was absolutely wrapped up in his ship and he made no effort to get another command, although it would have been very easy for him. Quite soon after he died as a result of exposure in a gallant effort to save life, while his beloved ship was brought to the surface only to be made one of the floats of the new Liverpool landing stage.

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*You can Interest a Friend
in the Navy League.*

Commuted Naval Pensions.

Scale and Conditions.

As it may not be generally known that the Admiralty will, under certain conditions, allow a portion of a naval pension to be commuted in return for a lump sum, the following scale and conditions under which commutations are allowed, are given for the information of such of our members who may wish to avail themselves of that privilege.

Applicants should forward a letter to the Accountant General of the Navy, Victory House, Kingsway, W.C.2., setting forth briefly the purpose for which commutation is desired. It must be clearly understood that commutation will be granted only for some definite scheme or proposal which in the opinion of the Commutation Board is likely to be to the distinct and permanent advantage of the pensioner, and that the commutation money will have to be expended only for the specific purpose for which it is granted.

Commutations are subject to the pensioner retaining uncommuted pension of at least 2/- per day, or £36/10/- a year.

Applicants should be in good health. They will, as a rule, be required to be examined by the nearest Navy or Army Medical Board. (Presumably, at Sydney, by the medical officer of Garden Island).

On receipt by the Accountant General of the Navy of the applicant's letter, a form will be forwarded to him to be filled in. This is returned to be put before the Commutation Board which will consider the application.

Some time must necessarily elapse both before the form is received and before the final decision can be communicated.

Under the Admiralty Pensions Act, 1921, an applicant for commutation who wilfully makes any false declaration in relation thereto is liable on summary conviction to imprisonment for a term not exceeding one month, or to a fine not exceeding £10.

The following table shows the commutation rates now authorised at different ages:—

Age at date commutation is approved Between.	Commution for each pound of yearly pension.	Age at date commutation is approved Between.	Commution for each pound of yearly pension.
35—36	13 1	58—59	9 11
36—37	13 0	59—60	9 7
37—38	12 19	60—61	9 2
38—39	12 18	61—62	8 17
39—40	12 16	62—63	8 13
40—41	12 15	63—64	8 8
41—42	12 13	64—65	8 3
42—43	12 10	65—66	7 18
43—44	12 8	66—67	7 14
44—45	12 5	67—68	7 9
45—46	12 2	68—69	7 4
46—47	11 19	69—70	6 19
47—48	11 15	70—71	6 15
48—49	11 12	71—72	6 10
49—50	11 8	72—73	6 5
50—51	11 4	73—74	6 1
51—52	11 1	74—75	5 16
52—53	10 17	75—76	5 12
53—54	10 13	76—77	5 7
54—55	10 8	77—78	5 3
55—56	10 4	78—79	4 18
56—57	10 0	79—80	4 14
57—58	9 16		

NOTE.—In the event of commutation being improved at a date less than six weeks from the first day of the quarter the above values will be reduced by five shillings.

Example of the working of the above table:—

A pensioner who is between 49 and 50 years of age is in receipt of an annual pension of £50. He wishes to commute £10 of that annual sum:—On being paid a lump sum of £114 (that being at the rate of £11/8/- per £) he would continue to receive an annual pension of £40 for the rest of his lifetime.

A study of this scale will be convincing that the Admiralty is acting fairly in the studying of the applicant's interest. The same care is taken in paying over the money—say for a deposit on the purchase of a house or a business. Investigation would probably have to be made by a reputable firm of solicitors, not so much for the satisfaction of the Admiralty as for the protection of the pensioner against fraud. This procedure is no more than that which would be taken in the ordinary course of business, as for instance, in the raising of a mortgage on property.

*The Navy League is the Watchdog of
National and Imperial Security.*



The Navy League

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

ITS OBJECTS ARE:—

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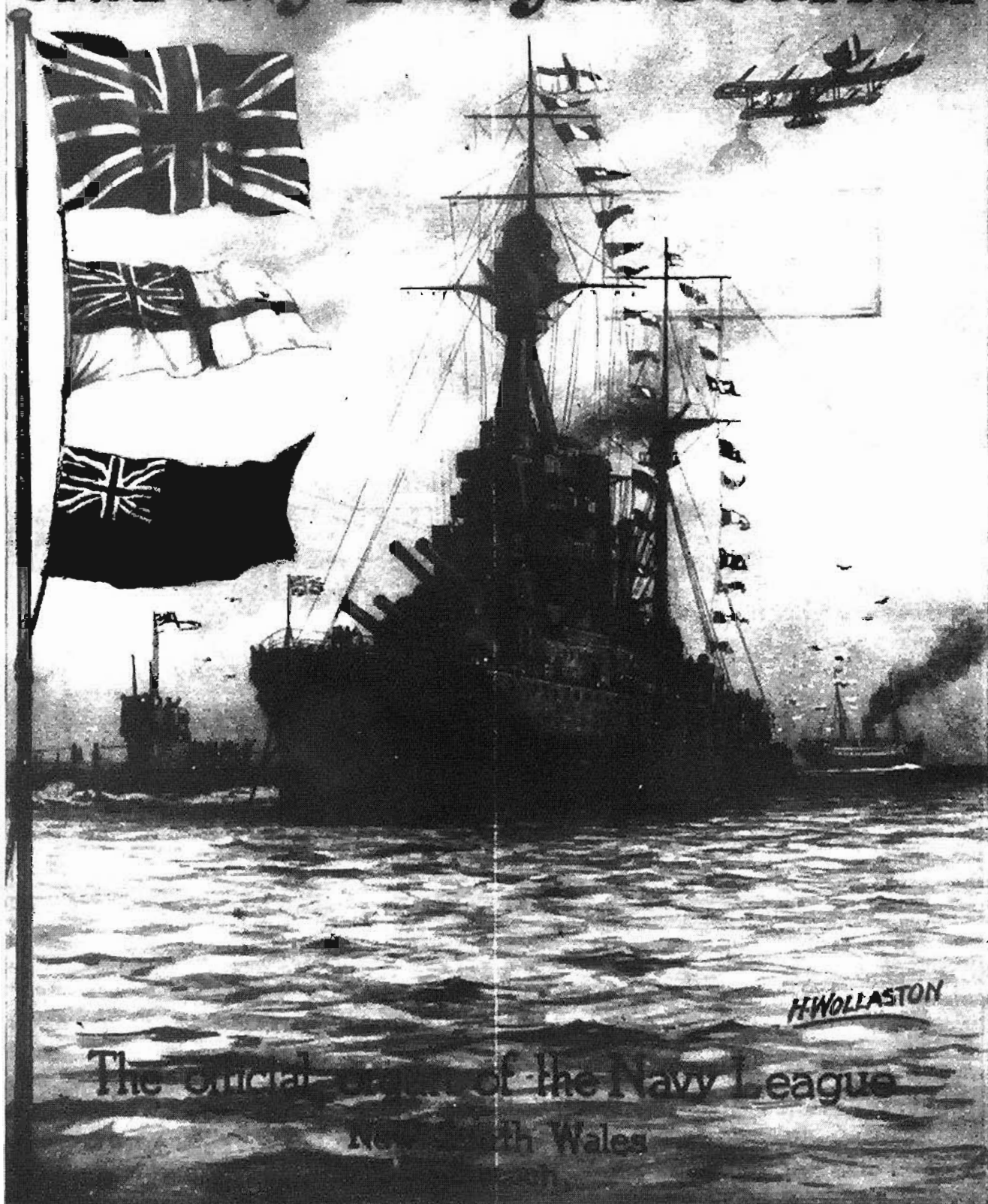
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The official journal of the Navy League

New South Wales

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BOY TRAINING

NAVY LEAGUE correspondence with the Prime Minister has evoked a most able and weighty article in the *Sydney Morning Herald* which urges the Federal Cabinet in the strongest terms to place a sum on the Estimates to provide for a resumption of Boy Training for the Royal Australian Navy.

The Navy League strongly supports this request and desires to forestall and condemn any suggestion that action should be postponed pending Sir William Glasgow's return from London and his Conferences with the Admiralty.

The League wonders what comfort the Federal Cabinet expects to receive from the British Admiralty which maintains three large Boy Training Establishments namely, Shotley, St. Vincent and Impregnable, where since 1926 some 8,000 boys have been entered and trained for the Royal Navy.

It will be recalled that Sir Neville Howse, when Minister for Defence, also had a conference with

the Admiralty, and it is significant that since Sir Neville's return to Australia the Prime Minister has re-affirmed the belief of the Cabinet in the necessity of Boy Training.

The Acting Minister for Defence more recently has stated that Boy Training will be resumed when money is available. The Navy League strongly is of the opinion that in such a vital matter as Boy Training, of which all competent authorities are agreed is essential, money should be found without further delay. Therefore, it is urged upon the Prime Minister that provision should be made in the 1928-29 Estimates for continuous Boy Training for the Navy at an early date.

The League assures its supporters and the Government that its appeals will grow in strength and volume, and in the words of the *Sydney Morning Herald*, "will be repeated in season and out of it until the Government grants them that consideration that is their due."

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Rabaul Harbour

BY COL. R. J. HILLINGTON

TO cruise quietly with a congenial companion in a sea-worthy little launch around the foreshores of the beautiful harbour of Rabaul seemed an attractive proposition, but the day appointed for the expedition was ushered in with heavy rain-squalls, such as are so often experienced in the tropics. However, our crew of four boys, natives from the mainland district of AITAPE, had our craft all ready at the hour for departure, so we pushed off from the wharf at Rabaul and cruised towards the "Beehives," two rocks of volcanic formation, rising some forty or fifty feet from the western waters of the harbour. The rain clouds had now dispersed and the sun shone brilliantly.

Nearing the "Beehives," we found ourselves in shallow waters over coral reefs of wondrous beauty, so we anchored the launch and boarded our small dinghy in which we drifted over the reefs, and then clambered on to one of the beehives. From near the summit of this vantage point, we could see through the crystal clear waters, teeming shoals of fish disporting themselves in the fantastic pools fashioned by the coral, the scene being one of indescribable beauty. Innumerable shoals displaying all the colours of the rainbow; fish of every imaginable shape, size and hue; while, in single spies, darting in every direction could be seen a small, torpedo-shaped species of fish of a wonderful ultramarine or lapis lazuli colour; the whole scene being indeed a glimpse of Nature's incomparable artistry.

Embarking in our dinghy again we paddled slowly back across the coral reefs, the water in places being only about two feet deep. Suddenly our native boy leapt from the dinghy and seized in his hands an extraordinary looking creature he had seen hiding under a branch of coral. This curious denizen of the sea was a beche-de-mer, a slug-like looking creature weighing perhaps a pound, with a hideous repulsive face and whiskers. When prepared and converted into trepang it is prized as a great delicacy by the Chinese, but our native boy set no store by it, and having satisfied our curiosity by giving us an opportunity to examine it

closely, he returned it, none the worse for its experience to its native element. Resuming our cruise in the launch we turned towards the Eastern Shore of the bay and proceeded in the direction of an old crater, the base of which is washed by the waters of the harbour.

With a cloudless sky, and the sun shining brightly, we were nevertheless able to sit on the forward deck of the launch, hatless, coatless, and without shelter of any kind, such is the mildness of the climate in these equatorial regions. Nearing the crater, thin spirals of smoke could be seen issuing from its fissures, but it was the water surrounding its base, rather than the crater itself, which attracted attention. Clouds of steam rose incessantly from the sea immediately at the base of the crater, and our native crew told us that fish venturing into the steaming zone were at once overcome by the heated waters.

Turning from this phenomenon we visited MATUPI, an island a few square miles in extent, inhabited solely by natives. We were met by the luluai, or the native chief, a young intelligent fellow of splendid physique, who escorted us through the village and summoned the heads of families to accompany us. Arriving at the meeting place, a cool sequestered spot from which magnificent views of the harbour could be obtained, the white visitors were accommodated with boxes for seats while the natives squatted on the ground in a semi-circular group and many interesting matters were discussed, native industries such as fishing and agriculture, trade, religion, betrothal and marriage, descent and inheritance, and various customs peculiar to their clan. After the meeting, gifts of tropical fruits were pressed on us and fresh coconuts were cut and opened, so that we could regale ourselves with their cool, thirst-quenching milk, so different from the contents of the nut when it reaches "down South" in its dry condition.

Having spent a most interesting and instructive hour at Matupi, we returned to our launch and cruised homewards as the sun was setting behind



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European Naval Notes.

(By a Special Correspondent)

Prince George recently visited the Orkneys to name the new lifeboats at Stromness and Longhope.

The last destroyer of 1927-8 programme, the *ACHRON*, is to be built by Thornycroft's, Woolston. High pressure turbine machinery of entirely novel type by Parsons is to be installed.

The improved 10-000-ton County class cruisers are to be sent out to the Mediterranean on completion.

BRIDGEWATER and SANDWICK, now building by Hawthorn Leslie and which will combine the duties of minesweepers and sloops, are to relieve the sloops *BLUEBELL* and *FOXGLOVE* on the China Station on completion next March.

Control of the target battleship *CENTURION* by wireless from a destroyer proved very satisfactory during recent manoeuvres in the Mediterranean.

Admiral Sir F. L. Field, the new Commander-in-Chief of the Mediterranean fleet, hoisted his flag in *QUEEN ELIZABETH* at Marseilles.

The new submarine *OSIRIS* has been launched by Vickers at Barrow. She is the first of five building in private yards under the 1926 programme, and resembles the Australian *OTWAY* rather than the original *Oberon*.

The Singapore floating dock has been open to public and expert inspection before starting its long tow. Its insured value is understood to be £900,000 and the towing fee £120,000.

The battle-cruisers *REOWN* and *REPULSE*, the battleships *NELSON* and *BENBOW* and the 3rd Cruiser Squadron will be among the vessels on view to the public during the Portsmouth Navy Week, August 18-25.

When the construction programme is completed in 1931, Italy will possess no new battleships, four 10-000-ton cruisers, four 5,000-ton light cruisers, twelve 2-000-ton flotilla leaders, 20 destroyers and 25 submarines.

Several warship belts, now declared surplus to requirements, are being offered for sale to Naval or

the lofty hills which almost surround Rabaul Harbour. The town of Rabaul is situated at the head of the harbour some eight miles from its entrance and is hidden from the traveller's view until a small promontory within a mile of the township is rounded, and so, after entering the harbour, until Rabaul itself is opened up, no apparent sign of man's handiwork can be seen. The hills rise abruptly from the water's edge and are covered with a wondrous growth of tropical verdure. It is true that most of the thousands of cocoa-nut palms which can be seen from the harbour have been cultivated, but that fact is not apparent to those who are for the first time travelling in the tropical regions. And cruising



Glimpse of Rabaul Harbour, with Volcano to the Distance.

slowly and silently up the harbour in the cool evening with magnificent views of palm-covered hills on every hand, the voyager stood entranced, thrilled with the realization that here indeed was that land of beauty, that island of romance and adventure of which many have dreamed since childhood's days.

Have more than thou showest,
Speak less than thou knowest,
Lend less than thou wilt.

—Shakespeare.



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Rheumatic fever is now a rare complaint in the Navy and Chronic Rheumatism has been reduced, according to Surgeon Vice-Admiral Gaskell.

Admiral of the Fleet Sir Henry Oliver has been made a G.C.B., Vice-Admiral Fuller a K.C.B. and Rear-Admirals Casement, Best, Watlyn and Garwood have received the C.B.

Australia's Naval Defence

Commander H. M. Denny, D.S.O., R.N., General Secretary of the Navy League, London, writes:—

The article on Australia's Naval Defence in your issue of May, 1928, by Lieut. Comdr. C. H. Rolleston, R.N., gives good reason why the Naval strength of Australia should be increased; may I suggest, however, with all respect, that one very cogent reason has been omitted, namely, the vital necessity for due protection of ocean borne trade.

The Merchant Navy vessels engaged in carrying cargoes of all kinds to and from the different parts of the Empire and in trade with other countries require protection in peace and war by Naval ships. In peace this protection is afforded by the existence of adequate naval forces of the Empire, for no aggressor will dare to interfere with such shipping if adequate force exists. Other naval peace duties consist of prevention of piracy, and numerous instances of assistance to vessels in distress and danger.

In war, the protection of shipping on the trade routes is one of the most important duties of the war vessels of the Empire; for interference with sea borne trade would be one of the primary methods of any possible enemy to gain ascendancy.

If sea cargoes were seriously interfered with, trade would languish and economic crisis would ensue; and though in the case of Australia, food supplies might be ample from inland sources, the stopping of supplies of manufactured articles and munitions of war from across the seas would cause very great embarrassment—particularly in those articles most necessary for war which are not made or obtainable in that country.

The trade routes are the "Achilles Heel" of the Empire, and that they would be the principal objective of an enemy with any sea power is my firm conviction.

In the Great War, we experienced great concerted attacks on our sea cargoes, which in the early part took the form of the exploits of the "Emden,"

"Karlsruhe" and other raiders; and later developed on the lines of submarine warfare, which, ruthless and lawless in its methods, was more nearly successful and more dangerous to us than any other action of the enemy.

Such lessons of history having been given by our enemies, and presumably learnt by British people, it is to be hoped that all parts of our Empire will realise the vital necessity of adequate naval vessels for the protection of the Merchant Navy; and that Australia and the other Dominions will provide the necessary funds for the gradual establishment of such vessels and their repair bases; and that in this establishment, they will also include aircraft to act in co operation with naval vessels where such is possible.

