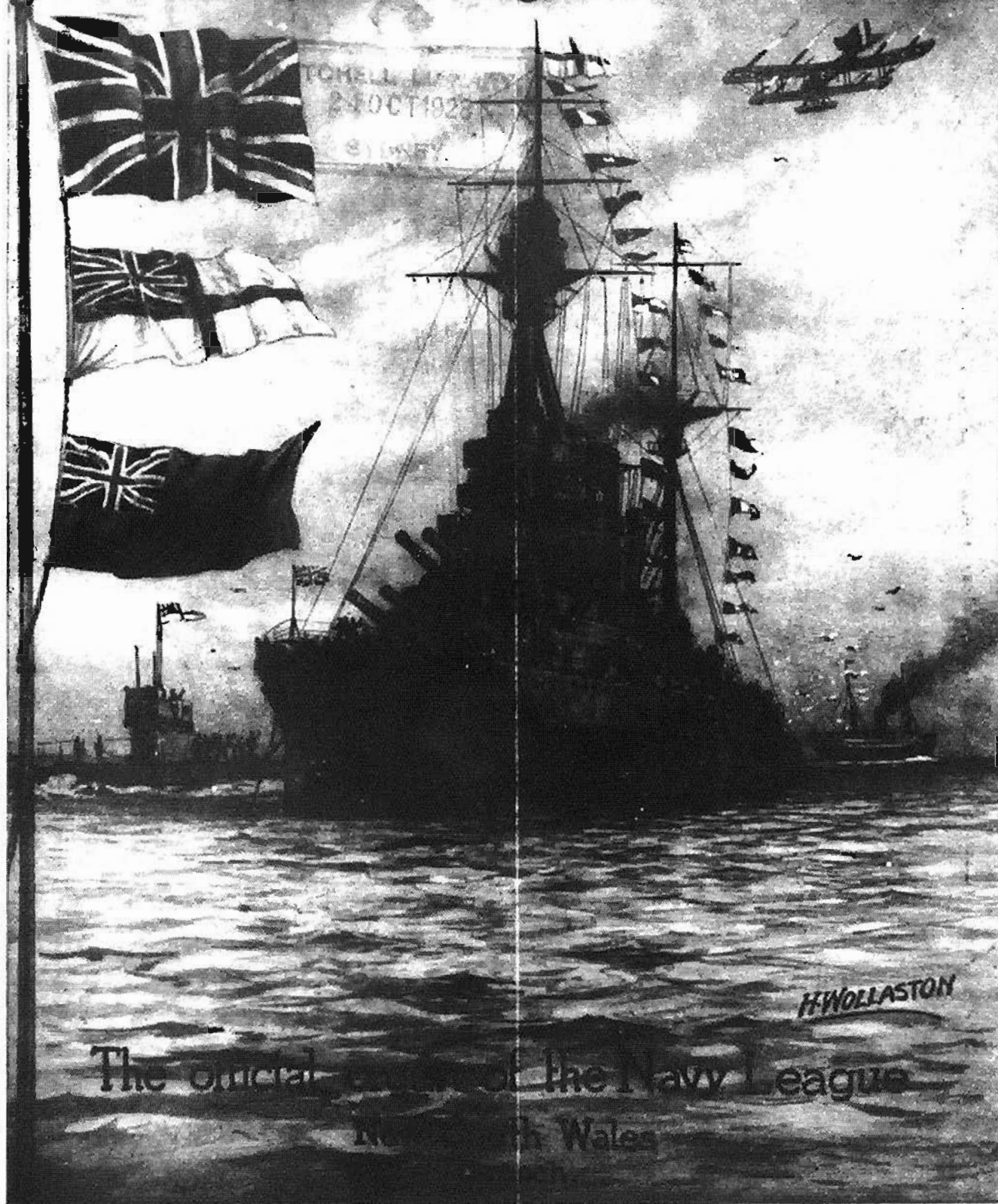


The Navy League Journal



The official journal of the Navy League

New South Wales

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The Navy League Journal

VOL. IX. No. 6.

SYDNEY, OCTOBER, 1928.

PRICE 3d.

Our Navy in the War.

THE Navy League is not unaware of the circumstances whereby the original estimates of cost of construction of new ships and of the cost of their maintenance has been exceeded, but views with deep concern that to meet these unexpected charges it should have been considered necessary to retrench the already none too adequate provision for Naval Training. The Navy League views this policy as it would view the action of a man who, when building a house, in order to provide for the unexpectedly high cost of the roof, left out one of the foundations." (Extract from the Navy League's letter—No. 1—to the Prime Minister, dated 19 March last, on the subject of the Government's decision to abolish Boy Training on the grounds of economy in naval expenditure).

If there were needed any further argument to support the Navy League's attitude in strongly opposing the Government's measure as one of appallingly false economy, it has just come to hand with the belated publication of Volume IX of the Australian Official War History, by Arthur W. Jose, dealing with the activities of the Australian Navy in the Great War. The fact that but for the system of training Boys for the formation of a nucleus of an Australian Navy which had been in operation for some years before the outbreak of war—and by far the most satisfactory part of this training had been carried out by the training ship "Tingira"—an Australian Navy—equipped and manned by Australians—would have been impossible, was too obvious to be mentioned by Mr. Jose. But we wonder what our "robbing Peter to pay Paul" Government will think of its Boy Training policy when it reads the following extract

from Mr. Jose's volume 1

"About 60 (of the Sydney's crew) were from the Australian training ship Tingira, 30 being boys. . . . Their conduct in their first fight was beyond praise. To the hail of shell they paid as little heed as if they had passed their lives under heavy fire. . . . "Our men," wrote another officer, "behaved splendidly; this was especially noticeable in the case of the young boys, many of whom were only 16½ years old, and just out of the training ship." . . . In the words of another officer—"When we were last in Sydney we took on board three boys from the Tingira who had volunteered. The captain said: 'I don't really want them, but as they're keen I'll take them.' Now the action was only a week or two afterwards, but the two out of the three who were under my notice were perfectly splendid. One little slip of a boy did not turn a hair, and worked splendidly. The other boy, a very sturdy youngster, carried projectiles from the hoist to his gun throughout the action without so much as thinking of cover. I do think for two boys who were absolutely new to their work they were splendid."

Also, in paying the following compliment to the work of the cruiser "Sydney" during the war, Canada was unconsciously complimenting Australia on the work of the "Tingira":—"Canada is accepting the service of an Australian cruiser (the Sydney) to guard our soldiers as they travel to Bermuda, and to protect our coasts. . . . If Canada had possessed a few smart cruisers like this one from Australia, which is now making up for our deficiencies in this respect, their value would have been above price."

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Reminiscences of a Naval Career

Martinets I Have Sailed Under.

No. 7

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

FREQUENTLY, there is a mistaken notion, alike of the less experienced men of the lower-deck as by landsmen, that rigged in the smart, gentlemanly uniform of a naval officer, there pulsates a frame and tissue that has been too tenderly reared and silver-spoon fed to withstand much rough handling; that those gloved, incalloused, well-manicured hands were never fitted nor intended to handle anything less gentle than a dress sword, a sextant, or a telescope. The fact is, however, that, taken on an average, the personnel of the Captain's cabin, the wardroom, and the gunroom, is, physically, more highly developed than is that of the lower-deck. From the time of his entering college at a tender age, and throughout his future sea career, to be kept fit for the field of national sports is no mean part of a naval officer's professional curriculum. At sea, the weather has to be very dirty to prevent him from spending the dog watches at some form of sport; in harbour, when he is not on shore playing tennis, cricket, football, or polo, you will generally find him, at some period of the day, engaged in boat-pulling or sailing. The lower-deck—except on special occasions, as when training for a regatta—is not afforded the same opportunity for scientific physical development. And even when training for a regatta, it is only a small section of the men—the boat's crews—which reaps the benefit of the exercise.

Let it not be misunderstood that the foregoing statement is meant to imply that the personnel of the lower-deck comprised of undeveloped weaklings; the reverse is the case. What is meant is, that while the naval officer may possibly be more scientifically, physically developed, the man on the lower-deck, except for short periods of physical drill, depends upon sheer hard, useful, manual labour for his development. Clean living, regular habits, enforced, as well as self-discipline, does the rest towards the making and maintaining of a naval personnel which, for all-round efficiency,

courage, initiative, and physical endurance, is incomparable.

Among landsmen, one frequently hears a disgruntled enemy of the Law boasting what he could do with one or other of its blue-coated minions "if it were not for his uniform." Nine times out of ten, that is idle threat—weak-stomached bravado!

Smarting under a sense of a real or imaginary grievance against his commanding officer, may occasionally be heard a man of the lower-deck making a similar boast, little dreaming that if the officer, against whom he has a grudge, were to take him at his word, he (the boaster) would probably discover he had bumped a snag.

THE DARK HORSE OF THE FLEET.

Commander—was a martinet of the latter-day old school of sailormen. His unpicturesque sobriquet, "Vinegar," was, probably, conferred upon him by reason of his sailors complexion, and thin lips, which, when in repose, were tightly compressed; when parted, it was to the accompaniment of a rasping snarl, and the displaying of a set of teeth which reminded you of a rat-trap. Oh, yes. Vinegar was an appropriate nickname. For the rest, he was tall and lanky; cadaverous jaws, softened by closely-trimmed black whiskers; black moustache, clipped level with the upper lip, accentuating the action when he snarled; piercing, black eyes protected by beetling, black, bushy brows. So much of him was there that was black in colour, that his red hair struck one as being peculiarly odd; and so wiry and bristling was his hair, like that of an angry Irish terrier, that his cap would never sit square, but always had a decided list to port. His long, thin limbs gave him an uncanny attenuated appearance, somewhat reminding one of a greyhound rearing up on its hind legs.

If I have laboured the description of Vinegar's



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personal appearance, it was with a motive. I wish to show that in type of build and facial features, he was the very antithesis of a pugilist. Yet Vinegar was, of all forms of sport, the more ardently a follower of the Ring. As commander of the Flagship of the Channel Fleet, he exercised his influence in promoting interest in the noble art.

Able seaman "Trundler" Barnes was one of those who had observed in the slender, attenuated form of the commander, the antithesis of the pug, and had remarked to himself that it was a peculiar trait in the character of the average weakling that they almost invariably are admirers of the strong, especially as represented in the Ring. But, instead of Vinegar having expressed admiration for Trundler—albeit he was an aspirant to the honours of middle-weight champion of the fleet—he had, of late, expressed his contempt of him for having bullied a young topmate. In awarding him ten day's blacklist, he had said: "I'm surprised and disgusted with you—an aspirant to ring honours—ill-treating a mere boy who cannot defend himself! Take care that one day you don't make a grave error and bump a snag."

To which rebuke, Trundler had, at least, the nerve to give a back answer: "I don't see as how my aims in the ring line has got anything to do with it, Sir. There's a proper time and place for that sort of talk."

There was a note of significance in the impatient rejoinder which the commander did not fail to detect. It was as though Trundler had used the boastful phrase quoted above: "If it were not his uniform . . . !" And, perhaps, because of that very subtly-veiled boast, the commander, for once in his life, refrained from putting Trundler in irons for threatening his superior officer. As it was, he only drew back his thin lips and—smiled.

VINEGAR PROVES A DARK HORSE.

The fleet was at Gibraltar. It was the night of the big fight that was to take place at the "Glass Barrel." There was to be a number of important events, the principal one being the contest for the Middle-weight Amateur Championship of the fleet. The present holder having left the fleet, Trundler Barnes was the challenger. That fact, together with his full-page portrait, had duly appeared in the "Referee" which had arrived by the latest English

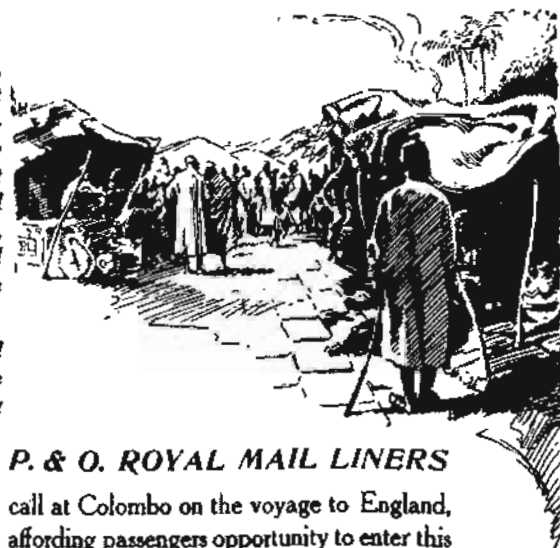
mail. Trundler, however, was beside himself because, to date, he had received no notification of his challenge having been accepted. But his supporters had tried to console him with the fact that the challenge was to remain open till 8 p.m. at the ring-side.

The sportsroom at the "Glass Barrel" was crowded. The lesser contests having been put through, and as soon as the last roar of applause had subsided, the referee raised his hand for "Silence!" Then he announced: "Gentlemen! The next contest will be for the Middle-weight Amateur Championship of the Fleet." We all regret that the present holder of the coveted title—Ratler Morgan—having left the fleet, will not this year be able to defend it. We have with us, however, our old friend Trundler Barnes who, as many of you are aware, is the challenger. The acceptor is 'Spider' Webb who may not be so well-known to you, he having, or so I understand, only recently joined the flagship. A few minutes later, the contestants entered the ring, and were formally introduced, with loud cheers for the Trundler, and doubtful ones for the "Spider." There was a loud buzz of murmurings: everyone asking the other: "Who's 'Spider'?" The contrast between the two men was startlingly great. "Trundler," at 12 stone 6 lbs, stripped well, was thick-set, deep-chested, and, in every way, almost, seemed a sure winner. "Spider" at 12 stone 11 lb, was much the taller. He seemed to be all legs and wings, which gave the false impression that he was shallow-chested. He was clean-shaven, and his head, which, obviously, had been only recently operated on with the clippers, appeared to be absolutely bald. Despite the seeming superiority of physique, Trundler looked worried; or was it that he was mystified at the appearance at the eleventh hour, of a queer-looking freak whom nobody seemed to know? Spider's nonchalance impressed from the first, but, as he stepped into the ring at the first gong, panther-like gait, the gliding of his muscles under the fair satin skin, doubly impressed.

It is unnecessary to describe the fight which lasted five rounds. Throughout, Trundler rushed and tried hard for a knock-out. His swings were wild, but dangerous, and had the force of a draught-horse's kick behind them.

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Nelson and West.

Considering that the Immortal Nelson—England's greatest sailor—is probably the most popular and best known of all the world's great heroes, it is surprising that comparatively few anecdotes from his gloriously eventful life have been handed down to us. Among the few lesser known or remembered anecdotes in which the great sailor is shown to have in his latter years felt a premonition of death in battle is the following:—

Nelson was at a public dinner given in his honour, and, happening to be sitting next to Benjamin West, the famous artist, adroitly turned the conversation upon West's art. Nelson lamented that he was, to a large extent, deficient in artistic perception; but there was one picture of his (West's) he said, which always had a fascination for him.

"To what picture do you refer?" asked West.

"The Death of General Wolfe," was the gratifying answer.

"Why do you not paint more pictures of that kind?" he asked.

"Because there are no more subjects, my Lord," replied the Artist. "But I fear your intrepidity will yet furnish me with such another scene; and if it should, I shall certainly avail myself of it."

"Will you?" laughed Nelson. "Then I hope I shall die in my next battle."

Nelson's hope was destined to be realised; for his next engagement was the Battle of Trafalgar. West carried out his share of the quasi-contract in his executing the famous painting "The Death of Nelson."

Spider met the rushes willingly, his superior reach, and the surprising strength of his arms, being effective in keeping his opponent off his body, and rendering his hooks, and jabs, and upper-cuts, futile. His punches had the speed and snap of a racehorse's kick behind them. And it was that which, with a vicious straight-left to the jaw, sent Trundler groggy. It seemed a mere tap, undefended, that, a second later, punched him on the point, and sent him down for the count.

Directly the towel was thrown in, and before anybody was aware of it, Spider had leapt the ropes, and disappeared. Nor was he in his dressing-room a few seconds later when his seconds—strangers to him, by the way—went to attend to him.

On the following morning, when Vinegar came on deck, it was noticed that he had shaved clean, and that his cap had sunken down below the Plimsoll mark. But the holder of the Middleweight Amateur Championship title for that year was never officially identified. And the rumour, which later got about, that Spider and Vinegar were identical, was as soon discredited. For what commander would be so undignified as to parade in public in the uniform of an A.B., much less make an exhibition of himself before the whole fleet in the dance-hall of a Rock-scorpion drinking-saloon!

One there was, however, on board the flagship, who held his own opinion on the matter, and that was Trundler Barnes. And never again was he heard to boast, either openly or veiledly, of what he would do to Vinegar "if he would only doff his uniform."

(TO BE CONTINUED).



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The Writing in the Pacific.

Warnings from East and West.

By E. GEORGE MARK.

Author of "Watch the Pacific!" "Napoleon and the War" (Two Vols.) "How Foch Makes War!"
"Moral and Democracy," Etc.

(Written for the Navy League Journal.)

(Copyright.)

(Mr. E. George Marks has given many years of close study to the problems of the Pacific and the views expressed in this article must be read with great respect. It, however, is distinctly pointed out that what is written here has not received the endorsement of the Executive Committee of the Navy League, N.S.W. Branch. - Ed. N.L.J.)

LET there be no mistake, the Pacific is the theatre where there will be staged, at no distant period, the most formidable conflict civilisation has ever known, and besides which the late war must appear a mere skirmish.

Extraordinary comment!

This emanation is not from an unconsidered source; an irresponsible person; a Chauvinist longing for the clang and clangor of war. It is from a responsible Minister of State.

M. Sarrant is the French Minister of the Interior and hence he speaks with authority; his opinion must be respected.

He foreshadows a gigantic clash in the Pacific—

"Unless reconciliation between antagonistic interests is effected!"

M. Sarrant proceeds:—

"The Pacific has become a World problem; the solution of which involves even the future of civilisation!"

Such an unreserved statement must mentally bestir all who read it; the warning must not be eschewed; infinite importance to the Commonwealth of Australia; and New Zealand, too.

Then the French Minister assigns reasons.

Read them:—

"For years the rivalry in the East was between Britain and Russia, with Spain holding a few straggling Colonies. Russia came of seizing Asia, and looked with envy upon India, which is still the central pillar on which the fraternity of the States of the British Commonwealth has been erected!"

THEN AND NOW!

Twenty-three years ago Russia and Japan were in deadly holts; Japan resented Russia's territorial encroachments upon Manchuria.

Russia was decisively defeated on land, on sea, at the sanguinary battle of Mukden; at the great naval battle of Tsushima—between the Russian Baltic Fleet, under Admiral Rojdestvensky; the Japanese fleet under Admiral Togo.

Togo's victory earned for him, in the Land of the Mikado, the sobriquet, "Nelson of Japan!"

General Nogi's land batteries having destroyed the Russian Port Arthur Fleet, Togo with Oriental subtlety, secreted his fleet for the better part of three months, in anticipation of the arrival, in the Sea of Japan, of Rojdestvensky's Baltic Fleet.

Numerically, Rojdestvensky's fleet, especially in capital ships, was superior to that of Togo's. From points of discipline, scientific manoeuvring, and speed, the Russian Baltic Fleet was outclassed.

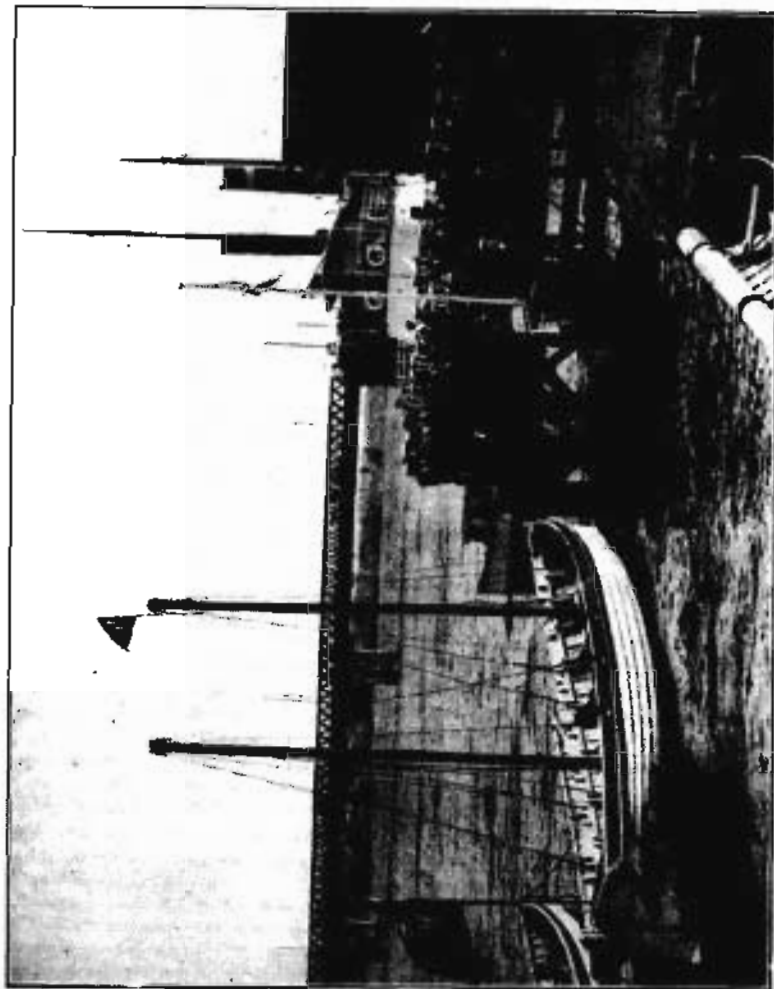
The clash occurred on May 27-28, 1905; it humbled the naval power of the Muscovite; enhanced 100-fold the naval prestige of Japan.

EAST AWAKENED!

Japan's defeat of a great first-class Power awakened the East to the possibilities of World super-remacy; the much-vaunted white soldier no longer engendered fear in the breast of the Asiatic.

Since Mukden and Tsushima, the East, under the hegemony of Japan, has sedulously, systematically, prepared for the inevitable Armageddon.

Unquestionably the genesis of Russia's terrible vicissitudes—the disasters of the Great War, disaffection of the Army, disaffection of the Navy, the



Mr. Harold Cochrane of the Executive Committee addressing the
Cadets of Drumhogg Company.

Revolution of 1917, the murder of the Czar and Czarina, and the corollary—the Soviet system—was the humiliation of defeat on land and sea in 1904-5 by an Asiatic Power.

The germ of disintegration of the Empire of the Romanoffs was at work from that unfortunate epoch in the history of the white peoples of the world; a regrettable commentary on European statesmanship, upon civilisation, that an Asiatic Power was urged on, materially assisted, by European Powers to defeat a great white nation.

AN OUTCAST LOOKS EAST.

Russia, deserted by the West, looks to the East, to avenge Europe's wrongs against her in the Russo-Japanese war.

A pariah—an outcast—amongst the European nations, Russia now stirs up the seething millions of the East; is ready to march her legions under the hegemony of Japan; to fight for the supremacy of Asia against Europe!!

Under the great Asiatic Confederacy, Russia's armies, China's armies, too, will march under Japan's leadership!

This is the only interpretation of M. Sarrant's prognostications!

And he says the conflagration will be in the Pacific!

Here is another quotation from this remarkable interview with the French Minister of the Interior:—

"Britain has Australia, New Zealand and Singapore as bases, but Russia has a trump card in the trans-Siberian Railway; the United States has a most valuable base in the Philippines; while France possesses a balcony overlooking the Pacific."

The trans-Siberian railway must inevitably play an important part in a great Eastern conflagration. Japan's naval strategic writers openly aver that in a Pacific conflict between Japan and America, Japan would seize the Philippines before the U.S.A. fleet could leave Pearl Harbor!!

CONVERGING ON THE PACIFIC.

M. Sarrant significantly continues:

"Thus the powers are concentrating in the

Pacific from every side, with eyes on China; its vast markets; its inexhaustible mineral deposits; its hundreds of thousands of acres of oil lakes; its endless supply of labor. Among the rivals of the Western World it is a case of first come first served. The solitary exception is the United States which only asks for the open door!"

Publicists throughout the world are in accord that the Pacific Armageddon will be precipitated over the spoils in China; that Japan, Russia and China will be arrayed against the U.S.A.!!

Mark what M. Sarrant says on this phase of the Pacific problem:—

"The relations between Japan and Russia have changed since 1904. Both believe the United States regards them with animosity."

HYPOTHESIS!

Then Mr. Sarrant adds irresistible comment:—

"Cannot we consider this hypothesis—Russia and Japan solid in resistance to the United States, fearing an Anglo-French American coalition in the Pacific, and dreaming of fraternity of arms against the white races? They may then attack Germany and Poland in order to provide the necessary European incident capable of retaining the French and British fleets in Europe, thus preventing the French and British fleets joining the American fleet in the Pacific war, or defending their own possessions in the Pacific!!"

The concluding sentence of this very remarkable interview is of great moment to the inhabitants of the Commonwealth of Australia and New Zealand, inasmuch as it suggests a diplomatic and strategic possibility not altogether beyond a powerful combination such as Japan and Russia.

In the June issue of "THE NAVY LEAGUE JOURNAL" the writer of the present article quoted the predictions of Lothrop Stoddart, an American Writer of note, relative to the coming clash in the Pacific.

Mr. Stoddart referred to the "Hurricane Winds of Race War in the Pacific!" and added: "Australia is the focal point whereby extending of East and West confront each other most sharply and irreconcilably!"



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His predictions are now supported by M. Sarrant.

STILL ANOTHER PREDICTION.

Pause and read still another prediction.

"The irreducible contrast between East and West with the sureness of fate is driving peoples and rulers towards the inevitable conflagration in the Pacific!"

This quotation is from "Asia Gialla," by Signor Maris Appellius, Italian traveller and writer.

Significant quotation from "Asia Gialla" —

"The white man in the Far East is not liked, feared, or respected; throughout the East there are important causes that will be responsible, eventually, for the conflagration of the Pacific!"

Among the many notable people in the East with whom Signor Appellius came in contact was Do-Hun-Chan, one of the "noblesse" of Indo-China. This scholar and soldier held the rank of Colonel in the French army at the great battle of the Somme.

DO-HUN-CHAN.

He knows the pulse of the East; has studied the peoples of the West; their customs; their diplomacy; their armies; their navies; is the repository of diversified knowledge.

Hearken to his views:—

"From the Mediterranean to the Pacific the peoples of Asia form a single chain of nationalisms in advanced process of development. And everywhere the obstacle to national aspirations is European domination. Hence, the xenophobia (dislike for foreigners). The disturbances in Southern China assume, in the eyes of Asiatic peoples, the importance of a symbol, inasmuch as they see all the Western Powers in coalition against China."

Do-Hun-Chan considers that Japan has territorial designs upon Indo-China; that France could ill-afford to wage a naval war in the Far East.

Then he comments:—

"England would never allow Japan to establish herself in Indo-China. And this brings us in sight of the inevitable world-war for the control of the Chinese market, the first phase of which

may be England and France against Japan, with America coming in on the side of the former and Russia joining the latter. On the result will depend not only the fate of Indo-China, but that of Australia as well."

Do-Hun-Chan discusses the political and economic clash of the powers for the spoils of China, and then says:—

"Their competing political claims and big economic interests will precipitate a world-war for the control of the Pacific and the distribution of China's immense resources. On the one side will be China, Russia, and Japan, supported more or less effectively by all nationalist Asia; on the other will be the United States, Great Britain, France and Italy. It will be the conflagration of the Pacific. The catastrophe is already signed in the Book of Fate."

The colossal conflict of Armageddon has yet to be fought; in it the "Kings of the East" will be prominent. (Rev. 16: 12-16).

COMING EVENTS.

"Coming events cast their shadows before!"

Great Britain senses them; France, too; their naval forces are coalescing; they see the menace in the Pacific.

Great Britain is taking no chances.

The world's biggest guns—three giant 18-inches—defend the Singapore base—the sentinel of the East—the palladium of the Southern Seas!

These 18-inches will defend the largest floating naval dock in the world.

Japan knows what this great dock signifies; what the great 18-inches means.

It is the white man's reminder to the East that the Pacific.

MUST BE WHITE!!!

Australia must never forego the national ideal—White Australia!

To recede from that ideal is an invitation to Asia!

Australians—young Australians—must awaken to that fact.

There is grave danger lurking amongst the



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WELL-KNOWN CITIZENS.



The Chairman of the Navy League Executive (Judge A. F. Backhouse) and Mr. Q. L. Deloitte (with binoculars) at the opening of the Yachting Season on Sydney Harbour.

Asiatic millions of the Pacific littoral.

The designing hand of Russia is planning revenge; she is swinging Asia over against Europe; against the white peoples of the Pacific!

To-day is peace: to-morrow is war and death. The warnings are clear.

Australia is a peace loving country, but even her most ardent apostles of peace must realise that they have a duty to their children, to common sense. They must realise that national safety lies behind sure defences by land and sea. When human need salted with human greed boils over in the Pacific Australia's fate will be determined on that day unless she is PREPARED.

A Great Englishman.

October 27 is the anniversary day of the birth of Captain James Cook, the great sailor, explorer and founder of Australia as a British colony. Apart from his being one of our greatest pioneers of Empire, there is a romance which clings to the memory of Cook which tingles of the sea as it was in those days when new worlds were waiting to be discovered in the far-off wastes of the Great

Unknown Cook possessed just those attributes of the sailor and explorer which were essential in setting forth upon voyages of discovery—imagination, courage, and tenacity of purpose. It was these attributes welded together with an English boy's natural hankering for a sailor's life, which caused James Cook to run away from the grocer's shop to which he was apprenticed to be a ship's boy at the age of about fourteen. Ten years later he was "pressed" into the Navy; and while still a young man, he was appointed to the command of the "Endeavour," in which vessel he visited Australia and, visualizing it as the great Commonwealth it is to-day, for all time planted the British flag there.

Cook as a great navigator, no less than Nelson as a great sea-king, may well be emulated by our boys of to-day—particularly boys of that breed as typified in our Sea Cadets. True, there are now no new worlds to be discovered; but the greatest of all latter day discoveries is Our Own Australia. And it is in the helping to develop Australia in its progress towards becoming a still far greater Commonwealth than it is to-day that every boy, no matter how humble his birth or in what calling he may have chosen, can play his part. To be a Sea Cadet is to take the first step in qualifying to play that part in the nearing days of citizenship—whether that role be cast on sea or on land.

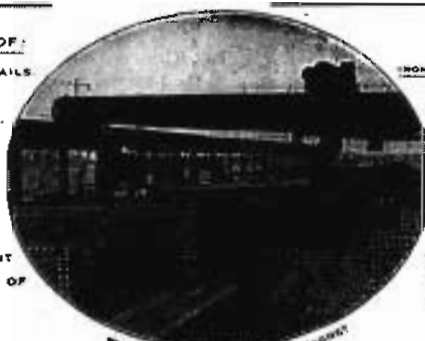
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Monthly Notes and News.

Captain H. P. Cayley, R.A.N., will open the Birchgrove Company's depot on Saturday, October 10th at 3.30 p.m.

In appreciation of many years sterling service to the Sea Cadet Movement, Mrs. M. Mayne has been elected a Life Honorary Fellow of the Navy League, N.S.W. Branch.

Mrs. Bennett White and her Cheer Oh Girls will entertain the audience at the Royal Naval House on Nelson Night. Commander R. C. Garsia, R.A.N., will deliver a brief address on Nelson during the evening. Proceedings commence at 8 p.m. Cadets are asked to arrive not later than 7.30. The Birchgrove Band will also be in attendance.

Large numbers of Cadets are fully alive to the splendid services quietly given by Mrs. S. Cooper, wife of the "live" O.C. of No. 1 Region.

Messrs. J. A. Graham, E. Simpson, and J. Faulkner have rallied to the banner of our Sea Cadets and before the end of the year expect to be leading Companies at Berry Island, Artarmon and Cook's River. A new spirit has stirred the splendid band of officers who give so freely of their time and service, and out of this new fire fresh units are springing up and adding to the strength of the movement at all points of the compass.

Financial difficulties beset Movements such as ours but no one is daunted. Service to the boy is the beacon light ever before our eyes. Splendid men and women there are who deny themselves to help the Boy. Without personal sacrifice there is no real service.

From Valence comes word that Mrs. Rothery and Mrs. Morgan are working to establish a unit of Cadets there.

Mr. L. E. Forsythe has been appointed Honorary Equipment Officer to the Sea Cadet Movement in New South Wales.

No one will begrudge the warmest thanks to Miss I. D. Richardson for the splendid services she has rendered in the fitting out of scores of the League's cadets.

The busy season is here, and the many competitions scheduled to take place under the auspices of the League will keep Officers and Committee members more active than ever. Increased interest means increased work, but no one jibs. Our slogan is "a thousand lads in uniform in the Metropolitan area." Our aim: the strongest branch of the Navy League in the Empire.

The Sea Cadet boat race, under the auspices of the Royal Sydney Yacht Squadron on October 13, was won by Mosman whaler. Lane Cove cutter-gig did surprisingly well to finish second two and a half lengths away, with Rose Bay whaler in the minor place a length further back. Birchgrove cutter, leaking badly, put up a splendid performance to finish a close fourth just ahead of Drummoyne gig, which was doing well at the finish. These competitors were closely pressed by North Sydney gig and Manly cutter together, with Leichhardt whaler and Drummoyne cutter-gig not far astern.

The crews of the nine boats gave a most creditable display, and with more practice will do even better as the season advances.

A word of praise for Drummoyne cutter, which was moored at the finishing mark—its appearance was an object lesson in smartness.

After about eighteen months' service as Chairman of the North Sydney Sub-branch of the League Mr. O. H. Wood has resigned.



A Party from Manly Enjoy a Week-End Camp.

Manly.

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

The dance which was held on the 13th September to swell the Band Fund was both a social and financial success. During the evening a doll was raffled, and won by Mrs. Moriarty, the holder of the lucky ticket 91).

Our Annual Ball, which is to take place on Saturday, 20th October, at 8 p.m., at the Memorial Hall, promises to be an outstanding event of Manly Company's Annals. Evening dress will be worn, and the tickets are priced at 6s. each.

Mrs. Brookman, who is an active worker on our Committee, has kindly donated 10s. 6d. to the funds, and Lieut. A. B. Crago for a medal to be awarded for efficiency. Lieut. Crago has given his assurance that he will become an active Committee member, and with the support of such men we must go forward.

Many thanks are due to Mr. L. E. Forsythe (O.C. Drummoyne) for the Company Flag which he kindly made and presented.

The football match between Manly and Birchgrove resulted in a win for the home team. A most enjoyable day was spent, the visiting players were entertained to dinner, then spent the afternoon sailing.

During the month the Company attended a short and impressive service at the Presbyterian Church, when our colours were dedicated.

The First Aid classes which have been conducted by instructors from the St. John's Ambulance Society and Dr. H. Thomas are drawing to a

close, and we wish to thank these teachers for the help and time they have given and for the interest they have shown in Boy Welfare Work.

Cadets and officers attended the Royal Shipwreck Relief Society's Concert at the Sydney Town Hall on 24th September.

A three days' camp at Clontarf, in conjunction with the North Sydney Coy., was greatly enjoyed by the cadets. Night raids were carried out with great gusto, but the principal feature of the camp was the sailing race to Middle Head and back. Some fine work was displayed by each crew, but North's well manned and well conditioned whaler soon drew away from our more heavily built cutter.

The Balgowlah Company was visited during the month, and there is every indication that the great progress which has been made will continue.

Balgowlah.

The past months have been spent in forming a solid foundation on which to build this unit of the Navy League Sea Cadets Movement—a foundation which will remain should storms arise.

Slowly but surely we are building—enrolling new recruits each week and under the guidance of our worthy O.C. (Lt. Com. Pember) and 1st Officer (Mr. Waterer) hope to develop into a first class company.

Training comprises signalling, knotting and splicing, compass work, squad drill, and general knowledge in seamanship. Discipline and smartness are our watchwords and we expect to make a good showing on our first general parade.

During the school holidays the cadets were kept

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out of mischief, for Mr. Waterer gave them instructions in signalling, knotting and wireless.

Much to our disappointment we will not be able to compete in the coming boat race, as we are minus a boat, but our application heads the "wanted" list.

During the month the cadets, in uniform, attended a screening of "The Coronel and Falkland Island Engagement" at the Balgowlah Theatre and we thank Mr. Williams for the pleasant evening.

The following donations have been received from Balgowlah residents:—Messrs. M. Elvin £1, B. Campbell 10/6, L. Izard 10/6. We wish to thank these gentlemen for their interest and help—it is greatly appreciated.

Our hard-working committee has arranged for our first dance to take place on 13th October. The proceeds will help to purchase a greatly needed boat, for we hope later to arrange a boat race in North Harbour to further advertise the League.

Life on the ocean wave is to be the lot of some of the Balgowlah cadets, for Captain Neugan has given them the opportunity of a four month's cruise through the Pacific Islands on his ship.

Balmain.

OFFICER-IN CHARGE
HON. SECRETARY

Mr. G. PHILLIPS
Mr. J. SPARK

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

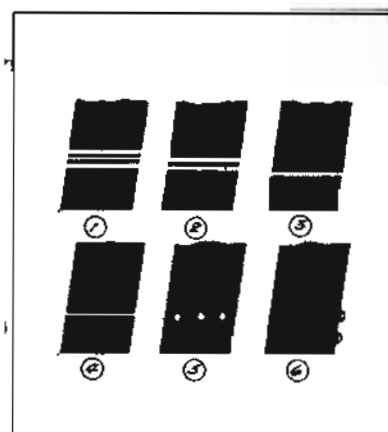
On 12th September a party was arranged for the cadets and their friends at the Balmain Depot. Many parents were present and, with games and dancing, a most enjoyable evening was spent.

We are very pleased to report that Leading Seaman Cadet Bell and his brother, Cadet P. Bell, have successfully undergone an operation at the Balmain Hospital, and we expect to welcome them back to the Company very shortly. The O.C., together with some of the cadets, paid them a number of visits while in Hospital.

The Rev. Mr. McKibbin and Scoutmaster Robinson visited our depot on 3rd October. Rev. McKibbin is a great favourite with the boys, and takes a great interest in all Boy Welfare Movements. The Balmain Cadets and the Boy Scouts co-operated and attended a Church Parade the following Sunday, and made a very good showing.

We are sorry that we were unable to attend the cricket match at Ibrox Park. We congratulate Birchgrove on their win and hope that the afternoon was a financial success for the Blind Institution.

During the month the O.C. of the North Sydney Company paid us a visit, and invited us to call at the North Sydney Depot when convenient.



Executive Officers:

1. Regional Officer-in-Charge.
2. Officer-in-Charge of Company.
3. 1st Officer.
4. 2nd Officer.
5. 3rd Officer.
6. 4th Officer.

LACE ON SLEEVE.

1. Two $\frac{3}{16}$ inch and one $\frac{1}{8}$ inch lace on sleeve.
2. " " " lace on sleeve.
3. One " " " "
4. " $\frac{1}{4}$ " " " "
5. Three buttons on sleeve (large).
6. Two " " " (small).