Although, of course, the most important duties of the Navies of the Empire in time of war remain, as they have always been, (1) the bringing to action of the enemy's fleet and (2) the protection of coasts and territory from invasion; such duties are not the most immediate, nor are they always those on which the fleets are actually engaged. It may be years before the enemy fleet is enticed to risk a fleet action, and he may never attempt a serious invasion of territory. Both these conditions were existent in the Great War, and both are quite likely to remain in a future war. An enemy is most likely, therefore, to attempt to cut our sea communications; and that being the case, our ships and fleets should be so constructed as to meet this great danger.

The present necessity is for more cruisers, sufficiently large and fast and with great radius of action, for the assurance of the destruction of enemy raiding cruisers and for convoy work; also for destroyers, submarines and small craft of many kinds to counter attacks by submarines; and for aircraft working from bases or from aircraft carriers in congested areas to obtain information and to help the naval ships generally.

All these vessels, more especially cruisers and destroyers, the Empire is deficient in, taking into consideration the immense extent of the trade routes; and we look to all parts of the Empire to lend a hand in providing them.

For some time to come, no doubt, the old country must supply by far the greater of our Naval forces; but our great Dominions, especially Australia, are advancing by leaps and bounds in prosperity and in world importance; so we can look forward to their taking a greater part in the provision of the personnel, and material of the Navy. So will our Great Empire continue to flourish; relying on her "Sure Shield" the Navy, for the security of the who pass on the seas on their lawful occasions; so we shall have peace, for none will dare to attack us.

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H.M.A.S. Melbourne at Sea

NEPTUNE COMES ABOARD.

From Leading Signaller C. H. Nicholls.

Mr. Nicholls was the first Navy League Sea Cadet to join the H.M.A.S. which he did on the 2nd May, 1922.

MONDAY, FEBRUARY 27TH, 1928.

His Britannic Majesty's vessel of War, the good ship "Melbourne" is approaching the equatorial waters, and expecting to be hailed at any moment by the Most Illustrious and Renowned Monarch, Neptune, King of the Seven Seas and Ruler of All the Oceans.

In anticipation of this event the fore-castle awning had been furled in order that it should not be torn asunder by the mighty voice of good King Neptune, which is like even unto the rolling of mighty thunder, and is heard in the tempest when the wrath of His Majesty has been aroused.

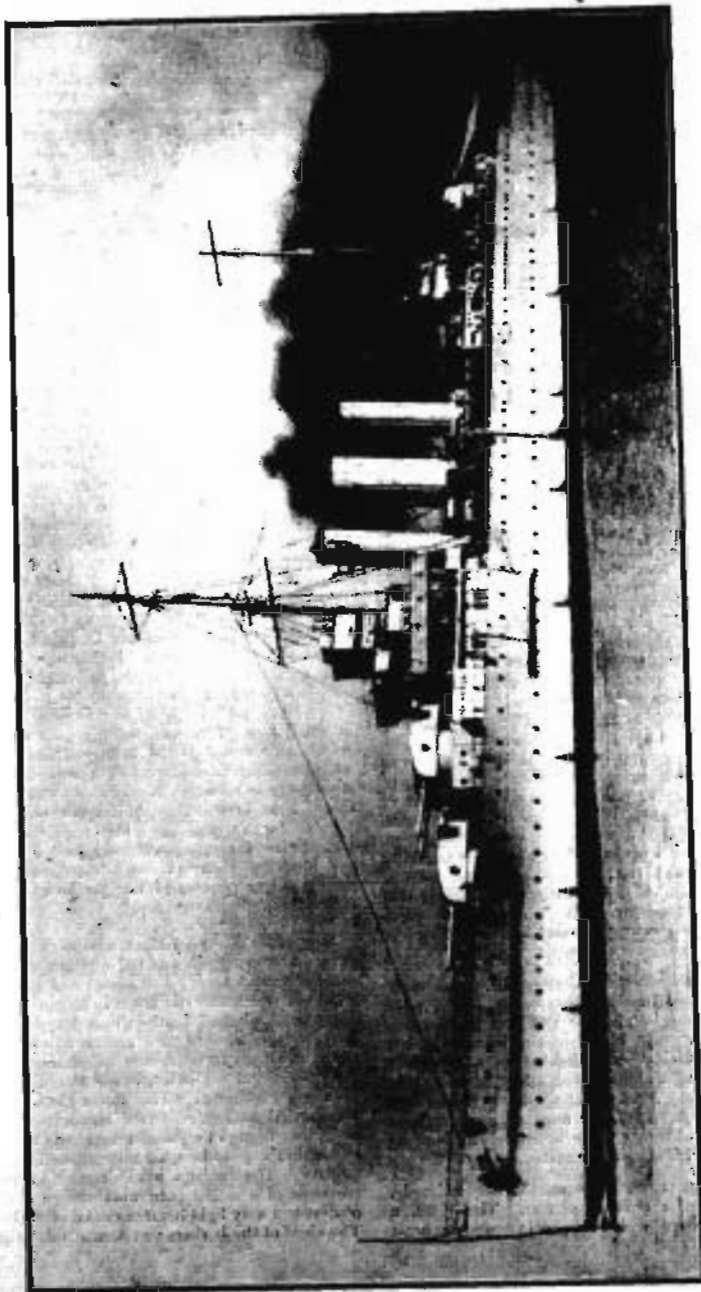
At 8 p.m. a loud voice hailed the ship saying:—"Ship ahoy! What ship is this? Whither bound? Whence came ye?" The Captain of the ship answered the challenge. "This is H.M.A.S. "Melbourne" flying the broad pennant of Commodore G. F. Hyde. We hail from Australia and request permission to cross your domain in order to continue our voyage to England." Neptune replied by commanding that the ship be hove to so that he might board her and examine the ship's papers in order to ascertain whether or not we had on board any men whom he had not yet had the pleasure of meeting. The ship was stopped in accordance with the Royal Command and the Court of our renowned visitor proceeded to come over the bows of the ship, much to the delight of all who had not previously enjoyed the privilege of witnessing this impressive ceremony. The Commodore's band played a fitting welcome to our distinguished guest and the procession commenced.

First came the Port and Starboard Lights, closely followed by the Royal Cushion Bearer. The former celebrities were clothed in red and green robes respectively, whilst on their heads rested a hat closely resembling a steel helmet and surmounted, with a light which glowed with a hue to match that of the robes. The Royal Cushion Bearer was dressed as a page with the most gorgeous ruffs at his throat and wrists. He bore the cushions on which T.R.H.'s were to be seated.

Next in the procession came the Royal Couple, making a most striking picture. The King, a venerable, hoary-headed old gentleman with a great

flowing beard, which had the latest in marcel waving effect, grasped the sceptre denoting his rank and title in his right hand while upon his head reposed a golden crown. Around his shoulders was fastened an ancient (very ancient) Roman toga coloured one-half red and the other green to match the Port and Starboard sides of his body. His Royal Consort (Mrs. Neptune) has the beautiful name "Amphitrite" which suited her to the ground. She was very beautiful (?) and wore a most gracious and winning smile about which malicious persons were heard to pass unnecessary remarks. They spitefully suggested that it was worn for the occasion only and drew attention to the worried frown on the brow of H.M. in support of their slanderous remarks. However, the frown was the result of nothing appertaining to Amphitrite, Goddess of the Seas, but was actually caused by the unfortunate length of Neptune's beard which happened to get caught in one of the anchor cables. Amphitrite was becomingly attired in white and her golden crown was set off by a profusion of beautiful silverish hair. She wore a huge pair of garters which, on account of the brevity of her costume, were too much in evidence. There was apparently a shortage in materials for the dress was not all it might have been, although it was very neat and sufficed for the occasion. Her false teeth had a nasty habit of slipping when she smiled and were the innocent cause of much merriment among certain vulgar persons who might be in the same straits themselves some day.

Next came the two Judges, who were clothed in sober but flowing robes of jet, with the usual powdered wigs and bundles of books and documents relating to the law as laid down in Neptune's realm. They were followed by the Court Physicians and Barbers together with their assistants, who carried razors of a truly fear-inspiring appearance. These razors were four feet in length and the bearers were promptly christened "The Razor Gang." They also carried enormous combs and scissors, which looked as though they might be handy in a fight and which were to be used with great effect on the morrow. The barbers were dressed in striking costumes of a rather patchwork design and were obviously a very light-hearted crowd of scallywags. The chief of the barbers was a great robust person



Flying the flag of Rear-Admiral G. F. HYDE, C.V.O., C.B.E., the new cruiser will arrive at Sydney in October.

with a head like that of a bullock. His face had a most villainous aspect and his legs greatly resembled those of an elephant in their shape. Bodily, he was symmetrical, as, viewed from any angle he could be distinguished from a beer barrel only with great difficulty. The Physicians were a tribe of cutthroats who had their implements of torture with them. They carried huge bottles filled with a mysterious fluid possessing an evil colour and an even more evil odour which was said to possess valuable medicinal qualities. It was composed mainly of castor oil and soft soap, which tasted abominably.

The next to top the rampart were the police force, suitably attired in suits which looked suspiciously like a sailor's jumper cut down the front, to which brass buttons had been attached. The trousers were the latest style—Charleston effect Edison Bell-bottom Oxfords. Their helmets were painted black, incidentally, I afterwards discovered the loss of my helmet. There were six policemen and one policewoman. Possibly, the latter person, who was in attendance to assist Amphitrite to climb in and out of her hair, possessed a very girlish figure and wore a short red dress, hideous Jazz garters, black stockings, a black hat and a black eye was in attendance.

Last, but not least came the bears, twelve in number, from whose interior came the most gruesome growls and grumblings. One was heard to remark to his nearest neighbour "Blime, ain't it hot in these ruddy clothes."

The Court marched to the quarter-deck, where they were introduced to the Commodore. Addresses of welcome were read by Neptune and replied to by the Captain. Summonses were then issued to four notorious members of the ship's company, who had to kiss the hand of the Ruler and promise that they would appear at the sitting of the Court on the morrow.

Each member of the Royal Court now drank a glass of beer, much to the discomfort of the bears, whose massive heads made drinking from a glass impossible. The Court retired the way they had come, the policemen using their batons freely to clear a path through the crowd, who desired to pay homage to such a noble Prince. He looked neither to the right nor to the left, but supporting his Royal Consort with his right arm, carried himself with the dignity befitting his rank. The ship's company retired full of excitement and greatly impressed by the pomp and ceremony of Neptune's Royal Court. Peace now reigned and prevailed throughout the night.

NEXT DAY AT 9 A.M.

This day, immediately on completion of the strictly observed custom "Hands to Breakfast,"

the great canvas tanks were rigged in close proximity to a structure which the carpenters had, for the last week, been at great pains to erect. This structure was a stage, or raised dais, which supported a dual throne intended for the use of T.R.H.'s. Facing this throne, but right at the extreme edge of the stage, overlooking the canvas tanks, were two elaborate seats resembling barbers chairs in which the intended victims could recline at ease until a lever was moved which allowed the chairs to fall backwards and precipitate the unfortunate offender into the tank of sea water. They usually landed just on the backs of their necks and made a great deal of splash.

Promptly at 9 a.m. Neptune's Royal Court once more appeared on the upper deck and was saluted by the whole ship's company, whilst the band rendered "See! The Conquering Hero Comes." The guests arranged themselves, and when all was in order, the Judge Advocate called the name of the first offender to be brought before the Court. "Lieutenant Hole" bowed the Judge, and before the words had left his mouth the policeman had arrested this young officer and marched him up for trial.

The Judge produced a roll of parchment from which he read in a melancholy tone, the following:—

"Whereas it has been represented to me by one, Fishhooks, Commissioner of Police, that on the 31st day of February, 1938, Lieutenant Hole, R.A.N. did deliberately stop engines and leave to in the vestibule of a theatre by name, 'Her Majesty's,' and stare rudely at pictures representing pretty ladies dancing the Charleston, displayed in the said vestibule of the said gilded theatre. FURTHERMORE, he did on the same day endeavour to sneak past the admittance official without first trying to buy, steal, borrow or beg a ticket of admittance, a most heinous offence observing he had ample funds, having just borrowed 1/6 from his more affluent messmates.

SECONDLY, the said Lieutenant Hole did try to grow a beard knowing full well that there were in the ship men who couldn't even grow it on their heads. Anyway he failed miserably and had to shave after sixteen days, being unable to survive the jeers of his messmates who called him funny names and made jokes at his expense. For this, I adjudge him, the said Lieutenant Hole, R.A.N., to be flogged and doused in brine five times five, first being examined and treated by the Royal Physicians and Barbers.

Before awarding the foregoing punishment, I did, in the presence of accuser and accused, investigate the matter, and having heard the evidence of Mr. Ernest in support of the charge, as well as



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what the accused had to offer in his defence, he not calling anyone on his behalf, I consider the charge to be substantiated against him.

Given under my hand on board H.M.A.S. Melbourne this 28th day of February, 1928.
(Signed) Neptunius Rex, King of the Seven Seas and Ruler of all the Oceans."

The prisoner was now examined by the Court Physician, who pushed down his throat a large spoon and followed it by the medicine bottle, so that he spluttered and gasped for breath and was promptly smacked on the head with a baton by the Chief of Police. The Chief repeated this treatment at frequent intervals, much to the undisguised joy of many of the younger sailors. He was then led to the Barber's chair where they whacked him in the eyes with a large whitewash brush. The sticky substance upon the brush entered his eyes and mouth, but he was compelled to remain perfectly quiet until he had been shaven with a gigantic wooden razor, and had also had his hair combed with a great comb.

The barber now kicked a lever which allowed the prisoner to tumble backwards into the water, where he was promptly pounced upon by six bears of very ferocious character, judging by their howls and snarls. They ducked him roughly five times and finally threw him high in the air, to land in a limp heap in the next tank, only a few inches distant, where six more bears, just as ferocious as the last lot, repeated the ducking process. After this, the unfortunate victim was allowed to crawl miserably from the bath, to lie in the sun and try to regain his lost composure. He took it all in good part, came out smiling, and was overjoyed when the assembled sailors gave him a rousing cheer.

The next offender was Bandsman Morgan, who was charged with being proud, vain and too presumptuous altogether. The warrant authorising his punishment read as follows:—

Whereas it has been represented to me by one, Fish-hooks, Commissioner of Police, that on the 9th day of February, 1928, just prior to the ship's sailing from Sydney, Bandsman Morgan deliberately posed in a most conspicuous position and allowed his photograph to be taken for publication in that disgusting and disreputable journal known as "The Budget." FURTHERMORE, this offender insists in going ashore dressed to kill and pirating every trim little craft that happens to heave in sight, giving his messmates absolutely no show at all, and incidentally the pip as well. THIRDLY, he did have the presumption to slyly try and do the bandmaster out of his job, by sitting for and passing the educational examination, knowing full well that he was incapable of conducting the boys' mouth-organ band. FOURTHLY, he did have the audacity

to enter his name in the Australasian Cornet Solo Competition and did consequently bring discredit on the ship, his messmates, the Navy in general and the Commodore's Band in particular by obtaining no points out of a possible 10,000, in the said competition. (As a matter of fact, he is not too bad with his silly looking cornet and came about fourth in that competition).

For these sins, I, Neptunius Rex, adjudge him, the said Bandsman Morgan to be soured and doused in brine four times four and also to be bound over to keep the peace for 87 years with a bond of twopence.

The Chief Sick Berth Attendant was charged with cruelty to dumb animals, in that he did, with, apparently, no pangs of conscience whatever, poke loaded hypodermic needles into the tender bosoms of reluctant sailors, thereby causing acute bodily soreness, and in some cases stoppage of leave. He was dealt with accordingly, the warrant reading much the same as the foregoing two. They first inoculated him with a football pump, which caused the surgeon great pain or joy—I'm not sure which.

After these notorious persons had been dealt with certain orders and decorations were bestowed upon the following officers:—

The Commodore (now Rear Admiral) had bestowed upon him the Royal Order of The Old Sea Dog. He stood rigidly to attention whilst the hoary headed Neptune placed round his neck a silken cord to which was attached a small dog carved in wood and prettily painted. This wooden pup bore a small brass plate suitably engraved, and the Commodore was very pleased with him.

The Captain had conferred upon him the Ancient Order of the Briny Bath, and his souvenir was a small brass bath-tub fittingly inscribed, which now hangs in his cabin.

The Commander received the Ancient Order of the Kangaroo, and he was pleased to receive a wooden kangaroo bearing a brass plate engraved with the details of the occasion. He also received a parcel wrapped up in silver paper and tissue. He expected something grand, perhaps, but the surprise was a holy stone.

The Surgeon was endowed with the Noble Order of the Boomerang and he was presented with a very nice boomerang suitably engraved, with which he was very pleased.

The Paymaster was entrusted with the good old Order of the "General Mess." His Token was a wooden card, on which was inscribed the following:—

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This was the cause of much merriment, especially amongst the officers.

The Navigator was initiated into the Grand Order of The Shiny Star, and was quite proud of his very shiny brass star, which was also suitably inscribed. This star denoted that he was literally our guiding star, as he alone was the man who decided which channel the ship would traverse and saw to it that we went adrift nowhere. He was immensely pleased and proud of his Order in fact I think he was the most pleased of all the Officers.

Our old Commissioned Shipwright was endowed with the Order of the Sealy Old Fish, as a mark of esteem. The insignia of his rank was a brass fish.

FROM H.M.A.S. AUSTRALIA



Lt. Signalmen C. E. Nichols, snapped as "The Oke,"
Surrey, England.