Leichhardt.

(Contributed by Mr. A. Gorda.)

The Company is steadily progressing, the number of cadets has increased from 18 to 26 within the last month, and a suitable depot—Gardener's Boatshed, Church St., Leichhardt—has been obtained at a moderate rental.

The cadets spent an enjoyable afternoon at the Blind Boys' v. Birchgrove Company Cricket Match at Ibrox Park on Saturday, 6th October.

At a Social Evening held on Thursday, 11th October, the Committee presented the officers and cadets with a Company Flag. This gift is most useful and greatly appreciated.

In addition to money-raising schemes the Com-

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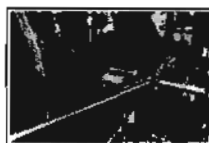


Illustration shows a 25-ton Compressor at the Depot of the Trawling Industry at Woolloomooloo, driven by a 50 H.P. electric motor. This machine provides the cold storage for fish and runs 24 hours a day, mostly seven days a week. The "Mangrovite" 10-in. Double Raw Hide, endless belt shown running, forms a Lewis 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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Drummoine.

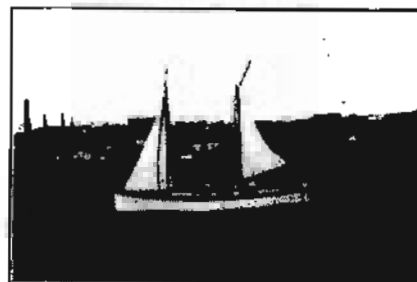
OFFICERS-IN-CHARGE: MR. L. E. FOSDYKE
(Contributed by Mr. L. E. Fosdyke, O.C.)

THE Company now has its third boat in commission, and all round improvements have been made with regard to depot equipment.

The Popular Cadet Competition, organised by this Company, was a great success, and added the sum of £52 to our funds. Cadets C. Craig, P. Cullen and D. Ace are especially to be complimented on their fine efforts. These boys collected over £32, and for this they will be privileged to join the sailing crews over the next 12 months.

On 22nd October some Mosman cadets visited us in their cutter, and spent the afternoon sailing in company with our three boats. Games were

DRUMMOYNE CUTTER, NEWLY PAINTED.



SAILS DOWN THE PARRAMATTA.

played in the evening, and on Sunday the four boats sailed down the harbour, reaching the North Sydney Depot in time to sound reveille.

It was pleasing, as Officer of the Day, to note how well officers and cadets carried out their duties at the Royal Shipwreck Relief Concert on 24th September at the Sydney Town Hall. Sir William Cullen, Lt.-Governor, expressed his pleasure at seeing the cadets there, and I am sure the parade was a credit to the Navy League.

40 cadets from Drummoine, supported by the Birchgrove Band, attended the Prince Edward Theatre to form a Guard of Honour to H.E. The Governor-General, Lord Stonehaven, but as His Excellency could not attend the band played until 8 p.m. in the vestibule, when we all marched in to see "The Exploits of the Emden" on the silver sheet.

On Saturday, and October, Mr. H. Cochrane was good enough to come to our depot and, after a splendid speech which everybody enjoyed, present the Popular Cadet Competition Medals.

Mosman Cadets visit Newcastle.

(Contributed by Mr. J. F. Moore).

At 10.15 p.m. on Friday, 21st Sept., 31 cadets and 4 P.O.'s under Mr. J. F. Moore boarded S.S. "Gwydir" bound for Newcastle, and at 11.45 p.m. after the lines had been cast off and good-byes waved to the many parents and friends who had come to wish us bon voyage, the 1st watch (1 hour) of two cadets took up its place on the bridge.

As we passed through the Heads the cadets were going fore and aft in order to feel the pitching, but during the next quarter of an hour, when the sea was fairly rough and the wind coming astern, many became strangely quiet, then, one by one, they crept to their bunks. We had 28 cot cases that night.

At 5.3 a.m. the next morning we entered Port Hunter and made fast at the King's Wharf. All hands were soon ashore and marched to the 39th Fortress Engineers' Drill Hall, which was our depot whilst in Newcastle.

At 11 a.m. we marched through Newcastle's main street to the Town Hall, where we were tendered a Civic Welcome. Addresses of Welcome were given by the Acting Mayor, Town Clerk and representatives of local bodies, and were responded to on behalf of the Mosman Sub-Branch by Mr. Moore and P.O. Aldred. After the reception refreshments were served in the Mayor's room.

That afternoon the party visited the Newcastle Hospital, and later, as the guests of the N.R.F.U. had a grandstand view of a Finals Match.

A searchlight display at Nobby's Point was arranged in our honour at night by the Engineers, and the boys were allowed to go over the plant and operate the searchlights.

Sunday morning was spent in surfing, the Council had arranged for our free admission to the Surf Shed during our stay, and the boys were allowed shore leave in the afternoon.

A Church Parade was held at the Newcastle Cathedral, where the Scouts provided a Guard of Honour. The Wolf Cubs had their colours dedicated, and a special sermon for boys was given by

the Dean of Newcastle. After lights out, as some of the cadets could not be induced to keep quiet, all were sent on a three-quarter hour route march, and were given hot coffee and bread and syrup on their return.

Physical training before breakfast was the order for Monday, then at 10 o'clock an inspection was made of Peters' Ice Cream Factory.

On Monday, after beginning the day with physical training, we visited Peters' Ice Cream Factory, the new factory of the Australian General Electric Company, where tramway motors and the well-known Hotpoint Irons are made, and the plant of the Newcastle Sun, where we saw a newspaper printed.

The evening was spent at the Seamen's Mission. The Rev. Oliver, who is an old Navy Chaplain, sent a launch for us and, with the help of a party of ladies, gave us a most enjoyable time. Games were played—the boys winning 37 prizes—and after supper some South Sea Islanders entertained us with their native songs and dances.

The Newcastle Steel Works were inspected the next morning, when the boys saw a solid block of steel being rolled out into plates.

Shore leave was granted that afternoon, and in the evening a free entertainment was given by the Manager of the Royal Picture Theatre.

The Camp Officer was up at 4.30 a.m. on the 26th, preparing breakfast, and at 5.15 a.m. all hands were roused. At 6.15 we marched to the Railway Station and entrained for Cessnock, where an inspection of the Aberdare Extended Coal Mine was made in white uniforms. After a hot and cold shower and change into blue rig, the party was allowed to roam through Cessnock. On the return journey a stop was made at West Maitland, where Miss Fry and a party of friends were waiting to take us by car through the farming districts to the home of Mrs. Logan, who entertained the party to tea on the lawn. We were then driven back to the station to carry on to Newcastle. The Scouts entertained us with games and a sing song in the evening.

The morning of the 27th was spent at the Abbotshill, after which several swore they would become vegetarians, but changed their minds at lunch time.

The Senior Naval Officer in Newcastle, Lt. Willet, R.A.N., inspected the boys in the afternoon and shore leave was allowed until 9 p.m.

As this was our last day at Newcastle packs were made up and the depot cleaned before breakfast. A launch then took the party to Walsh Island Dockyards (P.O. Parkin was given the opportunity of taking the wheel), where the first portion of the floating dock, which is almost ready for launching, was inspected, also the shops where the all steel carriages for the City Railway were being made. Lunch was held on Merryweather Beach, and Brush Creek visited by electric and steam trams.

In the evening we entertained the Deputy Mayor, Town Clerk, Rev. Oliver and Mr. Gornelle to dinner at Way's. At 10.15 p.m. the party marched aboard S.S. "Hunter" for the return trip and most boys bedded down at once. At 11.30 p.m. lines were let go and the watch took their post on the bridge. All hands were still asleep when we arrived in Sydney—no cases of *mal de mer*—but after a wash and a cup of tea were ready for home. Our Regional Officer, Mr. H. R. Currington, and some of the parents, met us at the wharf.

Before closing the report I would like to mention that the behaviour of the cadets whilst away was excellent. The P.O.'s gave great assistance, and Actg. Leading Seaman Dargan is to be especially commended for his offer to act as cook during the camp under my supervision.

Many thanks are due to the Acting Mayor of Newcastle (Ald. Christie), Rev. Oliver of the Seamen's Mission, Miss Fry and Mrs. Logan of Maitland, Mr. Cuthbertson, of the Newcastle and Hunter River S.S. Co., who arranged for a great reduction in fares, and the captains of the "Gwydir" and "Hunter."

Mr. Partridge, Superintendent of Royal Naval House, is invited to accept the thanks of the League for his never failing courtesy and help on occasions too numerous to mention. And in this connection he is asked to convey to Mr. Sanday and the staff an expression of appreciation also.

Write it in your heart that every day is the best day of the year. —Emerson.

North Sydney.

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

ANNUAL SUB-BRANCH BALL.—The members of the sub-branch committee are to be congratulated upon the success of the Annual Ball brought about by their untiring energy and successful organising. It was in every way one of the finest dances of the season.

I should like to place on record the sincere thanks and appreciation of Officers and Cadets for the splendid effort made by the sub-branch committee on behalf of the welfare of this Company. Everyone greatly appreciated the efforts of individual dancers who gave attractive displays. The Mayors of North Sydney awarded prizes to the dancers who wore the best plain and fancy costumes.

SHIPWRECK RELIEF CONCERT.—Regional Headquarters' Company's quota of Officers and Cadets attended the Shipwreck Relief Society's Annual function held at the Town Hall, Sydney, on September 24th assisting other Companies to form the Vice-Regal Guard and other duties. The Officer of the day, Mr. L. E. Forsyth, sent a favourable report on the dress and behaviour of our lads.

WEEK END CAMP.—The Officers and Cadets of the Company went into camp on Friday the 28th September at Clontarf. According to the First Officer's report Officers and Cadets spent quite an enjoyable week end. Swimming, boating and other games were indulged in. The Company had many Company for its next door neighbour and an excellent report upon the behaviour and comradeship which existed between the two units has been circulated.

PRESIDENTIAL.—The sub-branch Committee, together with the Officers and Cadets of the Company, would like to take this opportunity of recording through the pages of the JOURNAL our sincere thanks to Mr. Sandeman of Careening Cove, Neutral Bay for gift of a 120 pound mooring anchor. It came in very useful during the recent Westerly gale.

COMPANY VISITS.—We had the pleasure of receiving visits from the following Companies during the month of September. Mosman Bay, Drumoyne and Elizabeth Bay Company. We look forward to these visits from time to time because of the excellent spirit engendered amongst the cadets.

BOATS.—Both the Gig and Whaler are at present in commission after their recent overhaul, and giving good service under sail and oars at the week-ends. Both boats were in constant use during the

recent camp at Middle Harbour.

REGIONAL ACTIVITIES.—As Regional Officer-in-Charge I had the pleasure of attending a special meeting called by the Citizens Progress Association of Wollstonecroft for the purpose of forming a sub-branch Committee to be attached to the Wollstonecroft Company. I was pleased to note the keenness shown by the ladies and gentlemen of this Committee in their efforts to assist the Navy League. The encouragement and advice given by their Chairman, Sir Clifford Love, was in the best interests of this new branch. Our appeal was given every consideration by the Progress Association and we have no doubt that success will be achieved.

A visit has been made in company with Mr. Simpson of Artarmon to the local Public School, that good results will follow is certain.

SEA CADET PICNIC.—The picnic given to the Cadets at Clontarf by the sub-branch Committee was a great success and appreciated by everyone.

RECOMMENDATION.—Petty Officer Andrew Coston has been recommended for the Cochrane Watch this year for regular attendance and all round proficiency.

Lane Cove.

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

Church Parade was held at Lane Cove Congregational Church on Sunday 7th October, when the Minister, Mr. West, gave a special address on "Boys stick to your Post." It was a special boys' service and was attended by Cadets, Scouts, and members of the Boy's Brigade connected to the Church.

Boat drills have not been very frequent during the month, as the cutter has been up on the beach, dried, scraped and painted. Skilling and rowing were carried out on Saturday, and on Sunday afternoon the boat's crew were about to go for a practice spin, but they had a diversion in the way of fire fighting in the bush round the district.

The monthly meeting of the Welfare Committee was held on the 3rd October and the following officers were elected for the ensuing year:—Chairman, Mr. H. Cochrane; Vice-Chairmen, Mr. Lea-Wilson, Mr. T. Oakes; Secretary and Treasurer, Mr. F. L. Hedges; Chaplain, Rev. K. MacDonald, M.D.

We are all looking forward to making our pennants good next Saturday. Even if we do not win the race, we are all out to beat Drummoynes' Cutter Gigs, owing to a wager between our O.C. and Mr. Forsythe, O.C. of Drummoynes. So look to your laurels, Drummoynes.

Mosman.

OFFICER-IN-CHARGE - MR. H. R. CURRINGTON
(Contributed by Mr. F. Moore.)

As half of the cadets were away on the Newcastle trip (a separate report appears in this issue of the JOURNAL), things at the depot were rather quiet, but the remainder, under Mr. Currington, spent an enjoyable week-end camp at Drummoynes.

With the appointment of Mr. H. R. Currington as Regional Officer it has been decided to form a second Mosman Bay Company. The Companies will use the depot on different nights.

Mr. P. Butcher has been appointed Acting O.C. to No. 1 Company, with Mr. J. MacGarry as his 1st Officer, while Mr. J. F. Moore is taking charge of No. 2 Company, and Mr. T. Burdon (late of North Sydney) will be the 1st Officer. In order to help the new Company Leading Seamen Cadets Oxenbauld, Mort, Gale, Dargoin and Harnett have been transferred, and will act as Petty Officers to No. 2 Company.

DRESS.

GENERAL PARADES.—Officers and Cadets will wear the blue Regulation uniform and gaiters.

COMPANY OR LOCAL PARADES.—The rig of the day will be ordered by the Regional O.C.

BOATS' CREWS.—White singlets, blue or white trousers rolled to knee, or shorts optional provided the dress of each crew is uniform. Coxswain to wear blue Regulation uniform according to his rank.

Company O.C.'s are reminded that all cadets should be instructed to wear the correct colour patches of their respective units.

Mr. J. Payne, M.I.N.A., M.I.M.E., Manager of Cookatoo Island Dockyard since 1921, and a member of the Executive Committee of the Navy League, has been gazetted a member of the Commonwealth Shipping Board. In 1924 Mr. Payne was Chairman of the Sydney Division of the Institute of Engineers, Australia.

Miss Frances Glasson, a supporter of the Navy League since 1920, who has been touring New Guinea and the Islands with her mother, is returning to Sydney in the "Montoro" early in November.

The boat race for the "Cochrane Shield" will take place on the Lane Cove River on Saturday afternoon, November 10.

It is hoped to hold the first swimming Carnival, when the "Lea-Wilson" Cup will be competed for, late in November or early December. The events will most likely take place in the Manly Municipal Baths.

NELSON.

(Written by R. W. Riddell, age 12 years.)

NELSON was born on the 29th September, 1751, in the tiny village of Burnham Thorpe. His father was Vicar of the Parish, and his mother was a sister of the noted Captain Suckling.

He was first sent to school at Norwich and then to North Walsham. Until 1770 he remained at school, when, war impending, he was sent to sea by Captain Suckling. But war did not break out.

At the beginning of 1773 he went on a Polar Expedition—it was on this voyage that he had his encounter with a bear.

When the American War broke out, he was given an appointment under Captain Locker. At the West Indies many incidents caused Nelson to be brought to the notice of Sir Peter Parker. His skill and daring were well shown up here.

Nelson's first command was a small ship, the "Badger," in 1778. The following year he was promoted and elected to assist in the capture of Fort San Juan. His health was temporarily ruined by this expedition and he had to return to England. In 1782, while in Canada, he met Lord Hood.

In 1783, when the war stopped, he retired to study. The following year he was at the Leeward Islands. Here he met his old friend Collingwood. He remained at the Leewards for some time and eventually in 1787 he married a niece of the President of Nevis.

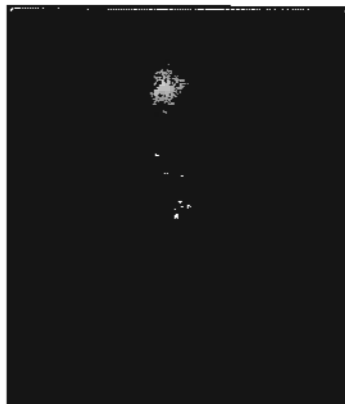
He settled down in England until 1793, when he was given a battleship, the "Agamemnon." In her he voyaged to the Mediterranean where the British were blockading Toulon for Louis XVII.

In 1794 Nelson distinguished himself in Corsica where he captured one of that country's principal strongholds. It was during the heat of this action that the great seaman lost the sight of his right eye. Soon after the fall of the fortress the Island was in the hands of the British.

In the year 1795 Sir John Jervis was appointed to the command of the British Fleet in the Mediterranean. He was not long in making use of Nelson

in whom he had great confidence. Nelson was ordered to Elba on important duty while Sir John with the fleet remained in the Atlantic off Cape St. Vincent. Here on the 14th February, 1797, was fought between the British and Spanish ships the Battle of Cape St. Vincent resulting in a splendid victory for British arms. Nelson had returned from his mission and his work during the battle added fresh laurels to his rising fame. The outcome was that his Chief was made Earl of St. Vincent and Nelson himself was promoted to Flag rank and created a Knight of the Bath.

Our hero's next task was at Tenerife where he



NELSON.

arrived on 20th July. Four days later he lost his right arm in the brave but unsuccessful attack on Spanish forts. The reverse and the physical weakness due to the severe wound prompted Nelson to write in a pessimistic and apologetic vein to Sir John Jervis (now Earl of St. Vincent) but his Chief would not hear Nelson disparage himself. His faith in his junior was supreme—"There is only one Nelson," said he.

After a period in England Nelson reported himself fit for his country's service again. At the end of the year he was given the "Vanguard." The next year he was in the Mediterranean again, where he heard that Napoleon was about to attack Egypt. He was joined by Hardy with further instructions, and in June he was reinforced by four ships. He started for Egypt and reached Alexandria without sighting the French. Thinking he had been misled he returned from where he had come. But further rumors caused him to go back to Alexandria. In August, 1798, he arrived to find the French under Admiral Comte de Brueys in Aboukir Bay. Soon after the battle had begun the sun set and the action was continued in dark seas.

By this wonderful victory Napoleon's power at sea was crushed. Honours, gifts and titles were bestowed on Nelson by several Crowned heads of Europe.

In 1800 he returned to England to hear that Bonaparte had given Czar Paul I, Malta. On Britain's refusal to give it up Paul formed the Armed Neutrality with Sweden and Denmark. Britain sent Nelson under Sir Hyde Parker to the Baltic. Parker eventually anchored and refused to move. So Nelson offered with part of the Fleet to destroy the Danish batteries. He succeeded at last, and obtained the terms he wanted in the Battle of Copenhagen, April 2nd, 1801.

In 1803 Nelson was given the "Victory," which was later to become the most celebrated ship in

history. At the re-commencement of hostilities with the French he was sent to blockade Toulon.

For Nelson, for England, and perhaps for the world, the year 1805 was the most momentous. In this year Nelson commenced the great chase after the French fleet which ended in Trafalgar. After many hopes and disappointments the French and combined Spanish Fleets were brought to action, and in the greatest naval battle of all time Nelson and his officers and men won for England the command of the seas. Brave enemies were completely defeated on that 21st Day of October, 1805, Nelson, the most loved of England's sons, died in the hour of victory, but England lives.

Capt. Stuart & Joseph Conrad.

In the September JOURNAL reference was made to Captain William Stuart of the famous "Tweed." A correspondent informs us that this same Captain Stuart was master of the well known "Loch Etive" when Joseph Conrad, later to become the most renowned of sea-writers, joined the ship as a seaman.

Mr. S. Stuart of Ingham Avenue, Five Dock, Sydney, can thus claim a kind of relationship with the "Loch Etive" in addition to the old "Tweed." We wonder if Mr. Stuart's father ever expressed an opinion about Conrad as a sailorman?

At the opening day of the Royal Sydney Yacht Squadron the genial presence of the late Mr. Alfred G. Milson was greatly missed. Two of his old friends, Judge A. P. Backhouse, Chairman of the Navy League Executive, and Mr. C. B. Westmacott were on the lawn and interested spectators in the doings of the white-winged yachts and the Navy League Sea Cadets in their service boats.

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For Women.

(FROM BIRCHGROVE).

Mrs. Harvey, who has been re-elected President of the Birchgrove Ladies' Welfare Committee for the third successive year, is one of the Navy League's most energetic and constant supporters.

Last year the Welfare Committee, by various functions, raised a considerable sum for the Birchgrove Sea Cadets. £79 was expended during that period in equipment for the depot, fares, etc.

We greatly appreciate the valuable work being carried out by these ladies, and, with Mrs. Harvey at the helm, we feel sure Birchgrove's treasure ship will never run aground on Poverty Shoal.

Mrs. Harvey takes an interest in all our doings, whether competitions, boat races, church parades, or social functions, and has been absent from Committee Meetings three times only in three years.

Ask your Regional O.C. what his objective is. When he tells you help him to achieve it.

Higher Interest on Savings.

An announcement of more than passing interest has been made by the Commonwealth Bank.

From the 1st of October the rate of interest on Commonwealth Savings Bank deposits will be 4% up to the first £500, the old rate of 3½% still to be paid on excess of that amount up to £1,000, and 3% on excess of £1,000 up to £1,500.

As the majority of savings accounts probably have balances of less than £500, the announcement will come as very good news to most Savings Bank depositors, and as a distinct invitation to those people who do not yet use this useful aid to thrift, the savings account.

Another new feature of the Commonwealth Savings Bank service is the Purpose Account. Any number of Purpose Accounts may be opened at any Branch of the Bank and the nature of the purpose need not be disclosed. The objective may be provision for holiday expenses, Christmas extras, medical expenses, higher education for the children, or the purchase of expensive articles, such as pianos, cars, wireless sets, etc.

Any sum from 1/- per week or per fortnight may be deposited for a period of not less than three months and interest will be added at the end of the period at the rate of 4% per annum.

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The Ship "Earl of Pembroke."



Courtesy Daily Telegraph Editorial.

In the long years of England's history many famous men, and equally famous ships, have taken their departure from Plymouth Sound and added to England's greatness. This picture shows the ship "Earl of Pembroke," later known as the "Endeavour" and celebrated in connection with Captain James Cook and his voyages.

Australia's First Naval Fleet.

By R.K.P.

(2)

DESCRIPTION OF THE VESSELS.

The cruisers "Tauranga," "Mildura," "Ringarooma," "Katoomba," and "Wallaroo" were built on exactly similar lines, so the description of one vessel will serve for the whole.

Length, 265 feet; breadth, 41 feet; draught, 16 feet 6 inches; displacement, 2,575 tons; horsepower, 7,500; maximum speed, 19 knots; coal capacity, 400 tons.

The armament of each ship consisted of eight 4.7 inch quick firing guns; eight 3 pounder quick firing guns; one 7 pounder muzzle loading rifled gun for boat or field; four .45 inch five barrel Nordenfeldts; besides twelve Whitehead torpedoes and a proportion of electrical and sub-mining stores.

Of the eight large guns two were placed on the forecastle, one on each side, training from right ahead to 60 degrees abaft the beam, two were similarly situated on the poop with training from right astern to 60 degrees before the beam; and the remaining four were placed two on each side of the upper deck, between the poop and the forecastle. The .45 inch Nordenfeldts were intended for use in boats when away from the ship, but were also provided with fighting positions on board.

The torpedo gunboats "Boomerang" and "Karrakatta" are likewise twins, the particulars of their dimensions, etc., are as follows:—

Length, 230 feet; breadth, 27 feet; draught, 8 feet 6 inches to 10 feet 6 inches; displacement, 735 tons; horsepower, 4,500; maximum speed, 21 knots; coal capacity, 100 tons.

The armament consisted of two 4.7 inch quick firing guns; and four 3 pounder quick firing guns. These were placed on the middle line, one on the forecastle, and the other on the upper deck aft, and each had a nearly all round fire. The 3 pounder quick firing guns were placed one on each side under the forecastle,

and one on upper deck amidships. Each carried eight Whitehead torpedoes. For the ejection of the torpedoes a fixed bow tube was provided under the forecastle and two double barrel training tubes in the open part of the upper deck.

THE NAMES OF THE VESSELS.

At first objection was taken to the naming of the vessels as those proposed by the Admiralty were not Australian, viz.: "Pandora," "Pelorus," "Persian" and "Phoenix." When the vessels were nearing completion Australian names were eventually adopted. The "Pandora" was changed to "Katoomba," "Pelorus" became "Mildura," "Persian" was changed in favor of "Wallaroo," and the "Phoenix" gave way to "Tauranga." The torpedo boats were first named the "Whiting" and "Wizard," but were subsequently re-named "Boomerang" and "Karrakatta" respectively. An interesting account of the origin of these names appeared in a Sydney newspaper at the time of the arrival of the cruisers.

"Ringarooma," for example, is one of the few local names left to us in the weird and beautiful island discovered in 1642 by Skipper Abel Jansen Tasman, and named by him after his owner and master's daughter and his own sweetheart, Vrow Maria Van Diemen. It is in the eternal fitness of things that Tauranga, the scene of the great battle of the Gate Pab during the Maori war, and at which many brave blue-jackets and marines fell, should be commemorated in naming the new ships.

Boomerang comes from the "Becalba" dialect once spoken by the George's River blacks. Becalba is from "Becal," the negative usually called "baal." The blacks pronounced the word "bumering" and "boomierah." The old Sydney blacks also called the boomerang "woodah," after which Flinders named "Woodah" Island on the Queensland coast, now called Woody Island. The names for the boomerang in South Queensland are barran, barchan, barragun, barragadan, and wangul.

Wallaroo comes also from the Beasiba dialect, in which it was applied to the black mountain kangaroo. The Sydney blacks called the black rock wallaby "wallara," evidently the same word. From Beasiba also comes the well-known name "wallaby," pronounced originally "wallabah." The word Karrakatta is "churra-bool," the dialect of the old Brisbane River blacks, would be the deck or the top sides of a boat, from Katta or gutta, the side, and carra, above. In the Kamil dialect spoken on the Namoi, the word garregatta, or carracatta, would really mean cowardice, an unfortunate word for a warship. Possibly the word has a different meaning in some other dialect. The same word in various dialects may have totally different meanings. On Bribie Island a black-fellow was "canyahra," the word the Barron River and Russell blacks gave to the crocodile. The word Katoomba is applied to the noise of a waterfall, "Katoom," with a loud sonorous "boom" sound on the second syllable, the terminal "ba" being equivalent to the adverb there, denoting the locality, as a child might say of a cataract, "boom-boom there." It varied originally as toomba, tooroomba, toombboom, catoom, and katoomba. The word Mildura in Kamil would be "see bark," literally "look out for the bark," as "Milgnooroo" would mean "see darkness," or "a sharp eye at night."

THE PERSONNEL OF THE FLEET.

The complement of officers and men carried by the cruisers was about two hundred, and for the torpedo gunboats eighty all told. The following is a list of officers who accompanied the fleet to Australia:—

"TAURANGA"—commissioned at Devonport on 27th January, 1891. Captain, Thomas P. W. Nesham; Navigating Lieutenant, Alfred Whitehouse; Lieutenants, Robert B. Abdy, Henry B. Kelly; Staff Surgeon, Charles W. Buchanan-Hamilton; Paymaster, Frederick B. J. Mathias; Chief Engineer, James J. Stuart; Sub-Lieutenant, Victor G. Gurner; Engineer, Edward J. Murphy and James A. Royle; Assistant Engineer, Walter H. Page; Gunners, Thomas Birchby, Samuel Helen and Samuel Portbury; Assistant Clerk, Frank M. Seymour.

"MILDURA"—commissioned at Chatham on 18th March, 1891. Captain, Wollaston C. Karlake; Navigating Lieutenant, Frederick Elton; Lieutenants, Wilfred F. Forrest, Charles G. Bolton, Vivian de Crespigny; Paymaster, George K. Tuck; Chief Engineer, William S. Stribling; Surgeon, Horatio S. Sparrow; Engineer, George K. Edwards; Assistant Engineers, Reginald W. Parry and Arthur Dupen; Gunner, Albert Northcott.

"KATOOMBA"—commissioned at Chatham on 24th March, 1891. Captain, Andrew K. Beckford, C.M.G.; Navigating Lieutenant, Norman B. Youel; Lieutenants, W. C. Storey, Andrew Gellispie, Henry A. Haichard; Paymaster, Edward H. Truscott; Staff Engineer, Charles Dawes; Surgeon, H. S. Jackson; Sub-Lieutenant, Andrew Hambly; Engineer, Marrack Sennett; Assistant Engineers, Lewis Wall, W. B. Townsend; Gunners, Frederick Garland and Arthur Askew.

"WALLAROO"—commissioned at Chatham on 31st March, 1891. Captain, Herbert W. S. Gibson; Navigating Lieutenant, Charles Eeles; Lieutenants, Arthur E. Harford, Edward C. St. J. Neale, Edward H. Martin; Paymaster, Alfred Woolward; Staff Engineer, Richard Harris; Sub-Lieutenant, Herbert J. Marshall; Engineer, Lewis E. Thumwood; Assistant Engineers, John A. Richards, Edward J. Campbell; Gunners, Timothy Healey, William Sargent. The surgeon of this vessel was court-martialled during the voyage and sent back to England.

"BOOMERANG"—commissioned at Sheerness on 14th February, 1891. Lieutenant and Commander, Thomas C. Fenton; Navigating Lieutenant, Robert W. Glennie; Chief Engineer, John W. Hole; Sub-Lieutenant, Alexander A. Gordon; Surgeon, George A. Waters; Engineer, W. R. Parsons.

"KARRAKATTA"—commissioned at Sheerness on 24th February, 1891. Lieutenant and Commander, William J. Skullard; Lieutenant, Arthur C. Lowry; Chief Engineer, William Hines; Navigating Sub-Lieutenant, Alexander Farrington; Surgeon, Thomas Austen; Engineer, Robert A. Hunter.

EARLY TRIALS AND TROUBLES.

Like all new ships, the flotilla developed all kinds of minor defects on their trials, and almost every day some new defect was discovered, but the frequency with which these occurred may be taken as an assurance that a very sharp eye was being kept by those responsible.

Three of the cruisers were built by Sir W. G. Armstrong and Coy., at Newcastle-on-Tyne—the "Katoomba," "Mildura" and "Wallaroo." The "Tauranga" and "Ringarooma" were constructed by Messrs. J. and G. Thompson, of Glasgow. The two Torpedo boats were built by Sir W. Armstrong, Mitchell and Coy. Coming from the yards of builders second to none in the world, these defects were not regarded as very serious.

When the "Katoomba" was lying at Elswick works having her engines fitted a serious accident occurred. There was a sudden outburst of flame, which injured no less than fifteen of the men, burning their faces, hands and arms, in several instances very seriously.

The "Mildura" also had her share of ill luck. When she had barely got under steam for her trial cruise in the Channel serious defects disclosed themselves in her machinery, which necessitated her immediate return to Sheerness, where repairs were effected. There was an ugly rumor current at the time that the builders of the "Mildura" refused to hold themselves responsible for any defects which might become manifest, inasmuch as the machinery had been faithfully made from Admiralty design, which from the first they pointed out to be faulty, though without succeeding in getting them altered.

When the "Tauranga" returned to Plymouth after her ten days' trial trip it was found that a serious defect had been developed. The engine tests were fairly satisfactory, but the lower decks and after magazine were continually flooded with water, which was thought to have penetrated through the side of the vessel below the waterline. At the same time the Engineer Inspector of the Admiralty was engaged at Sheerness dockyard, making a searching examination of the shafts of the "Boomerang," something amiss having been discovered during her experimental cruise in the Channel. The examination showed that the bear-

ings of the stern tube and bracket on the port side had been considerably worn, softness of the metal being the supposed cause.

The Sheerness dockyard authorities also had considerable trouble with the "Karrakatta," which had four steam trials in five weeks after hoisting the pennant, all of which proved unsuccessful through the unsatisfactory working of her feed pumps. Boiler trouble was also common. The "Wallaroo" did not come out of her trials quite unscratched, and when she and the "Katoomba" made ready to start for Australia there were many predictions that they would break down before they reached there.

TO BE CONTINUED.

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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.

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Aims and Objects of the 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 Australians in MAINTAINING THE NAVY AT THE REQUISITE STANDARD OF STRENGTH, with a view to the safety of our trade and Empire.
2. To convince Australians 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 SECURITY.
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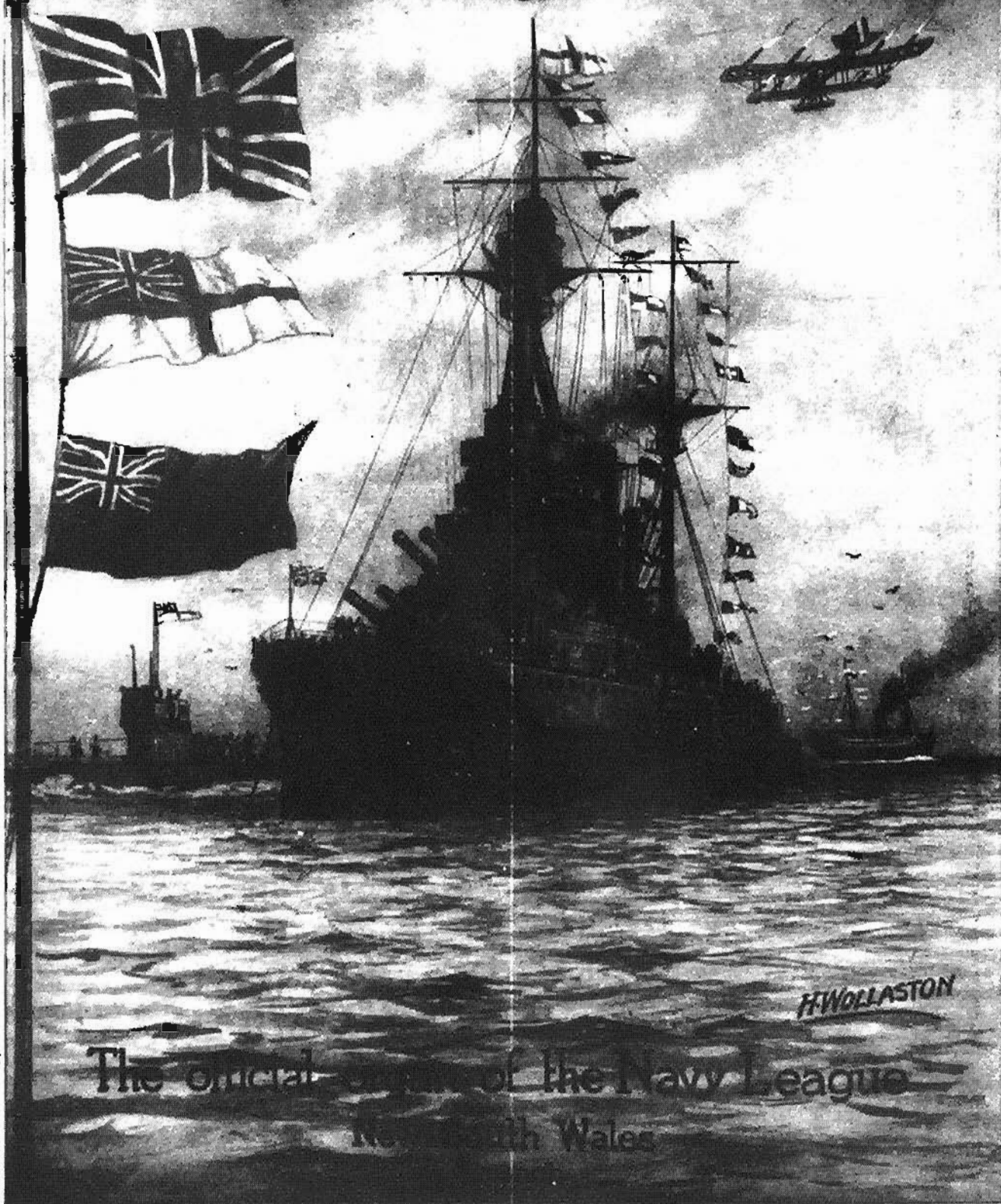
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The Navy League Journal

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SYDNEY, NOVEMBER, 1928.

PRICE 3d.

Naval Defence "Talk."

ONE of the main topics of discussion during the past month in Parliament and on public platforms has been the Navy. The subject asserted itself during the celebrations of the Captain Cook Bi-Centenary and Trafalgar Day, the Federal Election Campaign, the arrival of the new flagship Australia, and the regrettable news of the death of Mr. Andrew Fisher, former Prime Minister of Australia, and—a fact mentioned by a few speakers—the Father of the Australian Navy. On each of these occasions there was talk! talk! talk! of the need for a rigid pursuance of a Naval Defence Policy.

"When the war came, and the German warships were loosed there in the Pacific, if it had not been for our Australian Navy, Sydney and Brisbane might have experienced the horrors of shell and fire," said Senator Josiah Thomas.

"The Labour Party intends to leave us in the humiliating position of relying absolutely for protection on the British Navy. Could we have any national pride and do that?" was Mr. Pratten's contribution.

These, and many other utterances were heard in

support of naval defence. And all this talk would have been gratifying to us, as a Navy League, had not consistency been so appallingly lacking! Example: Mr. Pratten's talk of national pride as he applied it to the suggestion of leaving our naval defence to the British Admiralty. Pride indeed! What we are at the moment concerned with is Menace! the menace threatening by our Federal Government's youth-sapping policy of leaving the manning of our Australian Navy to unsuitable material drawn from the recruiting grounds of a disgruntled Trades Hall, instead of drawing our maleable material from the healthy nurseries of the patriotic home hearth.

For that is precisely the position that has been created by the Nationalist Naval Minister's false economy of abandoning a well tried and successful system of Boy training! Not one of the scores of speakers seemed to have grasped this vital point! The Leader of the Federal Labour Party a few days ago said "The price of Labour's freedom is eternal vigilance." We go further and say that the price of AUSTRALIA'S freedom is eternal vigilance translated into common-sense action.

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Reminiscences of a Naval Career

Martinet 1 Have Sailed Under.

No. 8

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

A MARTINET IN THE ISLANDS.

CAPTAIN "X" was one of those martinets who exacted implicit obedience to his every whim, not only from his subjects afloat, but also from such of those on shore whom he considered to be his social and intellectual inferiors. In a mild way, he was an advocate of the pernicious doctrine of "might against right" And that is of such dangerous stuff as bullies are made of. But Captain X's innate despotism was tempered by such a wealth of redeeming qualities, that, far from him being a terrorist, he was of a lovable nature; his bluff, dominating manner could never be mistaken for bullying by any man worth his salt, and who, therefore, like the Village Blacksmith, was not afraid to look the whole world in the face. Rumour had it, that more than once in his early career, when taking his rambles on shore, this martinet in embryo had, uninvited, butted into a street brawl, or a family quarrel; but, on such likely enough not altogether unwelcome diversifications, he had always been on the side of the under-dog; and that, without his previously having taken much trouble to ascertain whether the under-dog was in the right or in the wrong. Once, he rendered signal aid to the police (a strange thing for him to do, for he was, himself, a born outlaw at heart) when they were mobbed by hoodlums and were fighting against heavy odds. He received the Force's thanks for that. But he received no such recognition on a later occasion, when he assisted a bluejacket to resist arrest; because, on that occasion, the conditions were reversed—the police were on the winning side, a fact which they were demonstrating so superfluously as to excite the young sub's inborn love of fair play.