After this the Court was ready to carry on with the business of putting everybody through the bath. The charges were just as foolish as the preceding ones and things went with a swing until one of the officers, who was being put through the mill, tried to "get his own back" on Neptune by rushing across the stage and kissing Amphitrite before anyone could stay him. This caused a riot, as Amphitrite, being a very modest young thing, clamoured long and lustily for the police. These worthies, however, were too busy to attend to her, and she perforce had to be contented with consolations from Neptune, upon whose manly chest she wept loudly.

The officer also wept, as the lady in question had managed to get in one good whack with a parasol which adorned her arm, almost stunning him, so that he didn't know whether he was going or coming.

The next thing of interest to happen was the hoisting of a Pirate's flag by one of the spectators, which was the signal for everybody to fall upon the Court and smite them hip and thigh. This was carried out with right good will and the tanks were soon filled to overflowing with a struggling mass of humanity. The skirmish was short and sharp, but there was plenty of action while it did last. It was the wildest five-minute-melee I have had the pleasure of witnessing. The sailors downed the Court Officials by sheer weight of numbers and almost drowned the unfortunate claps.

Only one sailor was hurt, strange to say, and he had one or two small bones in his foot broken, which was unfortunate, but far better than having his neck broken. Gee! You can just imagine what 500 sailors look like when they engage in a concentrated attack and enjoy themselves freely for about five minutes. The casualties were remarkably small for such an affair.

The victory went to the Pirates, who thrust Neptune from his Royal Throne and hoisted their "Skull and Crossbones" superior to Neptune's Royal Standard to show that they ruled the sea, and old Nep was out of office until the next time it was necessary to pay a visit to the ship. Alas, it will happen nevermore in this good ship, whose days are now numbered on the calendar of the shipbreakers.

Royal Australian Naval Appointments.

LIEUTENANT-COMMANDER: Hugh de L. Standley to "Brisbane," to date 31st July; Gordon A. St. J. M. de Wilton to "Corberus" additional for passage to England per s.s. "Karmala" for reversion to the Royal Navy, to date 11th July.

LIEUTENANTS: Peter C. Anderson to "Anzac" and for Flotilla duties to date 1st July; Roy R. Dowling to "Anzac" additional, to date 1st July; William C. Trill to "Corberus" additional for passage to England per s.s. "Orvieto," to date 26th June; (N+) Henry A. Still to "Platypus," to date 30th June.

PROMOTIONS: Engineer Captain Ernest Dickerson Sydneyham, C.B.E., R.N., to be Engineer Rear-Admiral, 4th June, 1928; Paymaster Sub-Lieutenant (provisional) Richard Fulton Hatherell to be Paymaster Lieutenant (provisional), 30th May, 1928; Chief Petty Officer Adrian Ivan Lower, O.N. 7401, to be Gunner (T) (Acting), 5th May, 1928.

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Hon. Secretary Mr. F. L. REDDIE
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*Sincere Sympathy goes out to
Lady Fairfax and relatives in their
recent great loss.*

*Mr. Harold Cochrane, too, will know that
his many friends feel deeply for him
and his in their time of sorrow.*

H.E. The State Governor, Admiral Sir Dudley De Chair has again commented on the smartness and splendid bearing of Guards of Honor provided by Officers of the Navy League.

The transition from short to long rig has effected a marked improvement which will benefit the movement as a whole.

Starting with Balmain (the original Sea Cadet Coy.) the Editor will be pleased to publish in next issue of the JOURNAL the names of all Officers and Cadets on the effective strength of the Corps.

C.O.'s are invited to furnish the names in alphabetical order as early as possible. It is suggested

that the names of all recruits who join subsequent to the despatch of the lists should also be forwarded for publication.

The following Officers have been promoted to the rank of Regional Officer:

Mr. S. Cooper, O.C. Birchgrove Coy.
Mr. W. L. Hammer, O.C. North Sydney Coy.
Mr. M. Somerville, O.C. Lane Cove Coy.
Mr. H. R. Currington, O.C. Mosman Coy.
Mr. L. E. Forsythe, O.C. Drummoynes Coy.
Mr. E. A. Solomon, O.C. Manly Coy.

The Secretary thanks most heartily all those helpers who by their example of great unselfishness and splendid voluntary service are doing so much to animate the whole cadet movement with the spirit of promise and achievement. Their unspoken and unheralded devotion to the cause of the Boy merits the gratitude and practical support of big-souled and long-visioned Australians throughout the land.

It is confidently expected that the present splendid co-operation of Officers and supporters of our Cadet Movement, will ensure before the end of the year the establishment of new companies at Berry Island, Balgowlah, Ryde, Leichhardt and Watsons Bay. The objective is one thousand Cadets in the Metropolitan Area available for all general parades.



*That Navy League
Expression*



*Birchgrove Cadets
Have it.*

Birchgrove.

OFFICER-IN-CHARGE Mr. S. COOPER
HON. SECRETARY Mr. D. WATERFIELD
(Contributed by Mr. S. Cooper, O.C.)

On June 11th two members of the Blind Institute called at the Depot and invited our cricket enthusiasts to play against a team of blind boys at the Institution on Saturday 14th.

In spite of the rain, the band, which rendered lively items during the afternoon, and most of the Company turned out. For the benefit of those who have not witnessed a game, I had better explain how it is played.

The concrete pitch (16 yards long and covered half-way with matting) is divided by a black line. The ball, which is wicker, 4-in. in diameter and contains a small bell, is bowled underarm and must bounce before reaching this line so that the batsman can hear it coming.

On the stumps are two bells which the wicket-keeper rings for the bowlers' guidance, and also for the fielders' guidance after the ball is struck.

The fielders were like hawks. They listened intently, and dived on the ball with marvellous accuracy. In fact, it was sometimes difficult to realise that they were blind. One fieldsmen hit the wicket three times from a distance of 50 yards.

Eight of our lads were bowled out and two run out. Of course there are one or two tricks which give the blind boys a sporting chance of winning but these should be left for the next competitors to find out.

A plain white flag with a golden cock emblazoned on its centre will be awarded and won annually by the company adjudged to be the smartest on the march.

Magnificent flags are being made under the supervision of Mr. L. E. Forsythe and will be given by him for Competition (General) and to his own Drummoynes Company.

The Rev. F. Riley M.A., Rector of Waverley, who formerly was Chaplain of the battle cruiser "Australia" and recently Canon of Armidale, has expressed his intention of interesting himself in our Cadet Movement. The boys will give glad welcome to the genial Rector.

The Hon. Secretaries of the League thank the Chairman of Mosman Sub-branch and the Officers-in-Charge of Birchgrove, North Sydney and Drummoynes Companies for consistent help and many valuable suggestions relative to the welfare of the Sea Cadet Movement.

Company officers are advised against accepting cadets from other units unless they are properly transferred.

Navy League friends of Mr. G. E. D. Billam, B.A., LL.B., Barrister-at-Law, will be glad to know he is practising his profession at 182, Phillip St., Sydney.

A diagram showing the correct badges of rank to be worn by N.L. Cadet Officers will be published in next month's JOURNAL. The illustration will ensure uniformity which must not be departed from by Officers.

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Visiting teams (right-handed players) must play left-handed and *vice versa*.

Should any other Company care to play, I shall be glad to forward the address of the Captain of the Blind Cricket Team. It means a lot to the blind boys to play with strangers and they would play all day if you cared to go early.

I nearly forgot to mention that we were beaten by one run. Blind boys, 60; Birchgrove, 59.

Another surprise occurred on Wednesday the 11th, (it must have been our lucky day) Mr. Hiron's late O.C. Drummoyne Company, paid us a visit for the first time and all hands were right glad to see him. In last month's JOURNAL I promised him a class any time he came along but there was so much to show him of what had been done and to tell him of what was yet to be done that his time was fully taken up. However, the next time Mr. Hiron comes along there will be a class waiting for him.

On Wednesday, 1st Aug., Capt. Beale visited the Depot and pleased indeed we were to see him. He inspected the Depot and watched the cadets at their classes.

The lifeboats crews were called out, this order is given at any time to try and catch the boys unawares. It generally reveals the slow mover and that's the fellow who gets extra drill. Fire stations were also exercised. Capt. Beale inspected the different watches at their various stations and expressed pleasure at their smartness and complimented both cadets and officers on their work.

Capt. Beale told the story of the loss of the "Dunbar," for we are attending the memorial service on the 18th at the Camperdown cemetery (all companies are invited to attend). All were very interested.

As the 1st was the nearest meeting night to our Godmother's birthday, we packed up drill early and at 8.30 piped "Lads to dance and skylark." The welfare committee and felix girls paid a surprise visit and presented the Godmother with a magnificent Bouquet and Birthday Cake. Dancing and games followed, and a very enjoyable evening was spent, all hands wish Mrs. Mayne "Many happy returns of the day."

We thank Mr. Lamperd for making and supplying covers for the piano, pianola and also for the gig. They were certainly needed and we thank Mr. Lamperd for his thoughtfulness. As I said in my last note, I wonder what this gentleman is going to tackle next.

The whole of the Company deeply sympathises with Mr. Harold Cochrane in his great loss. The feeling of friendship Birchgrove has for Mr. Cochrane is deep and sincere. His troubles we feel are ours. We hope that time will heal the great wound and that soon we will see him his old cheery self again.

North Sydney.

OFFICER-IN-CHARGE: MR. W. L. HAMMEN
MOS. SECRETARY: MR. C. BOWCROFT

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

THIRD DANCE OF SEASON.

The Dance held on the 28th July last at the Warringah Hall, Neutral Bay, for the purpose of swelling the Funds of North Sydney Company was a great success. The ladies and gentlemen of the sub-branch Committee are to be congratulated on the excellence and completeness of the arrangements made for this function. The dances are becoming very popular and creating quite a deal of interest in dancing circles locally, so much so that our last dance was well attended and thoroughly enjoyed by all present.

Mr. Duffell, the Manager of the Warringah Hall, has, at all times, assisted the local sub-branch Committee to the very best of his ability and has helped immensely in assuring the success of the evening's enjoyment. On behalf of the sub-branch Committee and the Officers and Cadets of the Company, we offer our grateful thanks to this gentleman and to those associated with him in the management of the Hall.

We also thank Miss Fanny Shimell who danced the Doll Dance on the Toe very prettily and received great applause for her delightful effort.

The success of the dance augurs well for the Annual Ball to be held on the 22nd of September.

PRESENTATION OF BLUE RIBBON.

The Mayor and Mayoress, Alderman and Mrs. Primrose presented the Blue Ribbon, for marching which was won by this Company on the occasion of the North Sydney Diamond Jubilee Procession and competition for Boys' Organisations. The Mayor said that he was indeed proud of the fact that our local Company had been so successful and also added a word of praise for those who had not been quite so successful, though nevertheless trying equally as well to win the coveted prize.

SHIP VISITS.

The Officers and Cadets of this Unit paid a visit in company with other Units of the Navy League Sea Cadet Movement to the Argentine Training Ship on 14th July, when they were well received. One feature of the visit was the exchange of flags made between the O.C. of the Drummoyne Company, Mr. Forsythie and the Commander of the Training Ship. The Australian flag was presented to the Officers and Ship's Company, the Commander of the Training Ship presenting the flag of the Argentine Republic to the Officers and Cadets of the Drummoyne Company as an exchange of courtesy.

On Sunday, the 15th of July, the Officers together with 40 Cadets from this Company visited

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the Japanese Training Squadron lying at anchor in Sydney harbour. The Officers and Cadets were also, on this occasion, well received and treated very courteously by the visiting Officers and Ship's Company.

THE O.C.'S VISIT TO MANLY COMPANY.

I had the pleasure of an invitation from the O.C. Manly Company to sit in an advisory capacity at the Monthly Meeting of the local sub-branch Committee. During the procedure of the evening's business, etc., I was very much impressed with the keen interest shown by the Chairman and members of this Committee, it is a pleasure to help them. With such a strong Committee the Manly Company should never look back. The O.C. has certainly got Manly Company well in hand, and is

WHEN MORNING BREAKS



REVEILLÉ

in a fair way to make his Unit one of the most successful in the Cadet movement of the Navy League.

The Officers and Cadets of North Sydney Company, as a little token of their esteem for the wife of the Chairman, Mrs. O. H. Woods, presented her with a pretty Cantonese brooch on the occasion of her birthday, and, through the pages of the Journal, would like once again to wish her Many Happy Returns of the Day. Mrs. O. H. Woods has been one of our silent workers, and has won, not only the hearts of the Officers, but also the hearts of the boys of the Company, thus making her very popular with one and all alike.

EXAMINATIONS

Six Cadets from the Manly Company were

examined in seamanship for their Leading Seaman Rate at this Depot on the 29th July. The result of this examination was very creditable, and reflected honour on the instructors.

TRANSFER TO COMMONWEALTH NAVAL FORCES.

Mr. C. B. Scutt, attached to this Company, has been successful in entering the Commonwealth Forces. He is going through for Paymaster Cadet, and finally his Commission. We wish him every success.

MR. HENRY E. WHITE'S YACHT "MATANGI."

Mr. Henry White, patron of the North Sydney Company, Navy League Sea Cadets, will be taking an active interest in this Unit in the very near future. A welcome surprise is in store for the older Cadets of the Company re his yacht "Matangi," and Ocean cruising. Therefore, it behooves them to keep their shoulders to the wheel and be prepared.

The Officers and Cadets of the Company would like, through the pages of the Journal, to thank Mr. Forsythe for his patience, assistance and good advice while issuing equipment from his store. All are completely satisfied.

N.S.W. Government Railways.

Fares of Navy League Sea Cadets.

Navy League Sea Cadets in uniform, travelling exclusively in connection with the work of the League will, on production of certificate signed by the Secretary of the New South Wales Branch of the Navy League, be charged the following fares within the State:—

Under 16 years of age—One-third of the single fare for single journey, or two-thirds of the single fare for double journey within the Metropolitan and Newcastle Suburban Areas.

16 years of age and over—Two-thirds of the single fare for single journey, or single fare and one-third for double journey within the Metropolitan and Newcastle Suburban Areas;

provided a total of six travel, irrespective of station from, to one destination station on one day.

One officer accompanying each party will be charged two-thirds of the single fare for the single journey, or single fare plus one-third for the double journey.

Certificate for return journey following a forward journey on a single ticket must be presented within fourteen days from date of forward journey.

Manly.

OFFICER-IN-CHARGE . . . MR. E. A. SOLOMON
HON. SECRETARY . . . MR. J. M. SIMPSON
(Contributed by Mr. E. A. Solomon, O.C.)

This Company visited the Argentine Training Ship when at Sydney, and later inspected the ships of the Japanese training Squadron, each cadet being presented with a silk flag as a memento of the occasion. We thank the Japanese Consul-General for the special favour and permit.

The weather, to be polite, has been rather inclement, but no time has been wasted. Knots, signalling and compass work, keep us busy. The boat work, under the capable supervision of Mr. Mr. Ricketts, formerly officer of Drummoynes Company, is very satisfactory.

Our junior football team played Birchgrove Company at Birchgrove, the game was clean, fast, and hard. Both teams played well, and finished eight all. The players finished the best of friends, not an argument or fight marred the good sportsmanship of the lads. We thank Birchgrove for the way they entertained us, and we look forward to the return match.

A number of cadets were examined on compass, headline and signalling, Cadet I.S. standard. North Sydney Company O.C. was the examiner.

The O.C. this unit attended the North Sydney Company Ball, and thoroughly enjoyed the excellent function.

Cadet Murray Millward has been appointed Company cook. Murray is very popular in the Company at present, and I hope he will retain the goodwill of the boys after the Company Camp later on.

A number of cadets attend the St. John First-Aid Classes, they are to qualify for badges.

Our Junior Officer, G. Edwards, has transferred to the R.N.R. Cadets, and he should obtain some useful knowledge for the Company.

The Committee has had a well earned rest this month. On resuming, its efforts will be for the Club and Depot, which I expect will be in being very shortly. All donations may be sent to the Hon. Secretary, and Vice-Presidents may send their half-guinea as soon as they desire.

Cadet A. Thompson has been seriously ill at Prince Alfred Hospital, late reports show signs of improvement. We trust he will soon regain health.

The Cadets and Officers tender their deepest sympathy to Cadet Alf. Henderson and Mrs. Henderson in their recent sad bereavement.

The proper study of mankind is man.

—Pope.



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OFFICER-IN-CHARGE . . . MR. H. R. CURRINGTON
HON. SECRETARY . . . MR. T. V. RICHMOND
(Contributed by Mr. F. Moore.)

During the month the boats crews have been re-organised and the usual training in boat work, (sailing and pulling) and general seamanship adhered to.

Our worthy Secretary, Mr. Tom Roberts, Mr. Currington, O.C. and Mr. Moore attended the Mosman Public School early in the month and addressed the boys on the work of the Navy League Sea Cadet Movement. Copies of the Mosman Bay Company's Magazine were distributed, and as a result several new recruits have enrolled.

We thank the Headmaster, Mr. Smith for granting us the opportunity.

Since our O.C. has been working on the depot, things are beginning to look more shipshape, especially the boats.

Mr. Forsythe of Drummoynes paid us a visit to the depot and had a chat with the officers. Ideas were exchanged, and the many little points which we learned will help the Company along.

Capt. Beale, the League's Secretary, got a pleasant surprise during his last visit to this Company when he saw and spoke to 60 odd smartly uniformed cadets. He was obviously pleased.

Drummoynes.

OFFICER-IN-CHARGE . . . MR. L. E. FORSYTHE
HON. SECRETARY . . . MR. A. WALKER
(Contributed by Mr. L. E. Forsythe, O.C.)