In explanation of what may appear paradoxical, in thus describing a small part of Captain X's character, let it be made clear that he was an advocate of the "might against right" policy, only insofar as that he was a stickler for that inviolable

tradition of the sea: "Obey orders first; question afterwards." If only that tradition had been upheld all through the late war, for instance, what a vastly different story, perhaps, could to-day be told of Gallipoli!

CAPTAIN X MAKES HIS BOW.

All this, by way of analogous leading up to what is to follow. For when Captain X one day discovered himself officiating as the Senior British Member of the Joint Anglo-French Naval Commission for the New Hebrides Islands, in which capacity he was frequently called upon to adjudicate for a heterogeneous, polyglot community—planters, traders, blackbirders, missionaries, and beachcombers—he found it difficult to strictly conform to the orthodox rules of Court procedure. From jording it over a lower-deck monocracy, with the indisputable power of a Czar, he found himself curbed by the not always unbiassed voting of a conflux bi-factional Bench whose clientele comprised respectable, and, doubtfully respectable subjects—mostly British and French with opposing interests—together with down-trodden, unsophisticated kanakas, and head-hunting cannibals.

Captain X certainly found this work, at times, embarrassing, causing him to not infrequently upset the dignity of the Court in true martinet fashion.

Trouble began at the outset of his making his bow before the Commission as its newly-appointed president on the British side. (The meetings were presided over by the senior British and French members, alternately). On his passage out from England to the Islands, he had coached himself, by perusal of a copy of the filed records, to at least a superficial knowledge of the Commission's mode of procedure, as also of the habits and customs of the settlers and natives. He had speedily come to the correct conclusion that the dual administration of those lawless Islands left much to be desired. And, as Captain X was not the kind of



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man who would be content to complacently sail among the shoals of apathetic anomalies, he attended his first Commission meeting with a pre-determination to straighten things out in his own peculiar, uncompromising fashion. His chief objection was the class distinction which prevailed—the making of flesh of the whites and cheap fish of the blacks. It was, therefore, with a certain degree of revolutionary feeling, that Captain X, with cocked hat and slung sword, accompanied by his two shipmate colleagues—the first lieutenant, and the navigating lieutenant—and with his clerk carrying his despatch box, boarded the French corvette, on board which the Commission was to sit, it chancing to be the French captain's turn to preside.

The usual introductory courtesies over—a by no means trivial preliminary, involving much hand-shaking, gracious bowing, *courtesy cordial*, and cork-popping, the Court was formally opened. Round the big cabin table there was that atmosphere of curiosity—almost nervousness—which always prevails on the arrival of a new-comer in the midst of a Community that is steeped in a benign assurance of its own perfectness; more especially did this nervousness assert itself, by reason that some incredible stories of Captain X's notoriety as a firebrand had long preceded his arrival. If those fearfully expectant, apathetic administrators thought to have paved the way to roping the new member in to an acceptance of their policy unquestioningly, by the aforementioned lavish and ostentatious preliminary welcome, they never made a bigger error: as the Old Man was not long in convincing them.

During a desultory garbling over by the French clerk, of the minutes of the previous meeting, an item was being rushed through which caused the Old Man to prick his ears and call for an explanation. The item concerned the dealing with a case in which a Government labour-recruiting agent had illegally permitted a time-expired native to land at a village other than the one from which he had originally been recruited. The village in question, at the period when the "boy" was recruited, was on friendly terms with the one at which he had been landed. But, in the interval that had lapsed during the boy's service on a

Queensland plantation, the two tribes had quarrelled and were now in a state of continuous feudal warfare. Consequently, when the boy, all unsuspecting, reappeared in their midst, instead of being met with the fatted calf, he, himself, was made the fatted calf for regalement as the star item for a cannibalistic feast.

CAPTAIN X ASKS QUESTIONS.

"Read that item over again, please," demanded the Old Man. "I didn't quite catch what punishment the Commission prescribed for that officer, for such a grave offence."

"The Commission directed that the matter be reported to the Queensland Government, with a recommendation that the officer be reprimanded, and warned to be more careful in the future," explained the President, surprised at the unprecedented interruption in the proceedings.

Captain X sprang to his feet: "Very well, Your Honour!" he exclaimed, with warmth, "then I now move that we re-open that case forthwith, and seriously consider the advisableness of dealing with that damned officer more drastically. I may as well say, at once, that I am not in favour of the practice that seems to have prevailed with this Commission, of making flesh of the whites and fish of the blacks. From what I have gathered, in reviewing your work of the past, it seems to me that if the boot had been on the other foot—that is, if, by an act of neglect on the part of that wretched kanaka, the officer had been massacred—you would have promptly despatched a punitive expedition to that boy's village with instructions to shoot down both him and everybody associated with him, guilty or innocent, and leave not a stick or a stone standing in the village."

Tense with consternation, the members waited with some trepidation for the President's reply. It came with characteristic national politeness. "Perhaps, Monsieur le Capitaine is unacquainted with the difficulties under which this Commission has to conduct its investigations. I assure Monsieur that every possible consideration has, in the past, always been given to the matters we have had to deal with. Pardon, Monsieur le Capitaine, but I think it would be a sheer waste of valuable time



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if, as you have moved, this little question is re-opened."

"Little question be damned!" exclaimed the Old Man furiously. "Would your Honour regard it as a little question if you, yourself, were to be brutally attacked, clubbed, drawn, trussed, stuffed, and spitted over the festive fire, to be dished up, a la mode, as that wretched nigger was?"

The President ignored the Old Man's tirade, but, smilingly, forthwith put the motion, without regard to the fact that the moment had not yet arrived for such business. There being no second, the motion lapsed. The Old Man, however, displayed his ignorance of constitutional procedure by exclaiming, with fiery emphasis: "Very well, gentlemen, I, myself, will make direct representations to the Queensland Government on the matter, and, mark me! if I ever fall foul of that damned agent, I'll make him answer to me, or I'll keel-haul him from his own hooker, damme, if I don't."

After the reading of the minutes was concluded—a lengthy business it was, and not without further frequent interruption on the part of the Old Man—the new business was brought forward, to the accompaniment of shuffling of feet, and anticipatory coughing. For it had become patent that Captain X was not likely to tolerate any arbitrary rushing through of matters which, in his opinion, ought to be thoroughly sifted. There was a voluminous pile of correspondence to be dealt with, the bulk of which had already been perused by the Old Man. There were a number of complaints by traders and planters of alleged outrages perpetrated by the savage hill-tribes against labour recruiting vessels; one complaint by a missionary, against a coastal tribe, of the alleged abduction of a native girl belonging to his mission; another, by a missionary, against a native, of parenticide—he alleged having killed his own father, and handed over the carcass to an aggrieved tribe in acceptable expiation of an offence he had committed against that tribe; and another, against a planter, of his allegedly having forcibly abducted a native girl from her village for unwilling service on his plantation.

It is with this latter case that this part of my story is most concerned. The complainant missionary, and the defendant planter, were both

present at the inquiry. The complainant set forth: "Returning to the Mission Station from a visit to a neighbouring friendly tribe, I was shocked to learn that the girl—Lallah—had been abducted from my charge. As soon as possible, I obtained assistance, and instituted inquiries. I learned that the defendant's cutter had been seen in a small cove near by, out of sight of the Mission and the village to which Lallah belonged. From that one, I pursued my investigations and, by dint of threats and bribing, I extracted a confession from a 'salt-water' boy that he had been paid by defendant to lure the girl from the Mission; that she was then seized by defendant and one of his boys, and forcibly carried on board his cutter for transport to his plantation, some distance away on the opposite side of the Island. I have since been informed that the girl is still being detained against her wish, in defendant's domestic service."

THE "OLD MAN" BLOWS OFF STEAM.

The planter's version was that the girl, by her own, and her chief's consent, was under contract for service on his plantation. That before her contract had expired, she had been inveigled away by some Mission natives. When he (defendant) again visited the village, he saw the girl, who expressed regret for having deserted him, and, of her own accord, had boarded his cutter, for passage back to the plantation to resume her contract.

During the hearing of the case, further complaint was made against the defendant of certain conduct towards the girl which was quite consistent with the despicable character of the infamous type he represented.

The planter was one of that nondescript type of humanity which infests the Islands, albeit he was a well-known resident of some influence—part each of planter, copra trader, and labour recruiter. With the Commission's limited powers of jurisdiction, it was difficult to decide how to dispose of him, especially in the inevitable absence of confirmatory evidence, one way or the other. When asked his nationality, he shrugged his shoulders and declined to admit allegiance to any flag. And the curse of the dual control of those Islands at that period (and, indeed, the conditions to-day, under the Condominium are little better, if any) was, that any unknown person might so repre-



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drawled the Old Man. "I suppose one must conform to the observances of the Court, so there is nothing left for me but to withdraw, which I do, here, and now."

"Thank you, Monsieur le Capitaine," returned the President, with a gracious bow.

"Thank you," echoed the planter, sarcastically, and with an exasperating smile of triumph in the direction of the Old Man.

The fellow's cool arrogance proved too much for the Old Man's temper. Indeed, that was obviously the planter's intention.

"Shut up! You unclean, self-admitted pariah!" he roared. "I was addressing the Court, damn you, not you!"

Slewing round to address the President, he fumed: "Don't ask me to withdraw that, Your Honour, because I'll see you all damned before I will! This man has, on his oath, declared himself to be of no avowed nationality, and is therefore a self-admitted pariah; and it is also true that I was addressing the Court—not that scoundrel. I would rather resign my seat on this Commission than bow to such self-branded scum of the earth as that!"

A COURT SCENE, AND A CHALLENGE.

Tense silence followed the Old Man's indiscreet outburst; the embarrassment of the Court was such as to be almost suffocating. The silence presently was broken by the planter's cool, smiling, sarcastic, rejoinder:

"As to my nationality, the British representative may rest quite assured that if at any time I feel disposed to declare my allegiance to any flag, I shall not seek the very doubtful honours of affiliating with that rag called the Union Jack."

The Court-room was an improvisation of the French captain's cabin, and did not boast a dock, or a witness-box. The members of the Commission sat round a centre table, and the defendants, and the witnesses stood near the President's chair. On the present occasion, the planter stood at the opposite side of the table to that at which the Old Man was seated.

No sooner had the planter finished uttering his insulting rejoinder, than the Old Man sprang to

his feet, took a flying vault over the table with the agility of a panther, and landed a smashing blow with his fist, full between the fellow's eyes, causing the blood to spurt from his nose like water from a leaking fire-hose.

Quickly recovering himself, like a flash, the planter whipped out an automatic, and would have there and then fired at his assailant at point blank, had not a marine orderly observed the movement and, springing smartly forward, knocked up the planter's hand a fraction of a second before he fired, causing the bullet to lodge harmlessly in one of the overhead beams. The infuriated planter was promptly seized, disarmed, and removed to the sick-bay, where the surgeon dressed his badly bruised face.

With commendable presence of mind, the President cleared the Court and adjourned the sitting indefinitely. A few seconds later, the members were refreshing themselves in the ward room, as complacently as if nothing untoward had happened. But the unnatural calm—the strained ignoring of the unfortunate incident—was, indeed, more portentous than would have been apparent in a babel of discussion on the subject.

TO BE CONTINUED.

R.A.N. Appointments.

Lieutenant: Frederick Bolt to "Penguin" for "Albatross" for trials, to date 4th November; William T. A. Moran to "Cerberus" additional for passage to England per s.s. "Ormonde," to date 27th November; Neven R. Read to "Brisbane" and for "T" duties, to date 27th November.

Engineer Lieutenant Commander: George A. Hutchinson to "Penguin," and for Ships in Reserve and R.A.N.R. Craft and Machinery at Roubidoux Bay, to date 4th November.

Lieutenant (R): Richard M. Rowlands to "Platypus" (temporarily) to date 10th November.

Warrant Engineer: John A. Hutton to "Cerberus" additional for passage to Colombo per s.s. "Ormonde," to date 24th November.

PROMOTIONS

Lieutenants Arthur H. Spurgeon and Frederick G. H. Bolt to be Lieutenant Commanders, 1st October, 1928; Sub-Lieutenant Frederick N. Cook to be Lieutenant, 30th September, 1928; Acting Sub-Lieutenant Max J. Clark to be Sub-Lieutenant, 30th July, 1927; Midshipmen Alan W. R. McNicol, Otto H. Becker, Geoffrey C. Ingleton, Bernard K. Phelan, John L. Bath, Lindsay Gellatly, Palgrave E. Carr, John H. Harding, and Keith A. Hogan to be Acting Sub-Lieutenants, 1st September, 1928; Ferdinand S. A. Giles, Warrant Electrician, to be Commissioned Electrician, 10th September, 1928.



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IX. The Antiope.

By Frank C. Brown

HEAP'S old iron ship ANTIHOPE of 1866—the "Anti-Hope" of the seaman when she had a bad reputation as a man killer—has had one of the most remarkable careers of any of the big Australian windjammers. She was built by J. Reid & Company of Port Glasgow for Heap of Liverpool in 1866, and with her sister the MARTESA and the BENMORE, which was of practically the same class, had a great reputation as being among the finest clippers afloat, and among the earliest ships given double topgallants. There is no doubt, however, that like many another ship of that period she was overspurred, and that her performances would have been infinitely better had she been given less weight aloft.

But she had a beautiful iron hull and on her dimensions 242 x 38 x 23 feet depth of hold had a gross tonnage of 1,443 and, unlike so many other clippers, an excellent carrying capacity. Heap's principal business was in rice, and they soon developed a very profitable triangle, taking emigrants and general cargo out to Australia and horses on to India to load rice for home, and on this triangle she made some very fine passages. As was usual in those days her movements were followed by the very greatest interest by the general public, a public that would not to-day be particularly interested in shipping except perhaps the most bizarre incidents and the voyages of cinema stars. After being given a couple of years to shake down her master began to press her and in 1868, under Captain Withers, she made a passage of 68 days from Liverpool to Melbourne in spite of the fact that she was delayed ten days in the doldrums. In 1870 she took as apprentice Captain D. Steel, who retired only a short time ago from the position of White Star Superintendent at Southampton. In 1878 Captain J. S. Black took command and made a passage of 72 days from Land's End to Melbourne. After that he had his wife at sea with him until she died on board, and most people thought that it was this that checked his old reputation for carrying on sail. In spite of that he was only passed three times during the six years in which Captain Steel

was on board, according to that gentleman's recollections. Captain Black was not a particularly popular officer and several nicknames bear witness to his pomposity and the intense pride that he took in his ship.

Pompous or not, he must be given full credit for having every reason to be proud of such a ship, which was the finest possible training ground for a young officer who was willing to take full advantage of his opportunities. That is shown by Captain Steel's career, for he was third officer at the age of 16 and second at 18, not leaving the ship until he had made a reputation for himself as a smart seaman, even in that age of Titans.

In 1882 Heap's fleet was sold to Messrs. Gracie Beazley & Co., the Edwin Beazley being the son of James Beazley the well-known shipowner. They took out the passenger accommodation and ran them as tramps all over the Seven Seas, but Captain Black remained in command and the old ship was still capable of making some very smart passages. In the shipping slump of the early 'nineties she was laid up for some time and in the summer of 1897 was sold to a Cardiff shipmaster named Captain George Murray who reduced her rig to a barque and ran her on the tramping trade, although she was partially dismantled in 1898 and had to be refitted very considerably at Valparaiso.

Captain Murray sold her in 1899 to F. Whitney, of Honolulu but remained in command, but her new owners did not maintain her in the style to which she was accustomed and in 1902 she developed so many defects that her class was expunged by Lloyd's.

In 1903 she was sold to owners in Victoria, B.C., who made use of her two years later running the blockade for the Russians into Vladivostok, when she was captured by the Japanese blockade force but released. Captain P. J. R. Matheson was her next captain, a British Columbian man, and he bought the ship in 1906. He nearly lost her in 1908 when her cargo shifted in carrying coal from Newcastle, New South Wales to San Francisco,



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and she went over on her beam ends. Nothing but the very stoutest construction could have saved her in such a gale; as it was her decks were swept clean. After that Captain Matheson put Captain Cozens in command for a spell but resumed his old place about 1912 and sold her in 1913 to C. Nelson & Co. of San Francisco, they retaining her old captain and her Canadian registry.

In the early days of the war she was sold to the Paparoa Coal Co. as a hulk, but by that time values were beginning to rise rapidly and she was purchased and refitted by the Otago Iron Rolling Mills of Dunedin, New Zealand. They employed her on the iron and lumber trade, but in attempting to enter Bluff in a gale in the Autumn of 1917 the tug was not powerful enough to hold her and she drifted ashore on to a dangerous reef where she remained for over three months. A ship of any ordinary construction would have been pounded to pieces but the old *Antares* stood it and was finally salvaged and repaired, being fitted with standing upper topsail yards that were the despair of her crew and being put under the command of Captain D. M. Campbell. She remained in the Pacific out reach of German submarines during the war and must have earned a big fortune for her owners.

At the end of 1919 she made her first appearance in London for many years, and by that time wind-jammers were sufficiently rare in the Thames for her to attract a lot of attention quite apart from her history. Next year her timber cargo caught fire but by that time freights had slumped and it was decided that she was not worth the colossal expense of refitting, so that she went to Beira as a sugar hulk, where she still remains after having ridden out the famous cyclone which wrecked many of the ships caught in its fury on that part of the coast.

Cochrane Shield.

Crews of Navy League Cadets in service cutters, gigs and whalers competed for the coveted Cochrane Shield on the Lane Cove River on November 10. The weather was ideal and when the race started there were about 300 cadets and 100 adults present to cheer on their pet crews. After a splendid race victory went to Drummoine Company's representatives by nearly three lengths from Mosman, with Birchgrove third, a similar distance further back. Manly cutter put up an excellent

performance to finish fourth. Other competitors were North Sydney, Lane Cove, Leichhardt, Artarmon and Eastern Suburbs. If ever a crew deserved to win it was the victors. Their team work was perfect, due to regular practice in their boat on the Parramatta River, and every lad was thoroughly fit. One bystander remarked that they rowed like veterans and finished like thoroughbreds.

Mosman also rowed a good race and kept the winners hard at it from start to finish. The unlucky crew was that of Birchgrove. The regular coxswain and three oarsmen were prevented through illness and inability to get away from work from taking their places in the cutter. Further misfortune befell the crew through the breaking of an oar and the lads did remarkably well to finish in third place. Manly is an improving crew and will do better.

The disappointment was North Sydney which failed to show any form. The other entrants were new comers in this branch of League activity, but being keen enthusiasts they will not be long before they are battling it out with the seasoned crews.

A pleasing feature of the afternoon's sport was the wonderful enthusiasm of the cadets and the excellent feeling displayed between the representatives of the different units. This spirit was also reflected in the fine sportsmanship of Regional Officers Cooper, Forsythe, Sommerville and Solomon. Lose or win they say "better luck next attempt," or "your turn next time." This is as it should be and reveals the born leaders of men or boys. There is no room in the cadet movement for the man who makes a hobby of grumbling, of criticising handicaps or grudging success to any company other than his own.