In addition to the general Navy League work and training, the cadets have been studying for the Quarterly Examinations which took place on Wednesday 4th July. On 7th, all hands worked hard to prepare the cutter for a general overhaul and painting. Together with the other Companies of Navy League Sea Cadets, Drummoynes boys visited the "Presidente Sarmiento," Argentina's Naval training ship on 14th July. The O.C. Drummoynes presented the officers and ship's company with an Australian Flag, and received on behalf of the Drummoynes Company the flag of the Argentine Republic.

The parade was a great success and the officer of the day (Mr. Forsythe) wishes to thank all O.C.'s for their assistance.

On 1st August, the Japanese warships were visited, and thanks are due to the Sydney Ferries Ltd., for allowing all ranks to travel for half fare.

Amongst those present at the successful Ball held at the Cairo recently were Lady Henley, The Hon. J. R. Lee, M.L.A., The Mayor and Mayoress of Drummoynes, Captain O. Smith, Mrs. A. Walker, Commander Quick R.A.N., Alderman Dempsey, Captain Beale and Messrs L. E. Forsythe, Walker and Brown.

Rules, etc., for the Lea Wilson Swimming Premiership Cup will appear in the Sept. JOURNAL.

Reports from Balmain, Lane Cove and Eastern Suburbs Companies breathe of optimism, and it is expected that the cadets from these units will give a good account of themselves in the forthcoming competitions.

For Women.

We doubt if there is a more energetic, enthusiastic and consistent worker for the Navy League Sea Cadets than Birchgrove Company's Godmother.

This lady's father was an officer in the Royal Navy and the love for the sea still courses through her veins.

Our Godmother has been connected with the League since its inception, first with the Balmain Company, afterwards transferring to Birchgrove and after 7 years active service is more enthusiastic than ever. The sheet anchor of the Balmain Coy. and now sheet anchor of Birchgrove. Ever on deck, fog or hail, rain or fine; the first at the Depot each Drill night (to get there she has to take tram, boat, tram again and then traverse a dark road to get to the Depot) absent from duty five times in 6 years and on those occasions sick in bed or on holidays. There can be no finer record in the League. Always thinking of what help she can give or what good she can do for the cadets, their parents and officers.

To keep the lads up in their drill this lady presents medals for competition in all subjects each year, also standards and tridents. Each cadet is remembered on his birthday and each boy known by his Christian Name—in Birchgrove no small feat. Is it any wonder all hands simply dote on the Godmother? Is it any wonder that her slightest wish is nearly always anticipated? Things we forget the Godmother ever remembers. Would that each and every Company could have a Godmother like ours—a real helpmeet in all our sorrows and joys.

War of the Future?

Major H. C. H. Robertsop, speaking at the Legacy Club in Sydney, recently, said:—"Great military nations of the future would be those organised industrially and chemically. Although certain Powers had agreed at the Washington conference not to use gas unless it were used against them, he thought that gas would be a big weapon in any future war. Russia was organising a big army and instructing it in the use of gas. In this organisation, she had 7,000 groups learning in 1200 chemical museums how gas might be most annihilatingly distributed. Was it not obvious therefore, that even though certain nations were willing to fight without gas, an outlawed people might force them to use it?"

Mechanical transport was rapidly eliminating the

horse from war, and if Australia had to defend her own country, she must have at hand bases from which she could draw inexhaustible supplies of motor oil and machinery. She must organise the industries that would make this possible or arrange to purchase these things from a place which would not be likely to limit the supplies in time of war."

The conversion of the Royal Indian Marine into an Indian Navy is no longer a dream.

The Government has equipped a ship for the training of young Indians for the new service. About 40 cadets at a time will undergo a period of three years training before being drafted into the Navy.

The eight vessels of the old Royal Indian Marine will form the nucleus of the new Navy which, it is expected, will ultimately be officered and manned by Indians.

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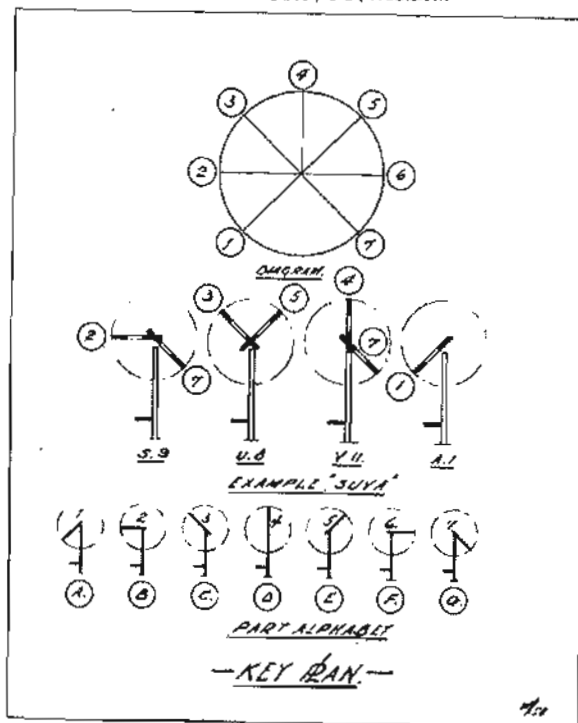
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COMPETITION No. 2.

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NOTE—Where two arms are used to make one letter the numbers corresponding are added.
For example see "SUVA" above.

NAMES OF SHIPS - CLUES.

- (1) 7. 13. 7. 1. 6. 1. 2. 1. 8
- (2) 8. 6. 5. 5. 6. 5. 5
- (3) 3. 7. 2. 9. 1. 5
- (4) 7. 1. 8. 3. 5. 9. 7. 5. 8. 7. 5. 8. 3. 1. 8. 7
- (5) 3. 1. 6. 8. 6. 8
- (6) 3. 5. 8. 4. 5
- (7) 8. 7. 3. 1. 8. 8. 1
- (8) 8. 7. 9. 8. 4. 1. 7. 1. 8. 1
- (9) 8. 4. 5. 8. 11. 3. 5. 6. 6. 1. 8. 4
- (10) 7. 5. 8. 8. 9
- (11) 6. 9. 2. 2
- (12) 5. 11. 5. 7. 6. 5
- (13) 9. 4. 8. 7. 3. 8. 7. 3. 2. 5. 6. 6
- (14) 6. 7. 5. 9. 1. 8. 7. 4. 5. 8. 7. 5
- (15) 7. 5. 5. 4. 11. 5. 5. 4

The 12 cadets who submitted correct solutions in the 1st round were:—R. B. Browne and S. Butcher of Manly; E. Phegan of Balmain; J. Cooper, J. Whitmore, C. White and A. D. Water field of Birchgrove; R. Sommerville of Lane Cove; M. Mort, C. Dillon, H. L. Roberts and I. G. Scott of Mosman. These cadets only are requested to submit solutions to the present competition, viz: Names of Ships.

RULES

- (1) Only one effort per boy will be accepted and must reach this office on or before the 10th September.
- (2) Entries may be on any paper but must bear the competitor's name, address, and stating which Company he is a member of.
- (3) 1st and 2nd prizes will be given; 1st to the correct or nearest correct effort and the 2nd to the next.

Sub-Branch and Company

Useful Hints.

Appointments and Rules.

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

Call a preliminary meeting and invite all boys in the neighbourhood over the age of 10 to attend. If possible, obtain the services and help of a neighbouring Company of the Navy League Sea Cadets in uniform.

Explain at this meeting the object of the organization, and appoint a day on which boys may attend to enrol themselves as recruits. The age of enrolment is between 10 and 18.

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

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

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

Companies shall be maintained by local effort.

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

Regional Officers and Officers in Charge of Companies shall be appointed by the Executive and their appointment will be gazetted in the NAVY LEAGUE JOURNAL, the official organ of the N.S.W. Branch of the League.

NOTE.—In all matters of discipline affecting officers and cadets Regional Officers and Company O.C.'s are responsible to the Central Executive of the N.S.W. Branch.

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

The Officer of the Day shall be appointed by Headquarters as required.

The O.D. shall appoint an Officer to lead the march on the occasion of each General Parade.

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

The Officer-in-Charge shall make one of his Officers responsible for the care of boats, equipment, etc., which is on loan, gift, or property of the Navy League Executive.

The Company Officer-in-Charge shall be held responsible for the care and cleanliness of the depot.

At all boat races, sports, reviews, public gatherings and the like, in which cadets representing every Company (or every available Company) take part or are present, the Officer of the Day shall have complete charge of all the cadets and be responsible to the Navy League Executive for their behaviour and dress.

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

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

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

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

Every Member of a Sub-branch Committee shall be an accredited member or fellow of the Navy League, N.S.W. Branch, or of a sub-branch.

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

NOTE.—If a donor expresses the wish that his (or her) gift be used for a specific purpose, his wish shall be respected.

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

Ladies' Welfare Committees shall be formed where desirable in the interests of the Cadets to co-operate with the Sub-branch Committee.

By ORDER OF THE EXECUTIVE COMMITTEE,
THE NAVY LEAGUE, N.S.W. BRANCH.

Information for Sea Cadets.

DISCIPLINE.

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

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

NOTE.—The importance and necessity of these principles cannot be over estimated.

GENERAL SHIP ORGANISATION.

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

The ship's company is divided—during peace time—into two watches, "Port and Starboard watch"—"Port" at sea always refers to the left, and "Starboard" to the right. Therefore, strictly speaking, the Port watch would work on the left (or Port) side of the ship, and the Starboard watch

on the right (or Starboard) side of the ship. Nowadays, however, this division into Port and Starboard watches is simply a method of dividing the ship's company into two equal parts.

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

SHIP'S TIME.

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

Continued next page.

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These Watches are called:

8 a.m. to Noon	Forenoon Watch
Noon to 4 p.m.	Afternoon Watch
4 p.m. to 6 p.m.	Dog Watch
6 p.m. to 8 p.m.	First Watch
8 p.m. to Midnight	Middle Watch
Midnight to 4 a.m.	Morning Watch

These times are kept by a bell being struck every half-hour commencing with one at the first half-hour of the watch and ending with eight at the fourth hour of the Watch, except in the Dog Watches, when at 6.30 p.m. one bell is struck, at 7 p.m. two bells, at 7.30 p.m. three bells, and at 8 p.m. eight bells.

THE HELM.

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

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

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

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

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

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

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

NAVIGATION LIGHTS.

Bow Lights—Port Bow Light—Red.

Starboard Bow Light—Green.

Visible 2 miles.

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

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

to two points abaft the beam on the other side. Visible 5 miles.

STEAM LIGHT.—A white light may be shown by ships over the stern when under way, or when being overtaken or towing. Visible 1 mile.

ANCHOR LIGHT.—Ships at anchor carry a white all round light on the jackstaff or forestay in such a position that it can be clearly seen. Visible all round the horizon, and up to a distance of 1 mile. Ships over 150 feet long, at anchor, carry an additional white light in the after end of the ship.

TOWING.—A steam vessel towing another vessel shows two white masthead lights in addition to the port and starboard bow lights. If towing more than one vessel, when the length of tow exceeds 600 ft., three masthead lights are shown.

NOT UNDER COMMAND.—A vessel not under command shows two red lights, visible 2 miles, vertical one over the other. If making way through the water, port and starboard bow lights are shown in addition.

BOAT WORK.

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

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

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

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

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

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

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

"**ONE.**"—Drop the blades of the oars in the water without chop or splash. As the oar enters the water (taking care that the surface of the blade remains perpendicular) put the weight of the body on the oar, and getting a steady feel of the water (arms and back remaining straight) drive with the legs against the stretcher until they are straightened and the body is leaning slightly back. Arms.

The body must then remain stationary, while the arms bring the oar home by bending the

elbows and keeping them close to the body until the hands touch the chest.

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

TWO.—Drop the arms until the blade is clear of the water.

THREE.—Turn the wrist and feather the oar.

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

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

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

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

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

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

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

The stroke should be finished with the shoulders and the muscles that work them, and the biceps should be passive throughout the stroke.

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

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

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

Schedule of Examination of Sea Cadets in The Navy League.

LEADING SEAMAN.

1. **BOX THE COMPASS**—points; what a binnacle is? General construction. Draw a compass filling in the 32 points.

HELM.—Action of rudder under tiller, yoke and wheel. Starboard and port your helm—which way does the rudder go and which way the ship's head? Similarly astern.

2. **KNOTS, BANDS AND HITCHES AND SPLICES.**

(a) To be able to make and explain for what purposes used, at least 12 of the commoner knots as set down in Miss Charles-Fairfax Competition.

(b) To sling and parbuckle a cask.

3. **RULE OF THE ROAD AT SEA; BOATWORK; LEAD AND LINE; GENERAL SEAMANSHIP** (other than knots).

(a) A knowledge of the important articles—especially those referring to small boats under oars or sail.

(b) To moor and unmoor service boats; to get them ready for pulling.

(c) **Hand lead.** The marks and deeps and how they are called out by the leadsmen; also how the $\frac{3}{4}$'s and $\frac{1}{2}$'s are called out. The duty of the leadsmen in the chains. If possible cadet should make an actual cast and be practically taught.

(d) A few general seamanship questions of a simple character, e.g., the anchor, different moorings, etc.

4. **SQUAD DRILL AND FIELD TRAINING.**

To drill a squad. Give detail for forming fours. To get a squad on the march.

5. **SIGNALLING.**

Semaphore (sending and receiving) not less than 6 words a minute.

6. **SWIMMING.**

To swim 50 yards—unless cadet can show some good reason excusing him.

7. **SINGLE STICK DRILL.**

Optional.

PETTY OFFICER.

Any questions in the I.S. syllabus may be asked; and in addition:—

1. Be able to cox a steam boat (in practice if the chance arises) Box and know degrees compass.
2. To be able to short and eyesplice; nrouings, whippings, lashings. Use of Palm and Needie.
3. To rig a boat for sailing and dismantle. Management of a boat under oars or sail in a seaway. Build, and parts of a boat—sail and pulling.
4. To take full charge of a company.
5. To send and read Semaphore at least 8 words a minute.
6. To swim at least 100 yards (unless cadet can show some good reason excusing him). To know how to restore apparently drowned.

A Leading Seaman may sit for Petty Officer Examination after an expiry of 6 months from his rating as L.S.

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6. Boat management—oars and sail.
7. Knots, bends, bitches and splices.
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*"Freedom of the Seas."*

G.S.D.B.

THE Law Maritime, and especially that section of it which has evolved as Prize Law, has given the sanctions in time of war to belligerent rights of search and capture. Without the evolution and formulations of these principles the power of a nation residing in its naval forces would be completely negated.

The body of our law in this regard has admittedly been administered in a curiously unprejudiced spirit. Lord Stowell, who during a long war period adorned the bench of Admiralty, ever refused to allow any patriotic or national leanings to affect his decisions, holding that Prize Law was not national but belonged to the whole world, an International Law.

To-day, throughout the world, we are hearing quite a lot of what is termed "Freedom of the Seas." It is a very old slogan and one that erects its head every now and then. The latest edition hails from the United States of America. In essence it pleads for the unmolested passage of ships and cargoes of commerce of warring nations. It only applies to times of war because "Freedom of the Seas" is the natural condition in peace time. Such a doctrine, if seriously accepted, would render nugatory all the benefits of sea power. Put forward as a humanitarian ideal is its greatest appeal and, at the same time, its very weakness. Imagine for one moment a war in which the Empire is involved, in which our fleets would be vetoed at the outset from seizing the enemy's overseas foodstuffs and stores. The issue would then be definitely fought out on land with all its interminable slaughter and determined only by the lack of credit and man-power. Truly a wonderful Utopian and humanitarian vision!

The strangle hold of a blockading fleet, the tightening of economic pressure, though hard enough, are certainly preferable. The breaking down of morale by the stoppage of supplies and munitions of war works relatively quickly; it certainly is the most bloodless.

Whether rightfully or wrongfully the British Empire, as a fact, possesses a mighty sea armament.

Apart from diplomacy it is the last and most trusty weapon of resort in times of trouble. It is an insurance of our being and continuing to be.

For the most part it would be sheer waste of money to build and maintain our fleets if we were ever foolish enough to assent to such a pernicious doctrine as "Freedom of the Seas." Ships of war would descend to mere toys, and expensive ones at that.

During the late war Germany tried hard to defeat the effect of her one supreme adversary, the British Navy. She put forward a very one-sided bargain: "that U-boat warfare would cease on merchant shipping if Britain would allow neutral shipping passage free of search and arrest." The concession was one-sided because, though the U-boats had been and still were at that time a considerable menace, the Admiralty had devised means of more ample protection and, as matters proved, was quite able to resist successfully the destructive power of the submarine. Had Germany been successful in her offer, food and munitions would have poured into her in an unhindered stream in neutral bottoms and the war years would have been added to indefinitely.

"Freedom of the Seas" is a glib phrase and the doctrine on the surface has a certain attraction. Until analysed it is apt to obtain easy currency with the credulous and, more especially and with more reason, in those sections of foreign countries where jealousy of our "sure shield" is so thinly veiled. To all Britishers, who have at heart the progress of their Empire, the term and all it connotes will be known for what it is worth—an insidious attack on the Empire's greatest and surest strength.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the EDITOR, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg, Pitt and Bridge Sts., Sydney.

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The Navy League

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Aims and Objects of the Navy League.