After the boat race the cadets came ashore at Bay St. Reserve and the ladies of the Lane Cove Company's Committee dispensed soft drinks and refreshments to them and their comrades. Several friendly games of tug-of-war were indulged in by the lads before they were paraded and piped to their boats for the homeward journey. Altogether, the afternoon passed most pleasantly and it was evident that competitors and visitors thoroughly enjoyed themselves.

Mr. S. Cooper was Officer of the day; Mr. L. E. Forsythe, starter; Mr. R. M. Sommerville, time-keeper; Captain Beale, judge.

Mr. Harold Cochrane for service with his fine launch "Viking," and Mrs. Sommerville and her band of Lane Cove helpers for looking after the catering after the race have earned the thanks of all the Officers and cadets in the League.

Nothing really upsets the calm, self-satisfied serenity of the pessimist, so much as to encounter a real optimist who is everywhere expectantly seeking up faith and hope and more optimism.

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Monthly Notes and News.

Nelson Night celebrations which took place at Royal Naval House were completely successful. The Lieut.-Governor of New South Wales presided, and also made several presentations on behalf of the League and Mr. Harold Cochrane.

Commander R. C. Garsia, R.A.N., gave a lucid and refreshing address on Nelson, and received a splendid ovation from the audience which entirely filled the hall. Over 300 cadets were present, in addition to a considerable number of older people, all of whom seemed to thoroughly enjoy the excellent musical programme arranged by Mrs. Bennett White and her Cheer-Oh Girls. The Birchgrove Cadets Band has never been seen or heard to greater advantage, and fully merited the unstinted applause which greeted each item.

The Lieut.-Governor, Sir William Cullen, was attended by Brigadier General Anderson. Messrs F. W. Hixson, Harold Cochrane and Captain A. W. Pearce represented the Executive Committee of the League. Others present included Mrs. F. W. Hixson, accompanied by Miss Jean Wardle, daughter of Rear-Admiral Wardle, D.S.O., Mrs. A. W. Pearce, Captain and Mrs. S. G. Green, Mr. and Mrs. C. Dillon, Major and Mrs. E. I. C. Scott, Mr. and Mrs. W. R. Bagdall, Mr. and Mrs. J. T. Partridge, Captain and Mrs. Hart, Mr. J. H. Saunders, Mesdames S. Cooper, Lampard, R. M. Sommerville, L. E. Forsythe, F. M. Litto, Harvey, and Mrs. and Miss Shimell. Practically all the Sea Cadet Officers were present, including the following Regional and Company Officers: Messrs. S. Cooper, Birchgrove; L. E. Forsythe, Drummoyne; W. L. Hammer, North Sydney; H. R. Currington, Mosman; E. A. Solomon, Manly; L. E. Waterer, Balgowlah; R. M. Sommerville, Lane Cove; E. Simpson, Artarmon; C. J. Hopkins, Elizabeth

Bay; G. Phillips, Balmain; and F. M. Litto, Leichhardt.

The Navy League warmly congratulates Birchgrove Company on the splendid manner in which it looks after its depot. At the time of writing the depot is easily the best in the League, and reflects very great credit on the O.C., his officers and many loyal helpers who have worked hard for months to equip and finish the place for the use of the lads.

Mr. T. H. Silk, Managing Director of Mort's Dock, and Chairman of Birchgrove Company of Cadets, has been a great supporter and it is largely owing to his interest that it was possible to complete the work.

H.E. The Lieutenant-Governor, The Hon. Sir William Cullen made several presentations on Nelson Night. "Viking" watches which are made available annually by Mr. Harold Cochrane, a member of the Executive, for presentation to cadets with the best records for attendance and smartness in dress were this year awarded to Cadet Kevin Deas, Balmain; P.O. Noel Lampard, Birchgrove; P.O. R. Sommerville, Lane Cove; P.O. Andrew Caston, North Sydney; Cadet W. Batterham, Drummoyne, P.O. E. Dillon, Mosman. A special prize was also awarded and presented by Sir William to Cadet Malcolm McCallum. The Secretary of the League was presented with a copy of the magnificent publication "Sail." The volume is pictured by the noted marine artist, J. Spurling, and storied by the well-known author, Basil Lubbock.

Prizes for 1st and 2nd in the Semaphore Competition were also handed to P.O. L. G. Scott, and P.O. C. Dillon, both of Mosman Bay cadets.



The P. & O. Mail Steamer "Mooltan." On board this magnificent vessel the Navy League will hold its Annual Ball on February 4.

Officers-in-Charge of Companies requiring equipment for cadets are requested to keep in touch with Mr. L. E. Forsythe, the Hon. Equipment Officer, at 601, George St., City. Phone M.A. 1413.

Every member of the League who knows Mr. and Mrs. S. Cooper will be sincerely sorry to hear that sickness stalks through their home. May the sunshine of health again cheer the family of these two sterling workers before these words appear in print.

Since the 1st of July five new companies of cadets have actually been established in Sydney and three more are in the course of formation.

New Officers of fine type are offering their voluntary services every week which encourages us to look forward with confidence in the future success of the movement in New South Wales.

The day is fast approaching when Governments will be induced to take notice of our strength and of the national nature of the service the League is rendering to Australian boyhood.

We welcome to our fellowship of officers newcomers in Messrs. Peters, Thomas, Kidnie and Clayton.

Mr. Faulkner has been appointed an officer of the League and will have charge of the Cook's River—Kogarah Bay—Botany district.

Application has been made to the Federal Defence Department for the purchase of various articles of equipment necessary to the extension of the Cadet movement. It is hoped that the Dept. will give favourable consideration to the League's very reasonable requests.

2nd Mosman Bay.

(Contributed by M. J. F. Moore, O.C.)

The second company which was launched at the beginning of the month is gradually getting under way. The roll call is now 20, and by next month we hope to double that number.

Mr. Harry Burdon (late North Sydney Company) is our 1st officer. He has taken the place of his brother, Mr. T. Burdon who has returned to North Sydney.

Several members of this company attended the Juvenile Ball and thank Mrs. Dillon and her band of workers for a very enjoyable evening.

We attended the boat race at the Royal Sydney Yacht Squadron's Regatta, and wish to congratulate 1st Mosman on again winning this event.

On Saturday, 20th both Mosman companies met the Balgowlah Scouts at Clontarf for cricket. After a great game, which the Scouts won, a move was made to the Scouts Club room for tea. A general sing song was held during the evening. We hope to have the pleasure of a return visit from the Scouts to our depot shortly.

This company attended, in conjunction with 1st Mosman Bay, a Trafalgar Day Church Parade at St. Chad's, Cremorne, when the Rev. McDonald, an R.A.N.R. Chaplain, gave a stirring address on Nelson and his famous signal. Before the service the children of our Regional Officer (Mr. H. R. Currington) were baptised. Mrs. Aldred and Miss Barker, and Navy League Officers were God-mothers and Godfathers.

All hands attended our fete, which was held at the Town Hall on Saturday, 3rd Nov., and spent a very happy time.

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Mosman.

OFFICER-IN-CHARGE Mr. H. R. CURRINGTON
(Contributed by Mr. J. McGarry)

The activities of this Company for the past month have been so numerous that time for instruction has been very limited.

THE JUVENILE HALL.—On Saturday, the 6th ult., a Juvenile Ball was held at the local Memorial Hall to augment the Company's funds, and the result was financially and socially successful. A large number of cadets were present, and by general request gave an appreciated display of cadet routine. Our Committee are to be complimented on their excellent organisation.

BLACK SUNDAY.—Despite the inclemency of the weather on Black Sunday a party from this depot spent an exciting day on the harbour. Mr. Gale, a local yachtsman, was at the helm, and under his capable management the cutter held her own. A stay was made at Clifton for lunch. The only mishap was the "giving way" of the mainmast thwart, which necessitated being towed home, although none the worse for the incident.

BOAT RACE.—Last year this Company successfully carried off the Aneroid Barometer and thus inspired, were intent on holding it. Prior to the race of the 13th the crew trained vigorously, and their consistency was well rewarded as was shown by the second win.

FLAG POLE.—We recently had our 60 ft. flag pole erected, and are very grateful to Mr. Forsythe for superintending operations.

The cadets from this Company who were present on Nelson Night had an enjoyable evening, and Mr. Currington wishes to thank the Company officers for their support in his capacity as Officer of the Day.

THE FETE.—A Fete was held at the Mosman Town Hall on the 27th October, and the proceeds to our treasury were very satisfactory. The Mayor of Mosman delivered an interesting speech on the James Cook Anniversary, after which the Fete was declared open by Mrs. Pratten. This kind lady was very impressed by the number of cadets present, and entreated them to be true to their motto "For God, for the King, for the Empire." Manly and Balgowlah Companies were present, and we thank them for their generous support. The O.C. desires the Committee to accept the heartfelt thanks of the Company for their untiring efforts on its behalf.

The Popular Boy Competition closed on the 27th ult., and the amount collected to date exceeds £26, but there are still a few latecomers with their surprise packets. Cadet J. Honey was the winner.

Mr. William Reed, of Sydney, has associated himself with the N.L. Cadet movement on North Shore and is doing good work.

Birchgrove.

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

THE Birchgrove Coy. has much pleasure in thanking all who came along and assisted in the official opening of the depot on October 20. The many congratulations and praises showered on us fully repaid all for the work done. It has been a labour of love, and although it has taken practically two years it is what we hoped it to be—a depot or a home from home for the lads.

3 Capt. H. P. Cayley, R.A.N., fine sportsman that he is, willingly gave up his Saturday afternoon to open the depot. To a man of his calibre who has



Courtesy "Sydney Mail."

Capt. H. P. Cayley, R.A.N., inspects Cadets at Birchgrove Depot.

commanded ships and handled thousands of men, it must have been a boring business, therefore, all the more credit due for the affection he showed to the boys and to the Navy League.

Through the medium of this JOURNAL we ask Captain Cayley and his friends to accept Birchgrove Company's warmest thanks for the pleasure of their society.

A feature at the opening ceremony was the unstinted praise given by speakers to Mr. T. H. Silk, the Chairman of the Sub-branch. Mr. Silk came along to help us out of an awkward position and was at the time a very sick man, getting out of bed in order to attend. The lads of the

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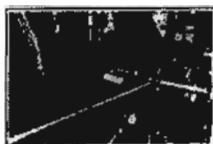


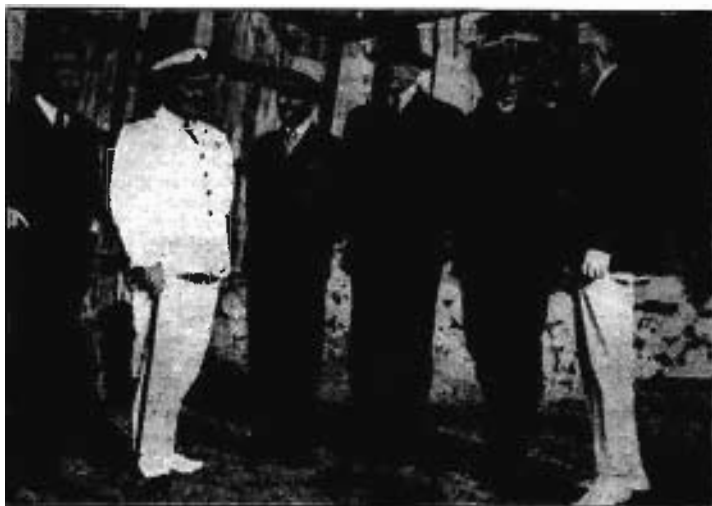
Illustration shows a 25-ton Compressor at the Depot of the Trawling industry at Woolloomooloo, driven by a 50 B.H.P. electric motor. This machine provides the cold storage for fish and runs 24 hours a day, mostly seven days a week. The "Mangroville" 10-in. Double Raw Hide, endless belt shown running,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

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AFTER OPENING BIRCHGROVE DEPOT.



Left to right: Mr. T. H. Silk, Captain H. P. Copley, R.A.N., Capt. W. W. Beale, Commander F. W. Heaton, O.B.E., Mr. S. Cooper and Mr. J. Payne

unit look upon Mr. Silk as a benefactor, much as they regard Mrs. M. Mayne in the light of god-mother.

We have to thank the popular O.C. of Drummoine, Mr. Forsythe, for our flag decorations on the opening of the depot. I casually remarked I would like to borrow some flags for this occasion and he, like the sport he is, said you can have as many as you like, and he lent us hundreds; in fact, we could not put them all up. Birchgrove appreciates his generous aid.

Mr. Forsythe's magnificent help to any company in need is becoming proverbial. When he first joined the N.L. Cadet Movement some of us thought that his new broom was to be fitted to the masthead of his cutter—a *la* Van Tromp. Not so, Mr. Forsythe's new broom is made of constructive energy, bound with generosity and wielded with enthusiasm in the interests of any cadet or company.

I paid a visit as R.O. to Balmain unit and the Leichhardt Company, and found the former holding its own, and the last named going along with great strides.

No. 1 Region generally is making satisfactory progress.

PLEASE DO NOT DESTROY THIS JOURNAL—PASS IT ON.

Manly.

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

THE main feature of our activities during the past month was the First Annual Ball organized by the Committee. It was both a financial and social success, and we thank the Committee members for their efforts. We were pleased to see the North Sydney Coy. represented.

We congratulate the Mosman crew on their win at the Royal Sydney Yacht Squadron's Regatta, and thank the Yacht Club for a very pleasant afternoon.

Manly cadets enjoyed themselves at the Nelson Night Concert, and would like to compliment the Birchgrove Sea Cadets' Band on its fine performance. They were especially interested in the band, for they hope shortly to have one of their own.

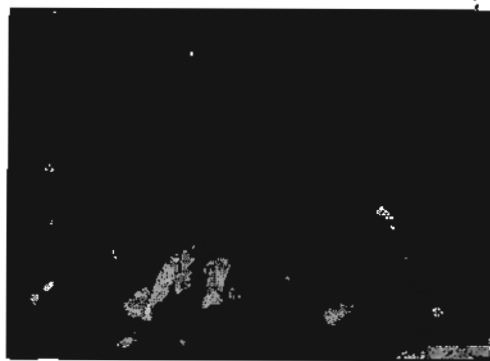
A Trafalgar Day Service was held at the Manly Church of England on the 21st October, and many cadets attended.

An enjoyable afternoon was spent at the Mosman Company's Fete, and we are glad to learn that it was a great financial success.

Our boat's crew, under Mr. A. Ricketts, trained for the Cochrane Shield Race, and made a good showing to finish fourth.

We are pleased to welcome Mr. Young, of H.M.A.S. Platypus as our Instructional Officer.

Cadets and Recruits.



Leichhardt Gets under Weigh.

When visiting Leichhardt Company recently the Secretary of the League was astonished to see the fine muster of cadets in this new unit commanded by Mr. M. Litto. Not only were there more than 40 cadets on parade but about 30 members of the Welfare Committee and supporters were also present.

The Chairman, Mr. A. Goode, and the Officer-in-Charge, Mr. M. Litto are very much alive and with their splendid band of willing and enthusiastic supporters are doing excellent work for the cadet movement in Leichhardt. It is safe to say that the people behind this Company are determined to come the district in their efforts to enlist support and gain the interest of the citizens in the lads. Present indications are that the unit will soon take definite shape and show progress equal to anything in the League. The O.C. aims at making his charges a credit to the district after which the unit is named.

The Committee is already negotiating for a depot and expects to be in occupation at an early date.

North Sydney.

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

REGIONAL ACTIVITIES.

The newly formed Artamon Company is making splendid progress, and has the support of a large and energetic Parents' and Citizens' Committee.

The cadets at present receive their training at the North Sydney Depot, and show excellent form.

At the "Cochrane Shield" Race held recently, Artamon boys manned the whaler and made a creditable showing.

This Company wishes to thank the Royal Sydney Yacht Squadron for their hospitality on "Opening Day." The cadets thoroughly enjoyed themselves, and did full justice to the refreshments. Mosman crew is to be congratulated on its fine win.

On Sunday, 21st October, Navy League cadets joined with the Naval Comrades' Association at the Cenotaph, Martin Place, when a wreath, in memory of Nelson, was laid on the Monument. They then marched to St. Phillip's Church, Observatory Hill, where a Trafalgar Day Service was conducted by Canon Riley, one time Chaplain of the old "Australia."

The O.C., together with three P.O's, and Mr. Simpson, Actg. O.C. of the Artamon Company, attended the official opening of the Birchgrove Depot.

The Officer in Charge of Birchgrove, Mr. S. Cooper and his helpers are to be congratulated on a most successful function, and deserve great credit for building up such a well equipped training centre for the cadets.

I desire, on behalf of the North Sydney Company, to thank Headquarters for arranging the Nelson Night Concert. All enjoyed the evening, and Mrs. Bennett-White and her Cheero-oh Girls are to be complimented on an excellent entertainment.

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

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11. Morse Signalling.
12. Encouragement of healthy sport.

Balmain.

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

We must again thank the Committee for arranging a most successful party for the cadets on Wednesday, 24th October.

On Sunday, 28th, we left the depot in our cutter, under sail, for a day on the harbour, but the wind became so strong that we could not battle along against it and were blown on to the coaling station at Balls Head, where we stayed until taken in tow by a launch at 5 p.m.

The cadets were present at the official opening of the Birchgrove Depot. The function was most successful, and Birchgrove Depot reflects great credit on the Officer-in-Charge and his many supporters.

We congratulate cadet Kevin Deas, Balmain's winner of a "Viking" watch, and also the successful cadets from other companies.

A pleasant evening was spent at Royal Naval House on Nelson Night.

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Lane Cove.

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

A Church Parade was held on Sunday, the 4th inst., at the Presbyterian Church, and our Chaplain warmly welcomed the boys, and gave a stirring address to the young folk.

We have lost one of our boys this month. Cadet Smith has joined up with the Burns, Philp Line; his first ship is the "Montoro." "Smithy" will probably never forget his first trip to sea. We are looking forward to seeing him on his return to Sydney.

We are also sorry to state that we are about to lose our First Officer, nevertheless we congratulate him. He has succeeded in gaining admission to the Royal Australian Navy, and is now waiting to be called up to join the colours, which he hopes will be in the course of a week or two. We all wish him the greatest success in his undertaking, and hope that he will rise to the top of the ladder. He will be a loss to the Company, because he has taken a very keen interest in it since he joined.

Please pass this Journal to a Friend.



Mr. L. E. Foreythe the popular O.C. of Drum-moynie aloft with Officers and Cadets of Moorman unit. This fine mast is at Mr. Foreythe's private house.

Talking Still! Still Eluding the Point.

IF it were not the paramount duty of the Navy League to keep on agitating for the maintenance of an efficient Navy, its members would long ago have wearied of listening to, and talking about, those Federal politicians who, while having lent their influence to the sapping of the spring which feeds our Navy, are everlastingly applying false top-dressings in their vote-catching speeches.

Mr. W. M. Hughes, however, at Lindfield recently, consciously or unconsciously, paraded the axiom: "There's many a true word spoken in jest," when he facetiously said:—

"I believe that our Navy is all right. They tell me the 'Australia' is in order. I haven't seen it. I did see the 'Albatross'—she got in the way of the ferry steamer I was on the other night. The 'Canberra' must be perfect. Princess Mary has said so, and I am sure I would not doubt her word.

"The rest of our defence is a washout.

"We have the report of two well-known Englishmen on that point.

"The thing is that if our system of training is wrong and does no good, we might just as well put the money we spend in that direction in our pockets—we shall need it for our funeral when we are attacked."

More recently, at Greenwich, Mr. Hughes said:

"If it hadn't been for H.M.A.S. Australia during the war, Sydney would have been in ruins. The ship saved Australia from being bombed by the Germans. That is what the navy did."

We can smile, while thinking hard and bitterly, when listening to such home truth expressions as uttered in light vein by such a past master as "Billy"; but it makes our blood boil to listen to such vote-catching platitudes from the lips of the Prime Minister (Mr. Bruce) uttered at Rockdale the other day.