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

ITS OBJECTS ARE:—

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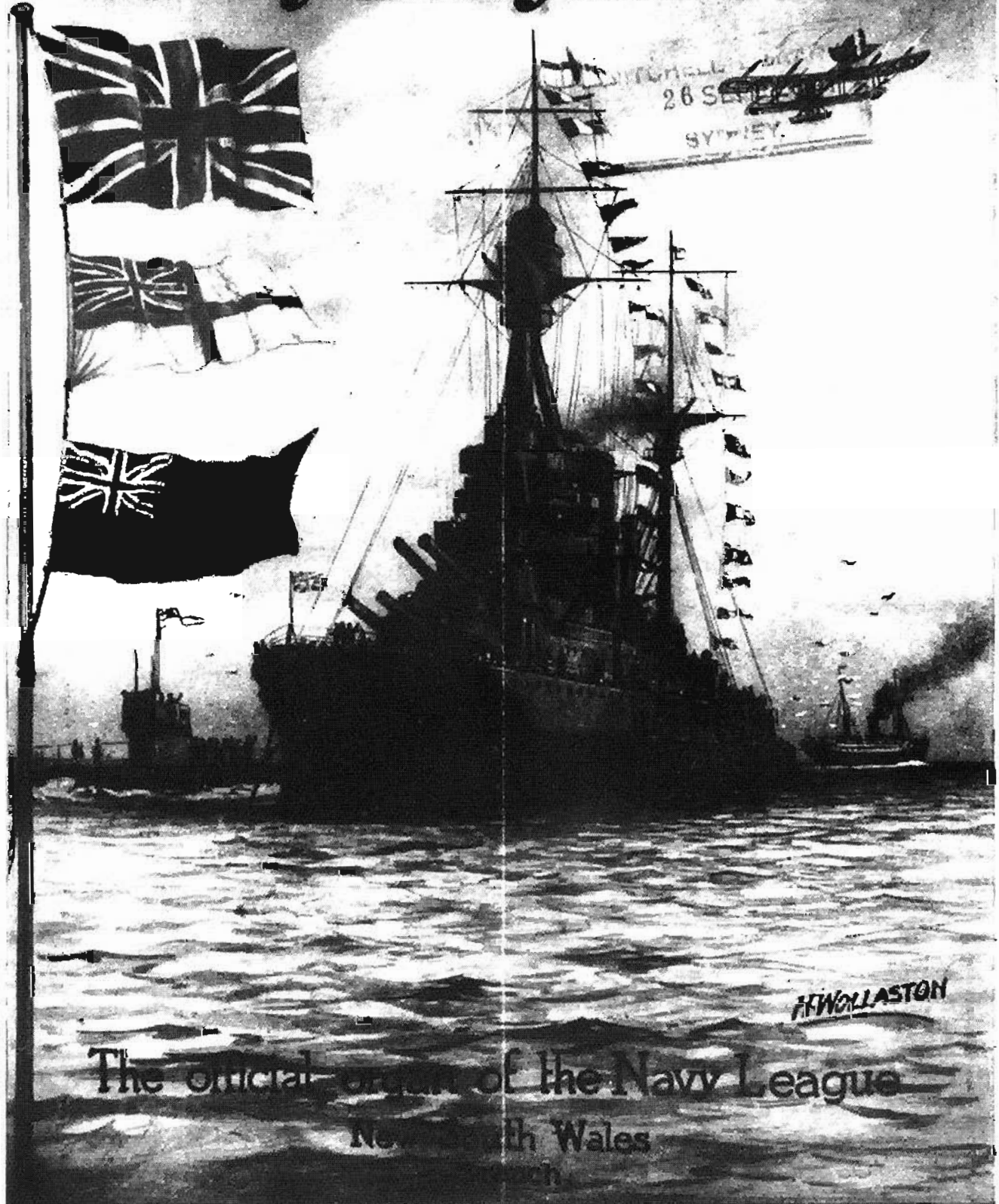
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The Navy League Journal

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Migration and Naval Defence.

THE ever-recurring question of Australian immigration was recently revived by Dean Inge in an article of his on the subject published in the London "Evening Standard"; and again by a letter written to the British Immigration Society by the Premier of Western Australia (Mr. F. Collier). There is nothing new in the tone of either of these writers: both of them generally deplore the conditions which call for the urgent need for populating the Commonwealth of Australia, preferably by the right kind of British immigrant.

While we, as members of the Commonwealth, may hold our individual opinions as to the policy which the Government ought to adopt in the matter of encouraging immigration, as members of the Navy League we are unanimous in the opinion that the questions of immigration and naval defence are inseparable. Vital as are such questions as the maintaining of our much-vaunted White Australia policy, and the effect of immigration on local employment, we consider that the comparatively neglected question of naval defence is pre-eminently more vital.

We are for the moment not so much concerned

with the purely political aspect of these questions as we are with the broader aspect affecting Australia as an important unit of our vast Empire. Viewed in this broader spirit, we are able to realize—distasteful though it is to us—that there may be some grounds for our alien critics averring that Australia, by her apathy in regard to immigration, is following a dog-in-the-manger policy; we are able to realize—and this is a point which we, as a Navy League, cannot too often and too strongly urge upon the Government—that but for an adequate naval defence we should not for long be left alone to dictate our own terms of immigration. As one writer on the question of Australian immigration recently pointed out: "the oft-urged contention is becoming increasingly clear that we must depend on the help of the sister nations of the Empire to retain our country, and in particular we must rely on the British or Empire Navy. A weak Australia is a danger to the whole Empire; and an Asiatic Australia might eventually shut not only Britain, but also America out of the Pacific."

An Empire Navy means an Australian Navy. Talking of a White Australia policy while neglecting to provide for adequate naval defence, is tantamount to a child crying for the moon!

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Reminiscences of a Naval Career

Martinets I Have Sailed Under.

No. 6

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

IT was in that lethargic period of naval history—the "spit and polish" period, happily past and gone for ever, let us hope—when a speck of dust on the deck or on the immaculate paintwork, was thought to be of more account than the vandalistic disfigurement of the battle-practice target—that the martinet, fine character though he generally was, sometimes distinguished himself in a fashion that must have been self-deprecatory to a big-minded man of action. In the light of to-day's stern realities, awakened and later, stimulated by the exigencies of a strenuous war, it is difficult, looking backward, to visualize a sea-king, virtually water-logged and wallowing in the dollops of inactivity, worrying his soul-case over such trifling things as the length of his ship's company's hair, the dimensions of its blue collar, the width of its trousers' legs, and such-like trifles. Yet, how often did one see a whole ship's company with furrowed brows, rushing about the decks, panic-stricken, at the call of the pipe: "Hands to muster by the open list!"

Primarily, mustering by the open list was a necessary ceremony intended to enable the paymaster to check his books; to see that every man was being paid according to the rank or rating he held—no more and no less. But latterly, captains of ships usurped this ceremony; its real object became but a secondary consideration; it took on more the form of an intense dress inspection, and a medium by which a captain could get into personal touch with his men—this latter, admittedly, being a laudable object.

The explanation is, I fancy, that this lethargic period was really the inevitable lull following the abolition of masts, yards and sails, in favour of steam and before the Navy had accustomed itself to the new conditions. One still remembers—as it is only comparatively recent history—when that splendid gunnery expert—the late Captain (as he then was) Percy Scott, commenced his vigorous

attack on "spit and polish" methods and stirred up the Admiralty to a fuller realisation of what the Navy—as the first line of defence—stood for.

THE RIVAL LOVERS.

But as this is not an historical article, I must now proceed with my reminiscences: In H.M.S. — were two A.B.s.—Woods and Dodge. They were rival fore royal-yardmen; also rival lovers. It was as remarkable as it was unfortunate that fickle Dame Fortune should have brought those two into such close contact with each other. The inevitable happened. One morning, while they were at work together on the fore royal-yard in a gale—whether by accident or design was doubtful—Dodge let fall the bunt of the sail, and only by a miracle was Woods saved from being flung off the foretop to be dashed to a pulp on the deck, or else flung into the mountainous seas from which there could have been no rescue. I chanced to take a shorthand note of the incident and of all that followed. I propose to translate my notes, verbatim, as they will cover much interesting ground while revealing the martinet in his happiest mood. Woods and Dodge, as a result of the accident, had been engaged in what threatened to be a fight to the death. It took place in the foretop, with all hands, aghast, gazing aloft, expecting that any moment one or both of the infuriated contestants would come hurtling down to the deck and certain death.

It was shortly after that episode that Number One was discussing the matter with the boatswain: "The Captain will see those two men on the quarter deck about that affair aloft, as soon as the doctor has fixed up Dodge," he said. "How is Dodge, by the way?"

"Can't say, sir. But I reckon he'll be taking care not to speak out of his turn again, leastways, when Woods is sailing around. I just seen him for'ard with both bow lights in a sling and with a



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mouth like a squashed tomato."

Woods, having been released from irons, was taken aft to the quarter deck—that sacred part of a ship which represents at one and the same time, the Throne and the Supreme Court. With a beautiful pair of bow lights and head swathed with bandages, Dodge was already present. Both were under marine escort.

"Defaulters present, Sir," reported the Master-at-Arms.

"Thank you," acknowledged the Old Man. "Ask the first lieutenant to speak to me."

"Gordon," began the Captain when Number One arrived, "what do you make out of this funny business by those two men aloft, a while ago?"

"I understand that there is a sort of feud between them, Sir. The bo'sun tells me an extraordinary story; he says there is a girl in the case. Seems that Woods was sort of engaged to her until he introduced her to Dodge, who promptly forestalled him and married her."

"Whew!" whistled the Old Man. "Is that how the land lies? I thought, from the way that fellow Woods fought in the fore top, that there was something more than the usual spleen behind his punches. Did you observe it? Damme! the fellow fought with the ferocity of a tigress defending her cubs."

"Yes, Sir. Yet Woods is of a rather quiet disposition, I fancy. I hear he has accepted his setback of unrequited love most philosophically and that Dodge is the real aggressor. Sort of rubs it in, I believe."

"Very well, Gordon. That is no affair of mine, but all the same I will exceed my duty and try to sift the thing out to-morrow. Won't allow my ship to be used as a duelling ground for a pair of love-sick A.B.s, damme if I will! I will see the men at once about that murderous affair in the top."

"Defaulters! 'shun!" roared the Master-at-Arms, as the Captain appeared on the Q. D.

The Old Man cleared his throat: "Well," he began, "and what is the meaning of this unseemly conduct on the royal-yard this morning? I suppose

you are both aware that you made a damned disgraceful mess of a simple evolution?"

The two men glared at each other; Dodge jerked his head to one side as seeming to say: "It was all Wood's fault." The Old Man observed the sign, but ignored it.

"I think it was six to one and half a dozen to the other?" he said, addressing Number One.

"I think so, Sir," assented that officer. "In the first place, Woods laid out on the yard before assuring himself that the bunt of the sail was secured. Secondly, Dodge, for some reason I cannot account for, let the bunt fall from his grasp. The whole time after that, they both spent, seemingly, in arguing the point with each other."

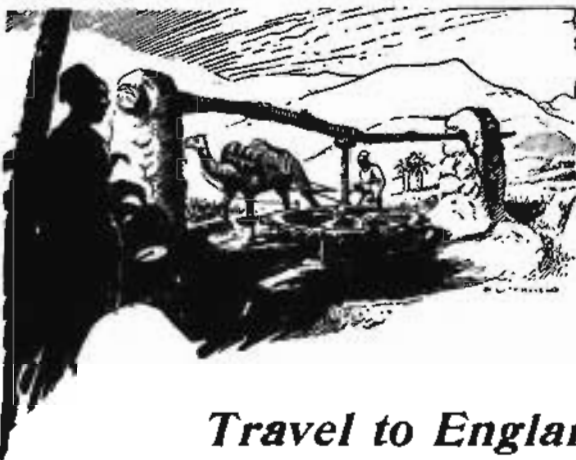
"What have you to say to that, Woods?" asked the Old Man. "Why did you not wait for the signal that the bunt was secured before laying out on the yard?"

"I know I did wrong, Sir," frankly admitted Woods. "But I also know, Sir, that if we were always to strictly observe that rule, we should be sneered at for our lubberly pains. Time is what most counts, Sir, not self-preservation, in smart upper yard work."

"I, too, have so observed," replied the Old Man with true martinet, sailor-like spirit, and smiling at the man's frankness in acknowledging having broken a rule which every good sailor-man believes to be an absurd one designed only for chicken-hearted grocers. "What was wrong that you could not pass your gaskets quickly?"

"Jamb of the leech in the reef-earring block, Sir."

"Very well," said the Old Man, with what was obviously but assumed severity. "That will do for you. Your leave is stopped for a week. That is for disobedience of orders," he added, smiling, for in his heart, he admired the man for disregarding a rule in the interests of his topmates, in endeavouring to save time in a strenuous competition. "But as for your transforming the royal-yard into a damned circus trapeze as you did this morning, I will only remind you that the next time you do such a foolish thing, you will, in all pro-



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bability, have to answer for it before a higher tribunal than mine."

"As for you," the Old Man roared, addressing Dodge, "I am undecided what to think of your part in this funny business. I don't know whether you realize it or not but you sailed damned close to the wind. I am not so sure that I ought not to court martial you. D'ye know what for? Just think!"

Dodge paled and winced before the old martinet's piercing gaze.

"For the sake of the honour of this ship I would rather believe that your letting fall the bunt of the sail was an accident. Either you are guilty of negligence or you are guilty of criminal negligence," proceeded the Old Man significantly. "You had ample time to secure the sail half a dozen times over. Why did you fail to do so? And how came you to let it slip from your grasp at such a critical moment?"

Dodge fumbled in his reply: "I thought I had made it fast, Sir."

Then it was, that the Old Man displayed his eccentric claws:

"Let me see your finger-nails," he said inquisitively, seized with a brain-wave. "Ah!" he exclaimed, "I thought as much. You are, I see, addicted to the disgusting habit of biting your nails."

Turning to his messenger, he ordered: "Tell the fleet surgeon I would like him to attend here."

"Ah! doctor here you are," began the Old Man when that officer arrived. "Just cast your professional eye over this man's finger-nails, will you, please? For the work they have to perform they should be like grappling irons, whereas they are more like bunches of rotten bananas. No grip in 'em! A positive menace to the lives of the men who have to work alongside him. He near as damn it killed a man this morning. Butter fingers, they are! Is it any wonder he fumbled about with that royal?"

"How long have you been addicted to this disgusting habit?" asked the medico, with assumed gravity in humouring the Old Man.

"It isn't a question of how long he has been at it, doctor," interposed the Old Man. "It is a question of how long it will take you to make 'em sprout again. I should like you to prescribe for him a severe three months' manicuring course. By that time, his nails ought to approximate those of a Chinese mandarin."

Addressing Dodge, he warned: "You clearly understand: You are to present your finger-nails to the sick-birth steward every morning, noon and evening, for his inspection and treatment in accordance with the doctor's prescription. I shall keep you under close observation and if I find you have again been indulging in nibbling in the slightest degree, I will have your claws placed in such an uncomfortable position as will prevent them coming into contact with your ravenous teeth."

Thus ended an unpleasant episode which, handled by any other than an eccentric martinet, would assuredly have been made the subject of a Court Martial.

MUSTERING BY THE OPEN LIST.

"Well, Woodsey, 'ow did you get on wiv the Old Man?" enquired a messmate as he went forward.

"Week's leave stopped," curtly replied Woods.

"O'ny a week's liberty jammed!" exclaimed the interrogator. "Why that means nuffink, 'cause e'll be at sea longer than that won't we?"

"I suppose so."

"Which means you ain't getting no rattlin' darn at all!"

Woods smiled: "It just proves, old cock, what I've always suspected to be true: the Old Man's bark is worse than his bite."

"An' 'ow did Dodger get on?" persisted the other.

"Prescribed a three months' manicuring course."

"A three months' mani—what?"

"Dodger has to qualify for the high and mighty position of a Chinese mandarin. By the way, Jeff, let's see your finger-nails."

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Jeff held his hands out: "Wot's wrong with em?" he asked, mystified.

"Nothing. Only I shouldn't be surprised if the Old Man orders a general muster of finger-nails at next Sunday's divisions."

"Finger nails! Wot for?"

"To satisfy himself that everybody is wearing nails of regulation length and pattern."

"Blime! Is that agoin' ter be the old toff's latest whim!" chuckled Jeff. "Recollect the raid he made on our 'air, that Sunday at open list? With the Master-at-Arms standin' by with a pair of shears, an' a two-foot rule, with orders to lop off anybody's wool if it was more than a sixteenth of an inch long?"

The voluble Jeff went on to review an incident such as the Old Man was wont to regale his ship's company with during the ceremony of mustering by the open list on Sunday mornings. As a specimen of what a martinet is capable of launching upon the head of a refractory member of his crew, it is worthy of here repeating in that young seaman's words:

"Wharabart poor old Nobby Clark who limbered up before the Old Man wiv 'is 'air all done up nice like a flash barmaid's?" he ran on. "Cripes! But didn't the old toff roar a treat? Stood poor Nobby up on the main bits, 'e did, all by himself, like a school dunce stood up on a form:

"Look at 'er?" yells the Old Man, so's every body could 'ear. "Ain't she pretty; wiv 'er 'air all iled and parted in th' middle of 'er noble brow! Somebody lay 'er 'ard and fetch 'er powder-puff an' 'er lip-stick an' 'er scent bottle! Bear a 'and an' fetch th' doctor! She's agoin' ter faint! Remember it, Woodsey?"

"Quite well."

"An' 'ow 'e yelled art to th' Joss: 'Gie me 'old o' them shears, Master-at-Arms! Lemme trim 'er luvly locks!' An' wiv that, 'e ups and lops Nobby's bonce, 'e did, wiv 'is own' ands, till Nobby looked like a noo-born babe; an' I thought 'e was agoin' ter 'owl like one, I did. An' then 'e shoves 'is fist in front of Nobby's dial, serious like; an' grinds 'is teeth like 'e was agoin' ter chew him up:

"I'll teach yer to defy my orders ter git yer 'air clipped short, you damned sea lawyer!" 'e roared. 'I'll 'av' yer ter know I'm runnin' a man-o-war, not a damned harem!' An' when 'e finished blowin' orf, 'e says: 'Now, will some nice young Romeo be so good as ter 'ail a cab an' escort this young lidy 'ome to 'er ma?'"