Replying to a lady's question: Have we lost the friendship of China, Japan, and India?

Mr. Bruce said:—

"If it were not for the fact that we have Britain and the British Navy behind us we could not maintain the White Australia policy 24 hours.

"If we said the things about white nations what we say about coloured nations," he added, "we would make ourselves the most loathed and detested nation on the earth." "In the face of party passion and prejudice, the Government kept its head in dealing with this question regarding the influx of Italians into the Commonwealth. It arranged with the Governments of the nations concerned for a limited number of migrants from each of those countries. The problem needed careful handling, and if the Government had bowed to the clamour raised in certain quarters grave difficulties may have arisen. But the Government has ensured that the 98 per cent. British proportion of our population shall be maintained, while our friendship with the nations concerned has not been disturbed."

We are loath to characterise such utterances of Mr. Bruce, and other Federal leaders, as platitudes, but what are we to think of such speakers who, in one breath, will ruthlessly destroy the work of years in building up the very foundations of an Australian Navy, and in the next breath declare that but for the existence of the British Navy (of which Our Navy is an important unit) we could not maintain the White Australia policy for 24 hours!

As we have maintained in this current issue—and have continually maintained ever since the Federal Government abolished our only healthy avenue of recruiting our Lower Deck material—the inconsistency of our leading Federal political speakers during the election campaign has been positively exasperating to the members of our earnest Navy League.

If, as Mr. Hughes hinted (though facetiously), our system of naval training is wrong and does no good, why does not Mr. Bruce be more sincerely outspoken, and advocate doing the right thing under those circumstances (if they exist and are irremediable, which we, as a Navy League, do not admit) and abolish the Australian Navy entirely, in favour of paying an adequate subsidy towards the up-keep of an Imperial naval fleet in Australian waters!

The Vanished Fleet.

Hawkesbury Memories.

BY A. W. CHAPMAN

IN the early days of settlement on the banks of the beautiful Hawkesbury River much difficulty was experienced by the settlers in getting their produce to the Sydney market, and it was not long before an imposing fleet of small coasters ranging from 20 to 40 tons came into existence. These vessels were of shallow draught, because the depth of water at most of the loading places was not great. The build and rig of these useful craft varied very much. A couple were fitted with centre-boards and one had lee boards, whilst most of them were overmasted. This last helped more than one vessel to its doom—not able to stand up to a squall they capsized and sank.

A ketch named the "William and Betsy" was the earliest of these vessels remembered by the writer. She was owned by a man answering to the name of Gunderman, but whose proper cognomen was said to be Carless. This vessel was of great beam, and on account of her light draft and bluff bows was reported to progress in the fashion ascribed to crabs—sideways. The report was evidently well founded, for on one occasion the "Betsy" was three full days from Sydney to Mangrove Creek. The first day out in a very light north-east wind she worked north of Long Reef when a flat calm was met with. During the night a strong current setting to the S.E. took her back to Sydney Heads; next day another light north-easter enabled the "Betsy" to make Little Head, where the breeze dropped and left her becalmed. On the third day a strong southerly swept the vessel along to her destination. Usually these wind-driven coasters carried sand-stone ballast won from the quarries at Pyrmont when voyaging from Sydney to the Hawkesbury. Even to-day in many places along the shores of the beautiful stream can be seen heaps of ballast discharged from these vessels. For the Southern trip they were loaded down with decks almost awash with cargo consisting chiefly of maize in bulk. Other items included firewood, shingles, pigs, poultry, pumpkins, melons and large quantities of oysters—all for the Sydney

market. If bad southerly weather was encountered on leaving the mouth of the Hawkesbury the little vessels ran for shelter to Ports Bay or Refuge Bay just inside Cowan and waited for fine weather.

From the upper Hawkesbury, near Wiseman's Ferry, a Mr. Chapman owned many fine ketches in succession. The most noteworthy were the "Peacock," "Contest," "Promise" and "Spray." The "Elizabeth," another old trader, was in the ownership of Mr. Jurd, while the "Maid of Australia" sailed for many years under Mr. Manning.

One of the best known men on the River was Mr. Peter Melvey, who had a cutter "Fairy," then "The Brothers" and "Emily Melvey," the last named being a very fine ketch built at Brisbane Water. Mr. Melvey was always considered to be one of the best sailormen in the trade and being a man with progressive ideas he saw the necessity for steam as a means of propulsion at once more reliable and much speedier. His first steamer was the "Marra Marra," which later he sold to New Zealand. He then carried on with the steamer "Binghie."

One of the fastest sailers employed between Sydney and the River was the small whale-boat modelled ketch "Friend in Need." This little vessel was credited with many remarkably fast passages. One dark night when leaving Port Jackson she was wrecked on North Head, the crew fortunately managed to save themselves.

Crossland Brothers, of Mangrove Creek, sailed the cutter "Swan"; Mr. Crumpton, of Berowra Creek, skippered the "Surprise," and subsequently the ketch "Theresa" and the "Welcome Home."

I well remember a ketch, whose name I have forgotten, sailing up Sydney Harbour with a light N.E. wind under full sail; when between Dawes and Miller's Point the wind changed suddenly and a fierce Southerly struck and capsized her. The crew managed to scramble into the dinghy towing astern and saved themselves. Some of the pigs comprising the deck cargo were hurled into the



An Old Time Coaster.



water and swam ashore at Pottinger Street. Numbers of fowls imprisoned in coops on deck were not so fortunate and all were drowned.

Another ketch, the "Pea Hen" turned turtle and sank off Mooney Mooney Creek. Without warning she was hit by a strong puff of wind, and instead of luffing, the helmsman bore away and over went his ship. The "Pea Hen" was subsequently raised from the bottom and recommissioned.

Another casualty was the "Bound to Win." Owned by Mr. Shakeshaft, the "Bound to Win" was a centre-board ketch and one of the fastest sailers ever on the coast. Like many another honest craft she eventually met her doom, being caught in a furious squall off Port Stephens and going to the bottom.

One of those tragic happenings which will probably remain a mystery for ever, was the disappearance of the cutter belonging to Peat Bros., of Peat's Ferry. The brothers boarded their cutter and left the River for Sydney. It was thought at

the time that a Westerley gale drove them far out to sea, where they met their end.

The ketch "William and Betsy" mentioned previously, was driven far from the shore by a strong Westerly blow and abandoned, the crew being picked up by a passing vessel.

Another coaster which met with disaster was the "Gosford Packet." One pitch black midnight she sailed from Farm Cove on the port tack, and when near Fort Macquarie the steamer "Woonona," outward bound, loomed suddenly out of the darkness and sank her. The skipper of the steamer sent a diver down in the morning, who reported "no lamps in screens." At the subsequent inquiry into the cause of the disaster the steamer was rightly exonerated from all blame. There was a foreigner on the schooner who, as soon as he was rescued and safe on board the steamer, wrung his hands and ran about the decks calling "Oh, my monish! my monish! it is sunk in the schooner. It is all gone and lost." "You lying rogue," said his captain, "didn't you tell me you were penniless, and begged a free passage?"

However, the vessel was raised, and sure enough his bag of money was found.

Mr. Greer, of Marra Marra Creek, owned the cutter "Bella Coulter," and, later, the ketch "Star of Peace." Mr. Burt Crossland owned the "May Crossland," which was built at his own place on Berowra Creek. She was a fine little vessel of 35 tons and one of the prettiest models of the day. Mr. A. Nelson, of Long Island, ran the cutter "Brothers" single-handed for a considerable time. One of the best known characters between Sydney and the Hawkesbury was Joe Shaw. He managed a small sloop and journeyed up and down collecting bottles for sale. His companions were his small vessel and the dinghy, and to these he talked as if they were flesh and blood.

The building of the railway bridge from Long Island closed the river to all vessels with lofty masts. Many years ago the writer frequently sailed a yacht under the bridge with a 35 ft. mast above the water and top-mast housed. When approaching the bridge the height is most deceptive, and certain it seems that the mast will foul

the span when, suddenly, it seems to dip and goes under all clear. The ketch "John Alice" was perhaps the last of these well tried coastal sailers to carry the trade of the River to Sydney, and now all are gone.

Maybe their ghosts lie to off the entrance of Heaven's dockyard

"Till from Night's leash the fine-breath'd morning leaps,
And that strong hand within unbars the gates."

Birchgrove Company is to be congratulated on the wonderful improvements effected at their depot. Leaguers, who were at the opening ceremony recently and who knew what the site looked like a couple of years ago, were filled with admiration at the work accomplished by the Honorary Officers and voluntary supporters of this progressive unit.

Be true: then you may expect others to be true to you.

Be sincere; others noting your sincerity will give their confidences and be likewise sincere with you.

Be thoughtful; the iron enters the soul in after-life when we have been neglectful of those who loved us.

—Byron Williams.

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H.M.S. "Powerful." ✓

THE news that the Admiralty intends to break up the IMPREGNABLE training establishment at Devonport, and to distribute the boys between Shotley and Gosport, will mean the scrapping of what is probably the most famous cruiser that the British Navy has ever possessed. For the principal ship of the group of hulks is the old POWERFUL, whose name was a household word in Boer War days and who is still well remembered in Australian and Eastern, as well as naval circles.

In the early 'nineties the British Admiralty was forced to take very serious notice of the commerce destroying cruisers which the French and Russian Navies had laid down. The DUPUY DE LOME of 1888 was followed by the Russian RURIK and neither Navy made any secret of attacking British commerce. Both these ships were considerably faster and more powerful than any cruiser that the British Navy possessed, and they would certainly have made hay of our shipping had they managed to get on to the trade lanes. We did not know then, of course, how unstable the RURIK was and how easily she would turn turtle under Japanese gunfire.

So the POWERFUL and TERRIBLE were laid down, and the Navy disliked them from the first. "TERRIBLE" and "HORRIBLE" were their usual naval names and although the lay public took the details of their design from the text books and took the greatest pride in them, the seamen wanted something very much more handy and "nippy," with a very much smaller coal consumption, for the protection of trade.

After numerous rumors had been current that she would be laid down by Armstrong Whitworths on the Tyne the POWERFUL was actually constructed by the Naval Construction and Armaments Company of Barrow in Furness, now Vickers, and was laid down on the 10th March, 1894. She was not a beautiful ship by any means, her colossal hull 538 feet long over all being flush from stem to stern and standing out of the water like a haystack, even at a period when the slogan was to reduce targets by every means possible. Her normal displacement was 14,200 on a mean draught of 27 feet, but she generally floated very much deeper.

and her full load displacement was in the neighborhood of 19,000. This big hull was surmounted by four high untraced funnels unevenly spaced and two military masts fitted with fighting tops mounting quickfiring. Her engines were four-cylinder triple expansion, developing 25,000 indicated horse power and were supplied by 48 Belleville water tube boilers which at that period were very much in the experimental stage and were not at all popular in the Navy. She was designed for a speed of 22 knots, but she only contrived to make 21.8 and although she stowed no less than 3,000 tons of coal she burned so much at high speed that she was always a cause of anxiety. She was given inturning propellers which added to her unhandiness and it took her five miles to stop from full speed without going astern.

Her armament was two 9.2-inch breechloaders in her turrets fore and aft, twelve 6-inch guns in casemates (which were afterwards increased to sixteen), eighteen 12-pounders and over twenty small guns, while she had four submerged torpedo tubes.

An experiment was tried of fitting her big guns with electric training gear but this was not nearly as satisfactory as the hydraulic gear used in the British service.

After her trials her funnels were lengthened 10 feet which did not improve her appearance but certainly added to her economy and speed, and finally, after costing practically three-quarters of a million pounds which in those days was considered a colossal sum, she was commissioned at Portsmouth under command of Capt the Hon. Hedworth Lambton, now Admiral of the Fleet Sir Hedworth Meux.

Among her lieutenants was Lionel Halsey, now the right hand man to the Prince of Wales, who later commanded her. As she was intended for long-distance service Captain Lambton was ordered to take her for an experimental cruise to China, remain there for about a year and then go on for a year in Australian waters and another year in the Pacific. She added tremendously to the strength of the China fleet, but her engines gave a good deal of trouble, particularly when Chinese coal was used.

In the Autumn of 1899 she was ordered home by way of the Cape in order to augment the South African Squadron in the event of trouble there, while her sister the TERRIBLE went out to China by the same route. When she was at Singapore she received news of how serious the situation had become and did the passage to the Cape at 17 knots, calling at Mauritius and picking up a battalion of troops on the way. Arrived in South African waters. Captain Lambton and a big brigade from the POWERFUL distinguished themselves by contriving to get into Ladysmith with two 4.7-inch guns mounted on Scott's carriages just before the Boer ring closed in, supplying the beleaguered town with its only method of answering the big Boer long guns. She reached home in the Spring of 1900 and received a wonderful ovation, and soon after she was paid off she was taken in hand to be partially reconstructed when the fault of her design which had shown up on service were eradicated.

When this work was finished she remained in reserve at Portsmouth for three years, only going out to manoeuvres, and even then breaking down badly. In October, 1905, however, she was commissioned at Portsmouth to fly the flag of Vice-Admiral Sir W. H. Fawkes to relieve the EURYALUS as flagship of the Australian Station, Captain Lionel Halsey going out as flag Captain. She was given another great reception in Australia, had her full quota of breakdowns, and recommissioned in 1907 for another spell of the same duty, flying Vice-Admiral Sir Richard Poore's flag.

In 1909 she had a long refit at Sydney, the biggest job that the dockyard there had ever tackled, but soon after she put to sea again defects showed up in her crank shaft and a new one had to be sent out from Sheffield. In 1910 she started another commission but when the Agadir crisis caused the Australian fleet to get ready to meet the SCHARNHORST and GNEISNAU which were expected to come down from the China Station, the POWERFUL's boilers were in such a condition that she could not make even half her designed speed.

In 1912 therefore she was ordered to turn over her crew to the cruiser DRAKE which relieved her as an Australian flagship and was sent home to pay

off. At Alexandria she embarked the body of the Duke of Fife and brought it home with the Princess Royal and her suite. As soon as she got home she was paid off at Portsmouth and was originally ordered to relieve the IMPREGNABLE as boys' training ship. This, however, was cancelled and the next instructions were that she was to prepare for sale. Three months later another change was made and she became the overflow ship to the IMPREGNABLE, the battleship AGAMEMNON towing her round from Portsmouth to Devonport to take up the duty. Three of her four funnels were removed, only the third standing between her two tall masts, while she was housed completely over amidships and looked more like a floating haystack than ever. She was, however, smartened up by being given the old Navy paint, black sides, white upperworks, and mast-coloured funnel.

During the war she passed hundreds of youngsters into the Navy and her roomy mess decks proved excellent for the purpose. In 1919 the old wooden battleship was paid off and the POWERFUL was renamed IMPREGNABLE. Among her recent captains have been Gordon Campbell, V.C. and T. S. S. Lyne who reached his rank through the hawse-pipe. Now she is to be closed down and the training establishment moved to more prosaic but no doubt more hygienic quarters ashore. By no means a great success herself, she showed the way which led to the design of numerous cruisers which did wonders during the war, and she will always be remembered affectionately.

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—W.W.B.

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Balgowlah.

(Contributed by Mr. L. Bulcher.)

On 10th October last we held our first local dance at the West Manly School Hall, and are pleased to report it a great success. The musical programme was supplied by our own jazz orchestra, and we thank the members for their assistance.

We also wish to thank Mr. Maloney (Headmaster) for the use of the School Hall.

The Committee is busy organising a second dance and we are quite confident that it will prove as successful as the first.

A banner was presented to this company by Mrs. Friend, and an Australian Red Ensign was donated by Mr. Stewart. These gifts are greatly appreciated and we thank the givers. Maybe some fairy Godmother or Godfather will next present Balgowlah Cadets with a Company Flag. Anyway they are hoping that this will be so.

The cadets are training for the Miss Charles Fairfax Flag Competition which we understand is to take place early next year, and hope to be near the top of the list, if not first.

As we have not yet obtained a boat, we were not represented at the last two races, but offer our congratulations to Mosman and Drummoyne crews on their wins.

Sixteen cadets are receiving special instruction, and will shortly enter for the Leading Seaman and Petty Officer Examinations.

The Officers and Cadets greatly appreciate and wish to thank the Mosman Company for the assistance they have given, and for the invitation to join their Xmas Camp. Last but not least Mrs. Waterer, the energetic wife of our O.C., is invited to accept our thanks and appreciation for the great interest she has taken in the Company, and for the help she has accorded.

The success of the Mosman Navy League Fete, opened by Mrs. H. E. Pratten recently, was assured by the splendid work of the Ladies' Committee, which included Mesdames C. Dillon (Hon. Organiser), E. I. C. Scott, Tom Roberts, Burton Addison, A. J. Turnley, P. J. Benson, E. B. Oxenbould, S. Doney, G. A. Watson, Dargan, Honey, King, Massey, Head, W. Aldred, B. Aldred, E. R. Mann, Kenderdine, E. C. Gale, H. H. Macdougall, Hutchinson, Madame Parlin, and the Misses Edna Benson, H. Barker and M. Massey.

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Australia's First Naval Fleet**The Voyage Out.**

By R.K.P.

3.

THE following account of the voyage to Australia of the Auxiliary Squadron has been compiled from the log books of the vessel:—

The "Ringarooma" arrived at Gibraltar on the 16th May, 1891, having left Plymouth on the 12th May. On the 17th May they dressed ship and fired at noon a salute of twenty one guns in honour of the King of Spain's birthday. On the 18th May the "Boomerang" anchored at Gibraltar, whence the "Ringarooma" sailed on the same day. On the 22nd May a man fell overboard, but was rescued. On the 26th May the "Tauranga" overtook the "Ringarooma" at Malta, and on May 31st the latter arrived at Port Said, leaving next morning. She left Suez on 3rd June, after doing torpedo practice without any hitch in the vessel. Up to this time she had been driving only easily. The engines showed an average of about 90 revolutions. After leaving Suez they tried the vessel for a few days on a faster run down the Red Sea. Three days ending on 6th June, at noon, showed 107 revolutions, and produced 13 knots, or 945 knots for the three days, during which time 122 and 130 tons of coal were consumed, but this consumption included many engines for other purposes than propulsion. She steamed an ordinary speed in the Indian Ocean, averaging 10½ knots. On 22nd June she was engaged upon quarterly firing practice before entering Colombo. From Colombo she entered upon slow trials, all of which were satisfactory, the vessel steering quite well when doing 5 knots, and 72 revolutions produced 6½ knots. On 7th July they held firing practice by night with the aid of the electric light, everything passing off satisfactorily. On 9th July, they tried firing gun cotton for practice, and on 10th July the boats did their firing, including creeping and sweeping, and more gun cotton was fired. On the 12th July, the engines, working one screw, averaged for a full day 6 knots, consuming 14¾ tons of coal.

The vessel arrived at Singapore on 14th July,

leaving on the 18th. She arrived at Batavia on 20th July, where she found the "Katoomba," and "Wallaroo" and the "Boomerang," and the "Mildura" arrived on the same day. The "Karrakatta" arrived on the 21st July. The "Ringarooma" left Batavia at 11 a.m. on the 26th July. On the 29th she indulged in target practice. She sighted the Proudfoot Shoal light on the 5th August at five minutes past 12, and Booby Island two hours and a quarter after, she anchored a short distance inside Booby Island at 6 p.m. on the 5th of August.