Jeff's account of that incident was as true as it was graphic. The captain had issued orders for all hands to have their hair clipped short by the Sunday morning. Nobby Clark, who was a bit of a lower deck dude, had refused to comply with the order. If there is one thing more than another that a captain—be he martinet or not—abhors, it is to see anything about his men that savours of the dude—or "Jack Shallor," as such men are called; they, as a rule, being only counterfeits of the real sailor. For ashore, he may be found at the bar of a public house swaying the main and crossing yards with a pot of beer and a box of matches. But on board ship he could not splice his own knife lanyard.

Nobby Clark was a remarkable exception; he was more eccentric than flash. He would wear with a coarse canvas refitting suit, a valuable gold watch suspended from an elaborately-woven lanyard fashioned by his own deft fingers out of ordinary coarse spun yarn. His shock head of fiery red hair was always saturated with oil, plastered flat on his forehead and parted down the centre. Yet, with all his peculiar fastidiousness in dress, he was one of the finest sailormen that ever trod a ratline. He was a paradox of virtues and vices. He never drank intoxicants, yet he made it a point of never returning on board from leave until his last sou was spent. His hobby on shore was to perform on every grand organ he could dig up. As a musician, he was somewhat of a genius. Indeed, on several occasions, the captain gave him special leave to land and give an organ recital in aid of some local fund. On such occasions, he always returned on board promptly at the expiration of his privileged leave.

Of an extremely proud and sensitive nature, the humiliation he suffered at the captain's hands proved as demoralizing to him as a similar process did with Samson of biblical story: He thenceforth neglected his hands and his hair; the violin upon

HER TASK ENDED.



Survey Ship of the Royal Australian Navy
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which he was wont to produce such marvellous, classical music, he stowed away with his gold watch.

One day, when the ship put in at an obscure port for water, the dinghy was found to be missing and with it, Nobby Clark, A.B. The estimated hour of his surreptitious disappearance synchronized with the sailing of an American whaler which was probably short-handed and would not scruple at harbouring a naval deserter. He had taken all his treasured belongings with him. In his ditty-box was found a politely-worded letter addressed to the captain of the ship:—

"Dear Sir—I deeply regret having to notify you that, owing to a temporary disposition brought about by the lamentable loss of my once highly-prized and carefully-cultivated thutch, I have felt impelled to prescribe for myself, a change of environment. Apologising for my unceremonious resignation and precipitate departure; and trusting that the efficiency of the Service you so ably represent will not be too severely impaired by my absence, I have the honour to be, Sir,

Ever your well wisher,
Reginald Clark, B. Mus."

Handing the letter to the first lieutenant, the captain said: "Well, Gordon, what do you think of that?"

"I'm afraid I hardly know what to say or think about it, Sir," was the evasive reply.

"But I know damn well what you are thinking!" exclaimed the old martinet. "You are thinking precisely the same as I am: that that young outlaw has been wasting his time here. So good luck to him."

"That is precisely what I was thinking, Sir."

"Well, damn it! Why the devil didn't you say so?"

(To be continued)

"Enthusiasm is the vitalising spark: *without* it a man is a mere automaton *with* it his work becomes a pleasure, his whole world brighter and better."

"Men at some time are masters of their fates;
The fault, dear Brutus is not in our stars,
But in ourselves, that we are underlings."

Julius Caesar, Act 1, Sc. 2

Australia's First Naval Fleet.

BY R. K. P.

ON the 26th January, 1788, the First Fleet under the command of Captain Arthur Phillip arrived in Sydney Cove, the object was settlement in a new colony. One hundred and three years afterwards another fleet, the "Australian Auxiliary Squadron," arrived in Farm Cove on 5th September, 1891, not for the idea of any new settlement, but for the express purpose of protecting the trade in Australian waters which had been built up by colonization. The following are the details of the scheme under which the vessels were obtained, how they received their names, the personnel, early trials and troubles, and extracts from the log books on the voyage out.

HISTORY OF THE SCHEME.

It was in January, 1881, that the late Sir William Morgan, Chief Secretary of South Australia, submitted to the intercolonial conference in Sydney, a scheme of defence, which was substantially that ultimately adopted. Victoria was represented at that conference by Sir Graham Berry. Sir William Morgan's proposal was that the Imperial Government should be asked to maintain in Australian waters a sufficient naval force to be used exclusively for the defence and protection of the Australian colonies and New Zealand: that this force should be under the exclusive control of the Admiralty, and that "as it would be unreasonable to expect the Imperial Government to bear the whole expense of the largely increased force," the colonies should bear a moiety of the cost of building and maintaining the fleet. This proposal appeared to the delegates of the other colonies to be much too generous, and a resolution was ultimately agreed to, affirming that, in the opinion of the conference, "considering the large Imperial interests involved, the naval defence of the colonies should continue to be the exclusive charge of the Imperial Government, and that the strength of the Australian squadron should be increased"; and the delegates pledged themselves "to use all legitimate endeavours to procure the efficient fortifications and land defences of the several ports of the Australian colonies, at the cost of the



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several colonies interested." This resolution was forwarded in due course to the Secretary of State for the Colonies (then the Earl of Kimberley), and the reply, though brief, was felt to convey something very much like a snub to the colonies. The Imperial Government had noticed "with much satisfaction" that part of the resolution which referred to the land and port defences, but they were "unable to express similar satisfaction at the suggestion that the outlay for the naval defence of the Australian colonies should be increased, and, at the same time, that it should continue to be exclusively a charge on the Imperial Treasury." His Lordship added his gratification at the attitude which the South Australian representatives had assumed in the matter.

For nearly four years the question of naval defence was allowed to remain in abeyance. At length, in March, 1885, Sir Henry Loch, then Governor of Victoria, wrote to Rear Admiral Tryon inviting an expression of His Excellency's views upon the question of coast defence, and the number and character of the ships that would be required for such a service. Admiral Tryon, in reply, gave the outline of a scheme which he thought would meet the need. He suggested six "cruiser-catchers," partially armoured, and eight sea-going torpedo boats, the Admiralty to furnish the ships, and the colonies to bear the entire cost of maintenance, the ships to be in every sense Her Majesty's ships in commission, and placed under the Commander-in-Chief on the Australian station.

The subject was discussed by the Governments of all the colonies, and in April, 1886, the Premiers of Queensland (Sir Samuel Griffith), New South Wales (Sir P. Jennings), and Victoria (Mr. Gilles) met in conference on board H.M.S. "Nelson" in Sydney Harbour, and Admiral Tryon submitted to their consideration a proposal emanating from the Admiralty, namely, that five cruisers and two fast sea-going torpedo boats should be provided, and that the entire cost of building, equipment and maintenance should be borne by the colonies.

The cost of providing such a fleet was estimated at £626,000 and the annual expenses of maintenance were set down at £150,000. As may be imagined, the scheme met with no approval. As

Mr. Gillies pointed out, the proposal that the colonies should bear the entire expense of the new fleet "is exactly the converse of that to which the Secretary of State took exception," and the one proposition is as extreme, from a Colonial standpoint, as the converse is from an Imperial point of view." The Victorian Premier thought it would be quite sufficient if the colonies bore the expense of maintenance. New South Wales and Queensland were willing to add a sum on account of depreciation in the value of the vessels. In the correspondence that followed, Mr. Gilles was very much in evidence, and he represented the case strongly from a Colonial point of view. In one despatch he remarked "The great concern which the Admiral has throughout displayed in the protection of the pockets of the British taxpayer is no doubt very much to be commended, but Mr. Gilles would submit, with great confidence, that the British taxpayer will not refuse to share in an expenditure as much for his own advantage, and to protect his own interests, as it is those of the Colonies."

It will be seen that the question of the establishment of an auxiliary naval force in Australasian waters had been very fully discussed prior to the meeting of the Imperial Conference in London in the early part of 1887. All the parties were well informed as to the ideas entertained by each of them upon the subject, and the outcome was the adoption by the Conference, and subsequently by the Governments interested, of the scheme which has since been carried into effect. The agreement then made was tersely stated by the First Lord of the Admiralty in explaining the Navy Estimates for 1888-89. "A special agreement" he said "was entered into between the Home Government and the representatives of the Australasian colonies, under which a joint financial responsibility was established between the contracting parties for the creation and maintenance of a sea-going squadron of ships of war to protect the commerce of the Empire in Australasian waters. The peculiarity of the arrangement consisted not merely in the establishment of a financial partnership between England and Australasia for this specific purpose, but in the apportionment of the liability so incurred. The Mother Country engaged to bear the whole cost of building, arming and equipping the squad-



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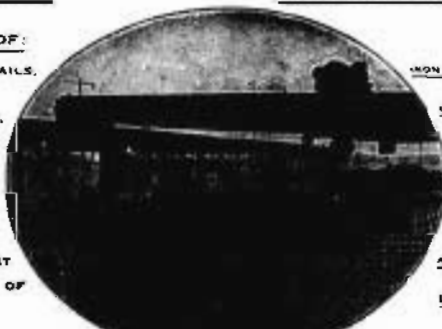
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ron. On the other hand, the Colonies undertook, when the vessels were commissioned, to meet the whole cost of their maintenance and manning up to a maximum of £91,000 annually during time of peace, and to pay in addition a sum of £35,000 annually for ten years as a contribution towards the original cost of construction."

The following paragraphs from the agreement will further explain the scheme:—

"These vessels shall be placed in every respect on the same status as Her Majesty's ships of war, whether in commission or not."

"The officers and men of such of these vessels as are in commission shall be changed triennially and of those in reserve as may be considered advisable."

"These vessels shall be under the sole control and orders of the Naval Commander-in-Chief for the time being appointed to command Her Majesty's ships and vessels on the Australian Station."

"These vessels shall be retained within the limits of the Australian Station, and in times of peace or war shall be employed within such limits in the same way as are Her Majesty's ships of war, or employed beyond those limits only with the consent of the Colonial Governments."

"Notwithstanding the establishment of this naval force, no reduction is to take place in the normal strength of Her Majesty's naval force employed on the Australian Station, exclusive of surveying vessels."

"These vessels shall consist of five fast cruisers and two torpedo boats. Of the above, three cruisers and one gunboat to be kept always in commission, the remainder being held in reserve, in Australasian ports, ready for commission whenever occasion arises."

"In time of emergency or actual war the cost of commissioning and maintaining the three vessels kept in reserve during peace shall be borne at the cost of the Imperial Government."

"In the event of any of these vessels being lost, they shall be replaced at the cost of the Imperial Government."

"On the termination of the agreement, these vessels to remain the property of the Imperial Government."

"Nothing in this agreement shall affect the

purely local naval defence forces which have been, or may be, established in the several colonies for harbour or coast defence. Such local forces in each colony to be paid for entirely by that colony, and to be solely under its control."

"In time of peace two ships, either of the normal Imperial squadron or of these vessels, shall be stationed in New Zealand as their headquarters."

TO BE CONTINUED.



Mr. F. W. Hixson, O.B.E., J.P.

Mr. Hixson is one of the foundation members of the Navy League in N.S.W. When the League was formed in November, 1918, he accepted office with the late Mr. Alfred Milson as an Honorary Secretary, a position he continues to fill.

During the whole of that time Mr. Hixson has been present, except on three occasions, at every monthly meeting of the Executive Committee, of which he is a member.

Mr. Hixson is also Hon. Secretary and Treasurer of the Royal Naval House—an institution which caters for the needs of serving Naval men.

The things that unite us are deeper and more lasting than those that divide us.

T. R. BAYN,
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Monthly Notes and News.

Navy League Ball.

The next Ball organised by Navy League Headquarters will be held on board the magnificent P. & O. mailboat "Mooltan," on Monday, 4th February, 1929. Of all Navy League social functions it is expected that this will stand out as the most successful and the most enjoyable. The Ball will be made possible through the wonderful generosity of the P. & O. Company in placing their superb flagship at the service of the League on that night.

The very names Peninsular & Oriental, and "Mooltan" conjure up visions of romance and colour and mystery and the sea. And who will say that any of these things will be absent from the mind and eye of the dancers on the privileged occasion—Feb. 4—when soft music, soft breezes, subdued lights and polished decks make the mighty "Mooltan" a magnet—a ship clothed in the very atmosphere of the languorous and compelling East.

REMEMBER MONDAY NIGHT, FEBRUARY 4.

Nelson Night.

The Hon. Sir William Cullen, K.C.M.G., M.A., LL.D., Lieut.-Governor of N.S.W. and President of the Navy League, will take the Chair at Nelson Night Celebrations at Royal Naval House on Monday, 22nd October, at 8 p.m. There is no charge for admittance, and members are asked to be there at 7.45 as a large gathering is expected. A brief address and musical items will be given. A large body of Sea Cadets will be present.

Cadet officers who have visited the office during the month include: Messrs. W. L. Hammer, J. E. Forsythe, G. Phillips, F. Moore, A. E. Solomon, A. B. Proud, J. Graham, H. R. Currington, D. Waterfield, M. Litto, E. Pember, C. H. Hopkins and J. Waterer. Mr. Walters also called and expressed a desire to link up in an honorary capacity with the cadets. His experience as an officer in the Merchant Service will be of great use, and his offer of voluntary service is greatly appreciated and most acceptable to the League.

Mr. A. B. Proud has been appointed liaison officer to the League, and is already performing useful service.

The Navy League deeply sympathises with Mr. and Mrs. Thompson of Manly in the great loss sustained by the death of their son, Cadet A. Thompson.

Sir Douglas Maclean of Napier, New Zealand, has been elected President of the New Zealand Navy League for his lifetime.

If present arrangements are adhered to the new cruiser "Australia" will arrive at Wellington, N.Z., on October 12th; Brisbane on the 17th, and Sydney on the 23rd October.

The complement of the "Australia" consists of 54 officers and 763 ratings.

Amateur photographers are cordially invited to submit "action" pictures of cadets or committees or of any subject or object which holds some interest for Navy League readers.

RADIATING JOY.



Supporters of Mosman Cadets are a happy lot ashore or afloat. Their never waning brightness and enthusiasm helps the lads of this splendid Company. Here are seen some of the Committee members and officers enjoying a well-deserved afternoon with the Harbour breezes.

In our last issue we mentioned that new companies of Sea Cadets were in the offing. Some of them have arrived ahead of time. These include Balgowlah and Leichhardt, and we extend to them the warmest of welcomes.

Like the tall white canvassed ships of old, our companies meet with many adventures and many vicissitudes. On the wave of success one is weakened by scurvy: another loses its captain and falls a prey to pirates who loot and scuttle it: yet another finds itself on soundings in a fog and the helmsman becomes panic stricken and gets it on to the rocks of dissension when it founders with all hands. And yet, superlative handling by officers and committees has brought ten companies of Sea Cadets over every obstacle—and they are many—into the midst of our national life to play worthily their part in Australia's destiny. This dogged spirit that counts every set-back a step towards greater effort visualises not less than twenty companies in the next twelve months.

Officers who hold Regional rank will be expected to supervise in a general way not less than two

companies of Sea Cadets. This does not necessarily mean that two or more depots need be established. It may be that it will be sounder, more economical and more effective policy to base two companies—say No. 1 and No. 2, each 50 strong—on the one depot. If the depot is centrally situated in the Region it might be found advantageous if companies under the same Regional O.C., but each acknowledging its own separate company O.C. agree to share it, thus shouldering the expenses jointly. Such a happening depends entirely on intelligent organisation and goodwill.

O.C.'s must ask themselves whether it is good business to pay a stiff rent for a depot and allow it to be shut up most nights of the week.

Co-operation is the sheet anchor and the nerve centre in one, around which the Navy League Sea Cadet movement swings and has its being. And it is confidently expected that O.C.'s and committees will bear this fact in mind when widening the circle of cadet activities.

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(Continued by Mr. F. MOORE.)

DURING the visit of the Southampton Submarine Flying Boats to Sydney a crew from Mosman Bay Company had the privilege of being shown over one of the machines. A Mosman crew happened to be out rowing, and approached one of the buoys marking the area in which the flying boats were tied up. By means of semaphore communication was made with the Commanding Officer informing him who we were and asking permission to board one of the boats. The magic words 'Navy League' gave us the passport, and we were instructed to row up to one of the machines to be shown over. About 300 people stood in the Domain viewing



MOSMAN LADS ON BOARD S.S. "JOHN WILLIAMS."

the flying boats, and our signalling and rowing being in full view of them gave some publicity to the Navy League Sea Cadets and their work.

A large number of cadets from this Company attended the march through the city and the special screening of "The Life of Nelson." Mr. Carrington, O.C., as "Officer of the Day," wishes to thank all officers and cadets for the splendid turnout to this parade—more than 300 lads in uniform being present.

At the invitation of Captain Kettle, the master of the Missionary ship "John Williams," the Mosman Bay Company went on board his vessel to have a look round. Mr. Anderson, the second officer, took charge of the party and showed them all over the ship. It was a most enjoyable and interesting outing. Many thanks are due to Mdme. Carlin who so kindly arranged this visit for us.

The Red and Gold Annual Ball was held during

the month and was a great success. We were pleased to see the League's worthy secretary, Capt. Beale, O.B.E., who, although a very busy man, found time to be present. Mr. Hammer, O.C. of North Sydney, was also there, and brought a great roll up of North Sydney Committee members. We are always sure of their support. As usual the great success was due to the hard work put in by Mrs. Dillon and her committee of lady workers. The hall was very tastefully decorated by Major Scott, D.S.O., and his willing band of friends and helpers. Mr. Forsythe, Drumoyne O.C., kindly lent the flags for the decoration, and needless to remark these gave colour and charm to the hall. Miss Nellie Stewart was present to judge the dresses, and with her usual generosity donated an autographed photograph of herself as an extra prize. This Miss Stewart was none other than the world-renowned actress "Sweet Nell," to whom countless thousands have rendered homage.

Two recruits reported at Mosman Bay Depot the other day, and on enquiring the address of the first one the officer was informed Kensington. This seemed a long distance to come, but when the address of the second one was asked he gave his address in Liverpool. This proves that there is something in Navy League cadet training when boys are willing to travel 25 miles to a parade, having to travel at no small cost on train, tram and boat.

About 20 cadets joined the Guard of Honour to bid bon voyage to our Sailor Governor (Sir Dudley de Chair). His Excellency could not come ashore to inspect the boys owing to pressure of civil engagements, but he was on deck to wave farewell, together with Lady and Miss de Chair.

Last Saturday two crews left the depot, one sailing and the other rowing, both crews boarding different ships lying in Athol Bight. Owing to the kindness of the officers on board and the interest they displayed in Navy League work, the crews were able to signal to each other by semaphore and international code. This was great training for the lads.

Our Popular Boy Competition is going along in fine style, every cadet taking a keen interest in it and selling tickets like hot cakes. We hear that other Companies have followed our lead and have organised Popular Boy Competitions. We wish them every success in the venture.

Cadets are looking forward to the camp which will be held at Newcastle from 21-28 September. The journey both ways will be made by steamer.

We thank Miss Flo Aldred for her great work during her holidays as Hon. Typist to the Company, and she has typed over 250 sheets of various matter for the benefit of Committees, Officers and Cadets.

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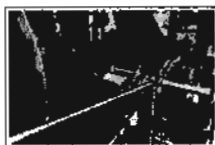


Illustration shows a 25-ton Compressor at the depot of the Trawling industry at Woolloomooloo, driven by a 50 B.H.P. electric motor. This machine provides the cold storage for fish and runs 24 hours a day, mostly seven days a week. The "Mangrovite" 10-in. Double Raw Hide, endless belt shown running, forms a Lenix drive. This particular belt functioned perfectly for over three years and has since been replaced by another "Mangrovite" which is giving equally good service.

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North Sydney.

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

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

VICK-REGAL.—On the occasion of the State Governor's departure for England officers and cadets of the various Companies were represented in the Guard of Honour. They carried out the various duties required of them in an entirely satisfactory manner. His Excellency was very pleased and at the same time agreeably surprised at seeing such a fine muster of the cadets to wish him farewell and God speed.

NELSON.—Officers and cadets thank the management of Hoyt's Picture Theatres for their generous invitation to attend the screening of the life of Nelson.



O.C. NORTH SYDNEY AND OFFICERS.

DIVINE SERVICE.—A squad of cadets attended a Church Parade at St. Augustine's, Neutral Bay, on the 26th August to celebrate the Church Anniversary. Cadets embracing different faiths are always free to attend their respective places of worship.

SHIP VISITS.—Officers and cadets of the Company, together with several members of the Sub-branch Committee, were the guests of the Captain and Officers of the Italian mail steamer, T.S.S. "Principe di Udine" on Sunday, the 11th August. A most enjoyable afternoon was spent, the afternoon tea being greatly appreciated, as was the warm hospitality of our hosts. The behaviour of our cadets was favourably commented on by the Udine's officers.

FOOTBALL.—Our football team played Mosman Bay Company on Saturday, the 10th August. Both teams played a good fast game.

NEW COMPANY FORMING.—The Wollstonecraft Company's Sub-branch Committee is to be formed on Monday evening, the 24th September. As Regional Officer for North Sydney Region I

appreciate the encouragement given by Headquarters, and also thank those splendid well-wishers who desire to see the new unit grow and prosper.

PROMOTION OF OFFICERS.—Mr. B. Collins from Second to First Officer of the Company; Mr. H. Burdon, acting Second Officer to become Second Officer of the Company; Mr. R. Strike, Fourth Officer to become Third Officer of the Company; Mr. T. Burdon, acting Fourth Officer to become Fourth Officer of the Company, with the possibility of transfer to Mosman Bay Depot at an early date.

CADETS.—The following promotions have been made dating from the 1st September:—A. Coston from I.S. Cadet to Petty Officer Boy; L. Hilton from P.O. Boy to Chief P.O. Boy; D. McArthur from P.O. Boy to Chief P.O. Boy; H. Fletcher from Yeoman Boy to Chief Yeoman Boy of Signals.

ACTIVE STRENGTH OF COMPANY.—The present strength of the Company is 65 cadets.

CONGRATULATIONS.—To the O.C.s Birchgrove Company, Drummoine Coy., Mosman Bay Coy., Manly Coy., Lane Cove Coy. upon their appointment to Regional Officers in Charge of their respective Regions.

ANNUAL BALL.—The Annual Company Ball is to take place at Warringah Hall, Yeo St., Neutral Bay, at 8 p.m., Saturday, September 22nd. A large gathering is certain owing to the popularity of previous dances.

PROMOTION TO REGIONAL OFFICER IN CHARGE.—I desire to record thanks to the Executive Committee for my appointment as Regional Officer in command of No. 2 Region. The idea of Regions is an excellent one, and will greatly facilitate the development of the Cadet Movement in New South Wales.

Birchgrove.

OFFICER-IN-CHARGE: Mr. S. COOPER
HON. SECRETARY: Mr. D. WATERFIELD
(Contributed by Mr. S. Cooper, O.C.)

THE small dance which we held at the Balmain Town Hall last month showed a net profit of £10. Exhibition dances were given by Mr. C. Phillips (ex Birchgrove cadet) and partner, and Misses Phillips and Court. Both items were very well received.

Mrs. Hamilton Marshall, who is Hon. Treasurer of the Rose Bay Company of N. I. Sea Cadets, visited our depot and showed keen interest in the boys' work.

I mentioned in my notes some time ago that Birchgrove was forming a concert party. Well, the first concert was given at the depot on Wednesday evening, 22nd August. To mention each of the 24 items would require too much space, but all were star turns. It is not generally known that our 1st Officer, Mr. Waterfield, in addition to

signalling and seamanship adds horsemanship to his accomplishments. The superb management of his Arabian steed, whilst driving the awkward squad, earned great applause. It was indeed a feat to manoeuvre that mount in and out of the footlights and stage scenery. Who knows! The day may come when Mr. Waterfield's horsemanship may be displayed in George Street as Brigadier in charge of the battalion on the white horse. The clever statue dancers' item was greatly enjoyed, and Mr. Crater moved his audience to tears and laughter in the Stowaway and Robustian. That Chief Officer Harvey had missed his vocation was evident. He should have been on the stage. Messrs. Tunstall and Treloar, patter comedians, were right up to date and gained great applause. Sid Simpson was again on deck and in splendid voice. L.S. Cadet J. Lamperd in Jimmy Jones and the Country J.P. was, as usual, one of the best. The company bade us adieu at 10.45 p.m. The Welfare and Felix Girls assisted in serving refreshments during the interval. Representatives from Balmain and Lane Cove attended. We have to thank Mr. G. Wells for installing the footlights and top lights on the stage. With so many willing helpers around Birchgrove cannot go back.

We are pleased to relate that Mr. Hions, late of Drummoine Company, has joined No. 1 Region.

Twenty members were present at the Annual Meeting of the Welfare Committee held on 23rd August. The following were re-elected to office:—President, Mrs. Harvey. Hon. Treasurer, Mrs. Lamperd. Hon. Secretary, Mrs. Cooper. The expenditure for depot fittings, fares and sundries amounted to £79. These figures make one realise fully the value of a real live working Welfare Committee.

The band again gave their services at Capt. Flood's (Sydney Ferries) moonlight benefit excursion. A splendid report on the playing and behaviour of the cadets has been received.

We tender our thanks to Mr. Betts, of the Balmain National Theatre, for his invitation to 70 of our cadets and officers to a free screening of the "Falkland Island Battle." We felt proud to think that, in some small way, we were still connected with the finest fighting force in the world. The Felix Girls also came along and all thoroughly enjoyed the picture.

Drummoine Region.

We may be pardoned for expressing the pride felt by the cadets in No. 1 Drummoine Company for the progress made during recent weeks. This Company provided a Guard of Honour to the State Governor (Admiral Sir Dudley de Chair) when he was present at Hoy's De Luxe Theatre on the occasion of the screening of "The Life of

Nelson." His Excellency chatted to several of the lads and complimented them on their smartness. He also expressed great pleasure at seeing the Guard there and warmly thanked the O.C.

On the invitation of the Headmaster, Boys' High School, Moore Park, the cadets were present and took part in the Opening Concert in the School's new Assembly Hall.

A red letter night in the history of this Company was when more than 50 of the lads' parents and supporters were present on the 17th August to witness the activities of the cadets. Parents' night in future will be a feature with us, for it is proposed to hold an "evening" every eight weeks, when these worthy folk will have an opportunity to identify themselves with the welfare of the cadets and meet the officers.

Wednesday nights and Saturday afternoons have been made the most of, training being indulged in under the supervision of the officers. The boats have also been given attention, and we feel sure that their appearance will meet with the approval of the critics.

These notes would be incomplete without a word of thanks to Mr. Jackson for great interest manifested in the work of the cadets and for the valuable assistance he has rendered to the Company. Neither must Mr. Pickles be forgotten. We believe we are correct in saying that he is one of the oldest active members in the Cadet Movement. As a boy and a cadet he was with Mr. A. Mellor when the unit was formed. Steadily he has worked through every grade, and to-day he has been appointed Actg. O.C. of our No. 1 Company. It is a record to be proud of, and yet Mr. Pickles has not been spoiled, and if possible his interest and enthusiasm continues to increase. The Regional O.C., Mr. L. E. Forsythe, is fortunate in having the services of such a splendid officer and battler as Mr. Pickles. We lift our hats to both.

Manly.

OFFICER-IN-CHARGE: MR. R. A. SOMMERVILLE
HON. SECRETARY: MR. F. L. HENRIKSEN
(Contributed by Mr. R. A. Somerville, O.C.)

The Company is still on the advance, and in very short time should gain its objective, which is efficiency of a high degree and its own depot. The work attached to organising a Company is very difficult, as all O.C.'s, who are successful must know, but with the confidence, enthusiasm and loyalty of thirty-five cadets to assist no difficulty will be insurmountable. Loyal men and true are most essential in all such organizations. It is unnecessary to comment on the good work of our small but efficient Committee—just look at our Balance Sheet for the five months ended June last. The parents, too, always assist with the

Manly—Continued.

catering and sale of tickets, and so help to ensure the success of our many functions.

A dance is to be held on the 13th of this month, and the Annual Ball will be held at the Memorial Hall on the Saturday, 20th October. Officers are invited to attend and bring their friends. The tickets will be obtainable on application.

Cadets and officers had the pleasure of witnessing the screening of "The Life of Nelson" at Hoy's Theatre. All enjoyed the picture and thank the management of Hoy's Ltd. for the invitation.

Mr. A. Ricketts, 1st Officer, is training the cadets in boat drill and sailing. The progress is remarkable. A number of cadets visited Birchgrove Company recently to sit for the Tugboat Seaman Examination. All candidates passed.

The cutter was cleaned and painted last Saturday. It is evident that the boys don't mind the work, for they are looking forward to having another boat shortly.

The late Cadet Bugler Andrew Percival Thomson was one of the first cadets to join Lane Cove Company in October, 1924. He was one of the foundation members of Manly. His death occurred on August 23rd after some months illness. The wave of regret and deep feeling which swept over his fellow cadets and officers was a tribute to his own lovable character and a recognition of the fact that he was all that a Navy League cadet should be. Known by his fellow cadets as Andy he won the respect and affection of all, and his big form and cheery presence were sadly missed by all who knew him. Over 70 cadets and six officers from Mosman, Balgowlah and Manly attended the funeral. To Mr. and Mrs. Thomson we offer our deepest sympathy.

Lane Cove.

OFFICER-IN-CHARGE: MR. R. M. SOMMERVILLE
HON. SECRETARY: MR. F. L. HENRIKSEN
(Contributed by Mr. R. M. Somerville, O.C.)

Parades have been carried on as usual and First Aid classes held by Instructor Bribery.

Captain Beale, Mr. Lea-Wilson, Mr. Cochrane (our President) and members of the Welfare Committee, visited the depot recently.

Mr. Lea Wilson is keenly interested in the boys of this company and has kindly donated prizes for various competitions. We are very grateful to this gentleman, whom the boys have dubbed a "real sport," and will be glad to welcome him at our depot any time.

A Church Parade was held recently at the Pres-



Captain William Stuart.

This celebrated Captain of the famed clipper ship "The Tweed" came from ancient Viking stock, and readers will be interested to learn that he has a son residing at Five Dock, Sydney. It is hardly necessary to add that this scion of an illustrious family is interested in our N. L. Sea cadets.

An Appropriate Prize



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byterian Church. The Minister, Rev. McDonald, wishes to be associated with our company.

All available boys attended the screening of "The Life of Nelson" at Hoyt's Theatre and enjoyed the interesting film.

Mr. R. M. Symonds is very popular with the Lane Cove Cadets, for each Saturday and Sunday he takes parties of boys out in his motor launch and instructs them in various ways. Mr. Symonds also donated two fine maps to the company.

Our Enchre Parties are well attended each Monday, and special thanks are due to these ladies and gentlemen for their great assistance. Only two of these good folk have boys in the company, yet they gladly assist the Navy League and are really a very happy party.

We were pleased to enrol Alec Shepherd as a cadet. We can do with big boys.

Mr. Houston, 1st Officer, took a squad to view the Argentine Training Ship and some fine souvenirs were obtained. The boys, in charge of Mr. Symonds, also visited the Japanese Warships and our own destroyers.

We have lost a very interested well-wisher in Sapper Healy. He was a wonderful character and always looked forward to Cadet Darcy's visit with the Navy League Journal. Our sympathy is extended to Mrs. Healy.

Each and all extend sympathy to our President, Mr. Cochrane and his family, in the loss of his dear wife and helper.

Mr. Oakes is one of our solid supporters and is ever ready to place his valuable services at the disposal of this sub-branch and company.

Balgowlah.

(Contributed by Cadet Walters)

SINCE the last issue of the JOURNAL this Company has been born into the goodly fellowship of the Navy League Sea Cadets. To the East of us we have our friends of the Manly Company, while to the West of us flourish a whole brood of young Vikings of the League, with Mosman the nearest and well worthy of our steel—(whisper it!)—when we get our sea legs and, incidentally, uniforms, boats and a host of other necessary equipment.

For a baby, we are not doing badly. There are more than thirty cadets enrolled, and what is more important, they all look real sticklers. Our neighbour, Manly, will have to keep its weather eye open if it wants to beat its younger sister. But either way we are sure the warmest friendship will exist, and rivalry will mean fresh additions to the League strength and greater lustre to its general parades.

In association with cadets from Mosman and Manly Companies on Saturday, Sept. 1st, we paid

our last respects to a worthy comrade, Cadet A. Thompson, who passed away the previous day. Our sympathies are with his parents.

Many, many thanks are tendered to the Headmaster of West Manly Public School (Mr. Moloney) for his kindly interest and generous help.

This Company has started well in the musical line—but more next month.

The Proprietors of the Balgowlah Pictures Theatre are invited to accept sincere thanks for interest and help.

The difficulty of uniforms may arrest progress for a while, but when this is overcome we expect to "deliver the goods."

Leichhardt.

(Contributed by Mr. M. Lillie, A.C.G. O.C.)

ANOTHER new Company is developing and will help to swell the number of Navy League Sea Cadets in the Metropolitan area. This new unit is Leichhardt, and it will take its place in No. 1 Region alongside Birchgrove and Balmain Companies. With the help of the Regional O.C. (Mr. S. Cooper) and the encouragement and valuable advice of the League's Secretary (Captain Beale) we expect to grow in numbers and in efficiency, and co-operate with our elder sister Companies for the benefit of the cadets and the whole movement. As yet we are only in the first stages of progress, but with an initial strength of 18 lads, a hard working Chairman in Mr. A. Goode and a wonderfully enthusiastic Welfare Committee of twenty-three members, we hope and expect to win a place at no distant date alongside the crack units of N.L. cadets.

Our first consideration is a depot, and in our search for one we pay tribute to Mr. Cooper and Mr. Waterfield for friendly help.

Time is on our side and we do not despair. What others have done we believe we can accomplish in the weeks to come. Birchgrove, Mosman, Manly, and the splendid progress shown in recent months by Drummoyne are ever in front of us. With such models to guide us we have no fear of the result.

Mrs. Beveridge who, unfortunately for us, will be absent from the district for some months, has already rendered splendid service to the new Company, and we have her assurance of help to come.

Our keen Hon. Secretary, Mrs. Goode, was hurried to hospital recently, but we are delighted to announce that she is on the high road to recovery again.

We need all the ladies well and strong, for we realise that they are going to be of great assistance in the social and fund raising side of the work.

To all N.L. Companies we make our bow, and express the wish to meet them in friendly competition at an early date.

GUTTED!



IN MID-OCEAN.

The seaman faces many dangers and the one he fears most is fire. No less than three ships have been reported to be on fire at sea within the last two weeks.

SEMAPHORE COMPETITION

Of the twelve left in for the final effort nobody succeeded in submitting a complete solution. The nearest were Lindsay Scott and C. Dillon each with eleven correct answers as shown hereunder. As the paper of the first named indicated greater

care and neatness in its preparation the first prize will be awarded to him and C. Dillon will receive the second prize.

All the other entrants succeeded in 9 and 10 of the 15 problems.

I. G. SCOTT'S EFFORT.

1. M/V MALABAR
2. ULOOLOO
3. C.M.B. (NUMERICAL) 15
4. MANCHESTER MERCHANT
5. CALULU
6. RONDRO
7. R. M. CARNA
8. R.M.S. NIAGARA
9. NIEUW HOLLAND
10. GERRY
11. P (NUMERICAL) 22
12. EYEGLE
13. SIR T. HUGH BELL
14. PTE SARMIENTO
15. GOODWOOD

SEALED SOLUTION

1. M. V. MALABAR
2. ULOOLOO
3. C.M.B. 15
4. MANCHESTER MERCHANT
5. CALULU
6. CORIO
7. R. T. HANNA
8. R.M.S. NIAGARA
9. NIEUW HOLLAND
10. MORUS
11. P 22
12. KYOGLE
13. SIR T. HUGH BELL
14. PTE SARMIENTO
15. GOODWOOD

C. DILLON'S EFFORT.

1. M. V. MALABAR
2. ULOOLOO
3. H.M.B. YAK
4. MANCHESTER MERCHANT
5. CALULU
6. CORIO
7. R. G. HANNA
8. R.M.S. NIAGARA
9. NIEUW HOLLAND
10. MORUS
11. P.S. 22
12. OYEGLE
13. SIR T. HUGH BELL
14. PTE SARMIENTO
15. GOODWOOD

The Lea-Wilson Swimming Premiership Cup.

REGULATIONS GOVERNING EVENTS.

1. All competitors must be financial members with membership for three months prior to the Carnival.
2. All competitors to wear costumes and v's.
3. Competitors must be ready to take off in time.
4. Competitors only allowed on the take-off stage.
5. Competitors are to leave the water immediately event is finished.
6. Protests only entertained when made to judge at the end of the race.
7. Only amateurs allowed to compete.
8. Only four entries from each Company allowed in each event of swimming.
9. Only one entry in Diving event.

NOTE.—Any infringement of the Regulations will mean disqualification.

SWIMMING EVENTS.

50 METRES NAVY LEAGUE CHAMPIONSHIP. One and two in each heat to compete in final.

1. Under 13 years.
2. " 14 years
3. " 15 years
4. " 16 years

100 METRES NAVY LEAGUE CHAMPIONSHIP.

5. Under 14 years.
6. " 15 years
7. " 16 years.
8. " 17 years.

33 YARDS NAVY LEAGUE CHAMPIONSHIP.

9. Under 11 years.
10. " 12 years.

11. 200 METRES NAVY LEAGUE CHAMPIONSHIP (Open).

12. 33 YARDS BRKAST STROKE.
Under 16 years.

13. 1 CADET RELAY RACE (Team of 4).
33 yds.—under 16 years.

14. DIVING CHAMPIONSHIP.

- N.L. Cadets under 14 years.
" " 15 years.
" " 16 years.
" " 17 years.

Three Dives—Running, Standing and Fancy.

Points count in Finals for Company Cup:—

- 1st 3 Points.
2nd 2 Points.
3rd 1 Point.



MR. S. J. LEA-WILSON.

MR. LEA-WILSON has been a generous supporter of the Sea Cadet Movement for many years. His interest in the welfare of the boys has never flagged and he is ever wondering how he can best stimulate healthy rivalry among the cadets. Mr. Lea-Wilson's latest gift is a handsome solid silver cup for swimming competitions.

Only the man of worth can recognise worth
in men. —Carlyle.

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Functions of Local Committees of the Navy League.

1. To do their utmost always to assist the appointed Officer-in-Charge to carry out the duties allotted to him from time to time by the Executive.
2. To co-operate with the Officer-in-Charge and so ensure that harmonious working which is in the best interests of the cadets in particular and of the League as a whole.
3. To assist the Officer-in-Charge to keep in friendly touch with all educational and religious bodies in the Region and with all recognised organisations that have as their objective the welfare of the Boy.
4. To assist the Officer-in-Charge to further the interests of the Sea Cadet Movement in the Region by interesting people in the work of the League, and by organising social functions and the like to financially assist in the establishment of training and recreation depots, and to purchase and maintain boats and equipment necessary to the development and success of the Cadet Movement.

H.M.A.S. "Brisbane" has returned from Honolulu, where she took part in the celebration of the 150th Anniversary of the discovery of the Hawaiian Islands by Captain James Cook, R.N.

Some of the gunnery, torpedo and navigation officers on the new Australian cruiser "Canberra" graduated from the Jervis Bay Naval College.

The Federal Acting Minister for Defence has stated that there are no fundamental defects in Australia's new submarines "Oxley" and "Otway."

It is noted that new recruits are just as particular about polished boots and short hair as the veterans: this is all to the good, for it adds to the smart appearance of League Cadets, just as quick and cheerful attention to duty adds to efficiency.

Without truth life has no meaning here or hereafter.

—Archbishop Hannan.

In the pit and on the heights the light of inspiration flashes brightest

W.W.B.

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R.A.N. Appointments.

Lieutenant-Commander: (AS) James C. D. Edaile to "Cerberus," additional for passage to England per S.S. "Aconitine," to date 23rd July.

Lieutenant: (AS) Harry G. K. Melville to "Platypus," to date 26th July; James K. Walton to "Platypus," to date 16th July.

Engineer-Lieutenant: John V. Corigliano to "Platypus," to date 25th July; James H. Dardel, M.S.M., to "Penguin" for "Albatross," to date 26th July.

Paymaster Lieutenant-Commander: Wellington T. Huggan to "Penguin," for supply duties, to date 23rd July.

Lieutenant-Commander: (N) Harry T. Bennett, D.S.O., to "Penguin" additional, to date 24th September; Ernest C. Rhodes to "Platypus" in command (temporarily), to date 24th September; Leonard A. W. Johnson to "Success" in command (temporarily), to date 24th September.

Surgeon-Lieutenant: Denis A. Pritchard to "Penguin," to date 5th September; Lionel Lockwood to "Cerberus," to date 5th September; Brian A. Serjeant to "Moresby," to date 1st September.

Commissioned Gunner: Arthur Harrison to "Cerberus," to date 13th August; (T) Arthur Baker to "Cerberus," and for Torpedo School, to date 27th August; (T) Bert Hatcher to "Cerberus," additional, for passage to England per S.S. "Moldavia" for reversion to the Royal Navy, to date 28th August.

Commissioned Boatswain: Frank Colston to "Cerberus," to date 7th September; William G. Knight to "Cerberus," additional for passage to England per S.S. "Orama" for reversion to the Royal Navy, to date 17th September.

Commissioned Engineer: James M. Hyslop to "Penguin" additional, to date 5th September, and to "Cerberus" additional for passage to England per S.S. "Orama" to date 16th September.

PROMOTIONS.

Lieutenant Alfred D. Owyer to Lieutenant-Commander, 1st September; Acting Sub-Lieutenant Arnold E. Green to be Sub-Lieutenant 30th June; Lieutenant-Commander (E) Cyril J. B. Culhane to be Commander (E), 30th June; Engineer-Lieutenant-Commander Leopold J. P. Carr to be Engineer-Commander, 30th June; George W. Arnold, Commissioned Instructor in Cookery to be Lieutenant Instructor in Cookery, 30th June; Edgar L. Smith, John Cox, William S. Rhodes and Michael J. O'Neill, Warrant Instructors to be Commissioned Instructors, 30th June, 1928.

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European Naval Notes.

(By a Special Correspondent)

The Prince of Wales inspected the new cruiser AUSTRALIA and the re-rigged VICTORY during his recent visit to Portsmouth. He also made an informal call on HOOD, which had just berthed.

The 10,000-ton cruiser SHROPSHIRE has been launched by Beadmores, and the submarine OSWALD by Vickers-Armstrong, Barrow, the latter firm's 148th vessel of this type. Chatham Dockyard has laid down the submarine PARTHIAN.

The VICTORY's old enemy at Trafalgar, the 74 gun IMPLACABLE, has been fitted as a holiday ship for boys at Falmouth.

The battleship ROYAL SOVEREIGN has completed her £180,000 refit and joined the Mediterranean Fleet, together with BARHAM. REVENGE is expected to complete her extensive repairs in December.

The battle cruiser HOOD has again proved herself the crack ship in the Atlantic Fleet in practically all exercises and sports. She will commence an extensive refit later in the year.

The battle-ship COLOSSUS, the cruiser WEYMOUTH, the destroyers TUMULT, TENACIOUS, TOMAHAWK, TRENCHANT and UNDINE, and the mine-layer PRINCESS MARGARET figure among warships awaiting disposal. They have been joined by the drifters EVENTIDE and FLOODTIDE.

Some of the "L" class submarines which have returned from China are to be laid up at Chatham until due for scrapping.

The new destroyers AMAZON and AMBUCADE have proved themselves magnificent seaboats in their South American cruise. It is hoped that the experiment will be repeated. Unfortunately Commander Howard, the S.N.O., was taken seriously ill and had to be rushed to Bermuda.

Combined naval and military landing exercises in the Firth were most successful in improving staff work and co-operation.

The cruiser CASTOR is relieving the CURLEW on the China Station, it being deemed wise to retain at least one light-draught cruiser in addition to the

European Naval Notes - Continued.

10,000-TON COUNTRIES.

The reserve cruiser CARVSFORT took the Devonport King's Colour to Cardiff and represented the Service at the unveiling of the Welsh National War Memorial.

When the new fast minesweepers BRIDGEWATER and SANDWICH are completed next year they will relieve "Flower" sloops on the China Station. It is hoped that sisters will be built for the new Indian Navy.

Admiral of the Fleet, Sir Hedworth Meux, better known as Captain Lambton of Boer War fame, has been seriously ill. He is 72.

A flag officer (Rear Admiral Walwyn) has been appointed to the Royal Indian Marine, but the new scheme has poor hopes of success.

The Royal Naval Reserve service regulations, which have been altered very considerably since the war, have been collected and published by the Stationary Office.

The increase in the Estimates for the R.N.V.R. is allowing more officers to put in sea time.

British cruisers visiting the Baltic, much to the disgust of Russia, have paid the first friendly visits to German ports since 1914.

The first British naval visit to Alaska for some years was made by the cruiser DURAN.

The agitation for marriage allowances for naval officers' wives is being restarted, hoping for better luck with increased public interest.

The British lower deck is generally disappointed with the Mate scheme of promotion, maintaining that an unfair proportion are axed.

Foreign naval visits to British waters this summer have included the Danish training cruiser HJEMDAL, the Dutch minesweepers DOUW ANKES and VAN MEERLANT, the Chilean sail-training ship GENERAL BAQUEDANO, and the U.S. Coastguard sail-training ship ALEXANDER HAMILTON and destroyer SHAW.

France has been holding manoeuvres in the Atlantic and testing the coast defences. At the Havre Review were the Mediterranean, Channel and Atlantic Squadrons, and nearly 100 seaplanes. The President reviewed the fleet from the flotilla-leader JAGUAR.



Parents! Is Your Boy Here?

If not write for particulars how to join to
Secretary, N.S.W. Voluntary Cadet Movement,
Room 44, Royal Exchange Building,
Sydney.

Please pass this Journal to a Friend.

Germany's naval estimates are 210,000,000 marks, compared with 162,000,000 last year, and the mysterious manner in which the money is being spent is causing some anxiety. The usual summer manoeuvres were held in the North Sea, the battle-ships SCHLESWIG-HOLSTEIN, ELSSASS, HESSE and the cruisers NYMPHE and AMAZON participating.

Captain Richard Sullivan, R.N., who served on the Australian Station in the old NELSON, has died aged 61.

France has had her largest flotilla-leader, the 2,690-ton VALMY, launched from the Penhoet Yard, St. Nazaire. Two sisters, VAUBAN and VERDUN, are building.

The Dutch naval base at Sourabaya has been strengthened by a 3,000-ton floating dock.

The French cruiser EDGAR QUINER, converting into a cadets' training ship, has been improved for "showing the flag" purposes. Her casemate guns have been removed.

Admiral Sir Hugh Evan-Thomas, who commanded the Fifth Battle-Squadron in the battle of Jutland has died.

The "Port Jackson"

By Frank Bowen

PROBABLY on account of the large number of deep-sea sailing men who received their first training in their craft on board her, the **PORT JACKSON** is remembered to-day where many a more noteworthy ship is forgotten. She was one of Duthie's later vessels, built in 1882 by Hall of Aberdeen who worked into her all his pet ideas for the ideal 4-masted barque. The result was that she was an expensive ship, the bill coming to nearly £30,000, but at the same time when she came out she was one of the best fitted and strongly built windjammers afloat, in addition to being a beauty to look at.

Her dimensions were 286.2 x 41.1 x 25.2 feet depth of hold, which gave her a gross tonnage of 2,212, and with full lines she had a big carrying capacity.

As a new ship she was employed principally in the wool fleet and made some very smart sailings, but it was after the days when a sailing ship could

hope to get absolutely regular employment on the Australian run and she did a good deal of tramp- ing in addition. One of her passages was a 44-day run from San Francisco to Newcastle, New South Wales, 1888, not equal to the record passages of Donald MacKay's **GLORY OF THE SEAS** and of the iron ship **BRITISH AMBASSADOR**, but a very fine run in spite of that. Her passage of under 80 days to Sydney was a record for a four-master. In 1900 she lost her old Captain Crombie, who had navigated her for so many years, but received her even better known Captain Albert S. Cutler, who always sailed with his wife and who lived in and for his fine ship. After making a couple of long passages in her, however, the market was against him and she was laid up in the Thames for two years before Messrs. Devitt & Moore bought her for their training scheme in 1905.

Captain Cutler had always been an enthusiast on the training of youngsters for the sea and his

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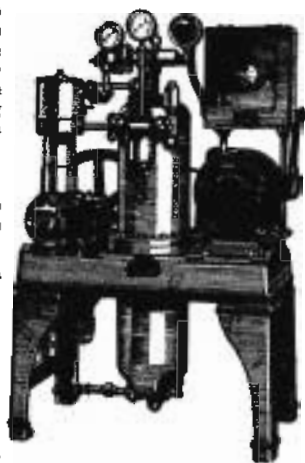
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new job just suited him. The work of making extensive alterations in agreement with the owners' arrangement with the Marine Society, who were placing a hundred **WARSPITE** boys on board for training, proved an expensive business. The owners and Society shared the cost, but the latter had considerable difficulty in collecting the necessary money and for some time after the scheme was launched they were in financial difficulties over it.

A new deck house, 60 feet long by 27 feet wide was added for the youngsters' accommodation, and in addition to her captain and first and second officers, she carried a chief and three assistant instructors, 13 able-bodied seamen and four quarter-masters. A chaplain from the Missions to Seamen also sailed in her, the first occasion on which a British ship had carried a chaplain since the days when the necessity of signing one on in every ship over 500 tons caused the East India Company to give all their ships a registered tonnage of 499.

The apprentices' half deck, which was a deck house immediately abaft the one just mentioned, was converted into a sick bay.

When everything was ready and Captain Cutler was looking forward to the achievement of one of the ambitions of his life he went down with pneumonia and no care could pull him through, so that although he was replaced by another seaman with a magnificent reputation, Captain Ward, she sailed in May, 1906, under something of a cloud of sadness. When leaving the South West India Dock for Sydney she hit the pier head and sustained some damage, which had to be repaired at Greenhithe. She was towed into the Downs, but scarcely had the tug left her when she was run down by the German steamer **PYRGAS**. Luckily the German had one of the old-fashioned clipper stems, so that all the damage was above the water line and it was possible to tow her back to the Thames to be repaired. When she did finally start she made rather a long passage owing to a succession of adverse winds off the Cape.

The Marine Society's scheme did not last for very long and Devitt & Moore's took her on their main scheme of training apprentices, at which job she did wonderful work. In 1910 her Chief Officer, Robert Jackson, who was almost as well known as

his captain, was taken out of her and put in command of the **MEDWAY**, but otherwise little occurred to disturb the even tenor of her way and she trained literally hundreds of young officers in the finest manner possible.

In 1916 she was sold to the Swift Steamship Company of West Hattlepool, being their only sailing ship, and on the 24th April, 1917, she was torpedoed without warning by a German submarine off the Irish coast, 13 of her people being drowned. For a long time Devitt & Moore's tried to retain the **MEDWAY** as a training ship and to carry on the work that they had undertaken, but they had to hand her over to the Ministry of Shipping and in spite of the fact that the Admiralty was very much in favour of the scheme being continued it was allowed to lapse, to the detriment of the British Merchant Service.

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6. Boat management—oars and sail.
7. Knots, bends, hitches and splices.
8. Rule of the road.
9. Lead-line and markings.
10. Semaphore signalling.
11. Morse Signalling.
12. Encouragement of healthy sport.

PLEASE NOTE.

Contributions of a suitable nature are cordially invited, and should be addressed to the Editor, THE NAVY LEAGUE JOURNAL, Room 44, Royal Exchange Bldg., Pitt and Bridge Sts., 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.



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

ITS OBJECTS ARE:—

1. To enlist on Imperial and National grounds, the support of Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
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3. To bring home to young and old alike, that "It is the Navy wherupon, 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 NAVY, WELDS US INTO A POWERFUL WHOLE.
4. 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.

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