The "Mildura" went at the rate of about fourteen knots to Malta, thirteen and a half to fourteen knots to Port Said, and thirteen to fourteen knots to Aden. Her best day's run was 320 knots. The vessel left Portsmouth at noon on the 6th of June. On the trial trip she averaged nearly 17 knots. After leaving Aden a man died of heat apoplexy. On one occasion a slight disarrangement of the dynamo caused a three day's delay. The heat in the Red Sea was insufferable. The vessels being painted black and made of thin steel, the officers' quarters were most uncomfortable. The "Wallaroo" on a full days trial of natural draught, with 145 revolutions developing 4,000-horsepower out of 7,500, averaged 16.4 knots.

The following is an extract from Paymaster Woodard's private diary of the "Wallaroo's" doings:—"Whilst in the narrow channel at Phenon a joint in the steam steering gear started leaking, and steam had to be shut off, and as nobody could go to the hand steering gear for a while, the place being full of steam, the ship was steered by the twin propellers with ease and facility. I mention this to show the hardness of the ship without using the rudder at all."

The "Tauranga's" report shows nothing interesting whatever, 318 knots being the best full day's run. She remained 23 days at Port Darwin, during which they painted the ship and ran out of torpedoes.

The "Karrakatta" left Portsmouth on 30th May, making about 12½ knots until near Gibraltar, when she experienced a heavy squall from the south. The ship was continually washed down by the swell ahead. After leaving Gibraltar she kept up from 11 to 13 knots for three half days, 312

knots one full day, 160 revolutions. On 6th June the condenser tube leaking, stopped and put vessel under sail. In a little over two hours put in a new tube and proceeded again under steam, working at low pressure for some time. From Aden to Colombo proceeded at about 9 knots. On 5th July experienced a south-west moonsoon, and the ship rolled heavily. Next day the wind moderated, and remaining so until passing Minikoi Islands. The vessels had a thorough overhauling at Batavia, all the bearings being refitted fore and aft.

The "Boomerang" lost a stoker named Lovey, who died from melasma, and an able seaman named Joseph Smith, died from heat apoplexy.

As stated the vessels arrived at Sydney on 5th September, 1891, and remained in Australian waters practically until 1903, the year of expiration of the naval agreement, and all can say they performed a duty nobly done.

On the 31st August, 1894, the cruiser "Ringarooma," while engaged on patrol duty in the South Seas, struck on the Masquelline Reef, off Mallicolo, one of the islands belonging to the New Hebrides group. Fortunately the weather was fine and the sea calm, and after a few days the vessel was floated without having sustained any very serious injury and brought to Sydney where she was docked for repairs.

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

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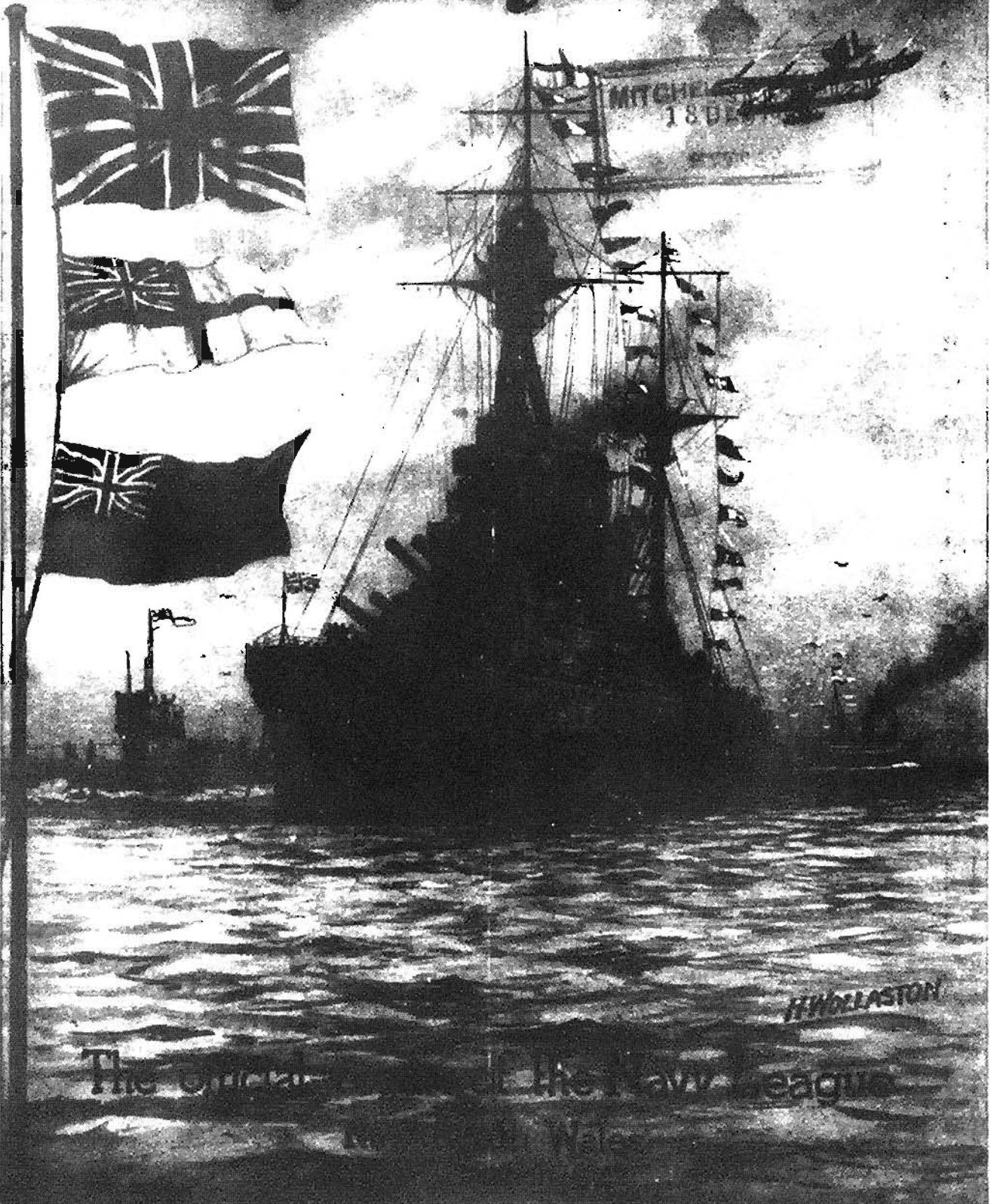
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The Navy League Journal

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SYDNEY, DECEMBER, 1928.

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"Butting In."

WHATEVER may be the opinion in high British and American parliamentary circles as to the "butting in" by Mr. F. A. Britten, Chairman of the Naval Affairs Committee of the United States House of Representatives, by his suggestion that there should be a joint meeting of British and American Parliamentarians in Canada for the discussion of naval parity, we, as a Navy League, can view the position from other than a standpoint of parliamentary etiquette. We realise that not always are big issues most expeditiously and satisfactorily settled by a rigid adherence to rule—rule so frequently meaning red-tape delay—but that very often are they settled by the "butting in" of one man.

We would like to see Britain and America arriving at some mutual, satisfactory understanding on the vexed question of naval armaments. At present, it is the British contention that much of the American criticism of our naval position arises from a complete misconception. America alleges that Britain is "competing" with her in naval armaments; whereas Britain denies that she is

doing anything of the kind—that her naval policy is dictated solely by consideration of her own necessities, and not by rivalry with any other Power.

When we, as a Navy League, remember that it was Mr. Britten who recently declared that "the true basis of American statesmanship is honesty of purpose, coupled with a frank and open expression of opinion, while at the very heart of European diplomacy are deception and trickery," we may, in common with others, be surprised that Mr. Britten now suggests that his Committee and one appointed by the British Parliament should meet early next year in a friendly spirit to discuss naval limitation, but we can also feel a certain sense of gratification that someone in high authority seems desirous of coming to a settlement, even though the manner of his settling about his task may not be quite constitutional. So long as Mr. Britten's "butting in"—as it has been styled—does not lead to disappointment and recriminations, but which tends to promote a better feeling between the two countries. If it does nothing more, by all means let Mr. Britten butt in.

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Reminiscences of a Naval Career

Martinets I Have Sailed Under.

No. 9

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

(CONTINUED FROM NOVEMBER ISSUE)

THE OLD MAN IS BOASTFUL.

THE quarrel having taken place on what was virtually French soil; and the planter—in spite of his professed neutrality—having at least a leaning towards the French nationality, the inevitable happened: on the following day, the Old Man, through his clerk, received a note from the planter, viz.:

"I shall esteem it a favour if you will convey my compliments to Captain X, and express my regret that, owing to a temporary disability of my eye-sight, the nature of which he will be aware of, I shall be unable, at present, to assist in providing that satisfaction which, by honourable custom, we demand of each other. I trust, however, that my friend will make such arrangements as will enable us to meet at such time and place as can be mutually agreed upon, with as little delay as possible, after my medical adviser pronounces me fit to engage in our *affaire d'honneur*."

When shown the challenge, the Old Man chuckled, and whistled: "Whew!" Then he coolly directed his clerk to reply: "Acknowledge receipt of his note," he said, "and advise him to ascertain from his undertaker what day will be most convenient for him to be interred."

"Which means that you accept the challenge, Sir!" exclaimed the clerk, agape in an expression of utter incredulity.

"Damme! Of course, and cheerfully so," snapped the Old Man.

Shortly after the clerk had been dismissed, with the Old Man's final order: "Write that acceptance exactly as I have dictated it, and despatch it at once!" the first lieutenant poked his head in at the cabin door. His features were a study in mixed expressions—amusement, incredulity, and anxiety. "What's all this I hear, Sir, about your

having been challenged to a duel, may I ask?" he said.

The Old Man looked up sharply from a volume he was studying: "Instructions for the Guidance of Officers employed in the Suppression of Kidnapping." My clerk has been cackling the news all over the damned ship, I suppose?" he said. "Damme, I wanted to keep the thing secret."

"You don't mean to tell me that you are in earnest, Sir—that you really intend to accept that fellow's challenge? confound his impertinence!"

"I have already accepted," replied the Old Man.

"But," persisted Number One, "duelling is forbidden by the Regulations, Sir. In any case, the blackguard is not worthy of such a compliment."

"No, I suppose I ought not to soil my hands on the dirty scoundrel's hide. But I may find a means of affording him the satisfaction he is so keen on obtaining, in a manner he little dreams of. Meantime, do not you worry on my account. As my next in command, you have fulfilled your duty in having called my attention to the irregularity of the thing, so that ends your responsibility. The rest is mine. I have accepted the challenge, and shall carry it through, in spite of the Regulations. As a matter of fact, I expected this challenge. The captain of the Frenchman mentioned at lunch to-day that the fellow makes a hobby of duelling."

"Phew!" whistled Number One. "That complicates matters, Sir."

"Not at all; I don't anticipate any trouble, but if that fellow will insist on taking risks, he must be prepared to accept the consequences."

Number One strode out of the cabin undecided whether he was reassured by the Old Man's seem-



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ing optimism, or whether to believe that that was yet another phase of his eccentricity just awakened to life.

THE PLANTER'S ARROGANT TAUNT.

It so happened that it was necessary for the ship to sail on the following day for a short visit to a few adjacent Islands. The challenging planter, apparently, interpreted her departure to be the result of funk on Captain X's part, for he penned another letter, which was not received until the ship returned, a week or so later. It was an arrogantly-phrased missive and forwarded through the captain's clerk—and ran as follows:—

"It was with regret, more than surprise, that I learned that my esteemed friend, Captain X, had stolen out of harbour. Apparently, he is an adherent of the very convenient axiom: 'He who fights and runs away, lives to fight another day.' Assuming, however, that he will return, sooner or later, will you please ascertain whether Captain X's nerves will be sufficiently composed for him to meet me on the beach at the spot marked on the enclosed rough plan, at five of the clock on the morning after his arrival. As the challenger, I concede him the right of choice of weapons—pistols or foils—either of which I will be happy to place at his disposal in the event of his inability to provide his own."

When the clerk appeared with the letter, the Old Man anticipated it: "Well, is that the final word from that beach-comber? Let me see whether he is still anxious to fill a vacant cot in the local hospital," he said, cheerfully. Having read the note, he handed it back to the clerk with a shrug of contempt.

"Reply, telling him I'll be there. Decline his offer to loan me weapons, and say that I have chosen foils, and will use my own. Here they are."

The Old Man took from his table one of a pair of foils of exquisite workmanship and design. Little though the clerk knew of such weapons, it occurred to him that it was not likely that such a pair of foils would be in the possession of anyone unskilled in their use. Whether Captain X was a skilled fencer or swordsman, he did not know, neither did anybody else in the ship know; for

the captain had only recently been appointed to the ship as Senior British Officer of the Joint Anglo-French Naval Commission for the New Hebrides Division of the Western Pacific Islands.

Fondly smoothing the blade of the foil, and examining its edges and tip with the appraising eye of a connoisseur, the Old Man purred: "I was just looking over my nice pair of rib ticklers as you came in. Are they not beauties? Too pretty by far to soil on any sort of scum, don't you think so?"

"Indeed; I do think so," enthused the clerk. "I never saw such elegant weapons. Are you . . . er, skilled in the use of them, Sir?" he asked, tentatively, feeling that it was a delicate question to put at that particular time.

The Old Man appeared to evade the question, contenting himself with what the clerk thought sounded like a boast. "My chief worry is as to what the National Sporting Club will say if it leaks out that I engaged in a duel with a third-rate exponent of the art, and a rotter to boot. These things, certainly, are too pretty for that fellow to be tickled with. Perhaps, after all, it would be more fitting if I should get out a length of steam hose, and play it over his unclean hide."

"The fellow seems not to be lacking in confidence, Sir," persisted the clerk in his veiled attempt to draw the Old Man out.

"Those kind of third-rate amateurs never are," was the again evasive reply. "But one needs always to beware of flukes. I must exercise myself after I have done looking up these instructions. By the way, is there anyone on board who goes in for fencing, that you know of?"

"I think the gunnery instructor prides himself a little in the use of single-sticks, Sir."

"Excellent! Ask the sentry to send for and for him when you go out, please."

A BIT OF SWORD PRACTICE.

Just as Number One had felt, so did the clerk. He could make nothing out of the Old Man—whether his boasting—for boasting it was, and flagrantly so—might be another newly-revealed form of eccentricity, or whether he really was so skilled as to feel confident of his superiority



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assuring him success in an encounter with a person whose degree of skill he apparently had no idea of. But his spirits revived later, when he was privileged to see the Old Man in action on the poop with the gunnery instructor, in a canvas-screened enclosure that had been rigged for the purpose. Part of his exercise was shadow-fencing. Divested of his coat and vest, and wearing flannels, he presented an entirely different physique to the bucolic looking person he impressed one as being when fully dressed in conventional uniform. In action, he darted hither and thither with the speed and elusiveness of a will-o'-the-wisp. Indeed, one did not need to be an expert to detect scientific method and object in his every movement, and in the gracefulness of his carriage. At the termination of an hour's strenuous practice, the Old Man thanked his fencing partner. In so doing he indulged in further boasting which, however, lost its irritation in the light of the exhibition he had given in his skill.

"You may accompany my party to-morrow morning," he said. "I will endeavour to teach that nondescript beach-comber how to comport himself in the presence of his superiors."

The gunnery instructor's reply, though flattering, sounded to the clerk's ears as being sincere:

"Thanks for the invitation, Sir. I shall look forward, eagerly, to witnessing a real duel, although I'm afraid I shall be disappointed."

"Why so?" asked the Old Man.

"Because I more than suspect, Sir, that it will be a one-sided show."

"It will be so, if the fellow misbehaves himself," chuckled the Old Man. And there was a certain something in the remark that the clerk thought significant, but of what, he could form no idea, although he puzzled over it all the rest of the evening. But he repeatedly found himself thinking, almost aloud: "'Pon my soul, the Old Man's only a boy, after all! I thought that that planter was rather confident of himself; but the Old Man's positively cocksure of himself."

THE MEETING ON THE BEACH.

The captain's galley was called away at one bell the next morning. The party comprised, besides the Old Man, the gunnery lieutenant and the

gunnery instructor, as seconds; and the surgeon. The galley had a crew of five, besides whom, two extra hefty A.Bs. were taken as boat-keepers. Each man had concealed on his person a service pistol in the event of any such dirty business as a man of the planter's class was quite capable of engineering. According to the wishes of the Old Man everything had been kept secret, so that the galley pushed off quietly, her destination and mission not being known to anybody but the privileged few.

The rendezvous proved to be an ideally situated spot for the purpose—a sheltered cove, with a wide sandy beach, near to, but out of sight of the ship and residences. As the boat turned round a jutting point, the cove opened out to view. It was at once observed that a half dozen or more persons were congregated on the beach. A closer view revealed them as ruffian-looking fellows, such as one might expect of the planter's associates. On seeing them, it was at once decided to take the whole of the boat's crew right up to the duelling arena, leaving only one boat-keeper to look after the galley:

"I would have preferred to have kept this affair as quiet as possible," said the Old Man, a trifle annoyed. "But, since this fellow seems to have been so lavishly distributing complimentary tickets to the circus, I don't see why I should be stingy with mine," he added with a smile.

"Punctually, at the appointed time, the planter, and his seconds, accompanied by one or two others, appeared on the scene. The respective seconds exchanged cards as also the formal introductory courtesies, immediately afterwards entering into a discussion as to the conditions of the duel. Both principals were standing within hearing of the conversation.

"I understand that his Excellency le Capitaine will use the foil, yes?" asked one of the planter's seconds, with unfeigned politeness.

"Quite so," answered the gunnery lieutenant, handing over the Old Man's foil for inspection, the opposite side as courteously reciprocating, although both sides knew that such a display of distrust is unknown to gentlemen of honour. The Old Man observed the action, and not with any hurt to his pride, in view of the opinion he held



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of his opponent. But, just as he had anticipated, the planter was not disposed to let an opportunity slide for an insulting gibe:

"Ha! ha!" he exclaimed, with a sneer, "since when has Monsieur John Bull affected the graceful foil of the aristocracy?" he asked. "I should have thought that a bludgeon or a manure fork would have been more appropriate for one of his bucolic temperament and simple taste."

JOHN BULL ADMINISTERS A WHIPPING.

While the insult was being uttered, the Old Man stood placidly by, with his hands stuffed in the pockets of his great-coat, looking, as the planter had described, like a man of bucolic temperament or calling. Suddenly, in a flash, the great-coat was flung off; like a bolt from the blue, the Old Man sprang at the planter, seized him by his collar, to which he clung tenaciously as the grip of a vice, while, with a heavy hunting crop, he rained blow after blow heavily on the fellow's back and shoulders until, howling with rage and pain, he sagged to his knees on to the sand where he remained for some seconds like a whipped cur.

It all happened so unexpectedly, that the thing was well over before anybody could intervene. Still standing over the planter, the Old Man exclaimed: "I came here, at your invitation, not to be insulted, but to administer you a whipping after the fashion of accepted rules. There are certain insults that may not be heaped upon the head of John Bull with impunity, on pain of which, he prefers to retaliate as unceremoniously as it has been his exceedingly great pleasure to demonstrate on your foul person in this instance."

It was clearly evident, by the scowls on the faces of the planter's supporters, that only for the wisdom of the Old Man, in taking with him a strong, armed party, there would have been bloodshed after that episode.

When, at length, the planter rose to his feet, it was to face the Old Man who stood coolly twisting and bending his slender, gleaming foil, ready for combat.

"Now then, you dastardly beach-comber," said he, "having tasted of John Bull's medicine of your own prescribing, I am quite ready, as soon as you are, to give you a dose of your own."

THE DUEL, IN EARNEST.

One could not fail to admire the Old Man's determined expression, and his magnificent physique, as he stood, forcing the challenge. In his fannels, with the sleeves of his white sweater rolled to his elbows, he presented a striking figure of an athlete—quite an alarming transformation, it must have seemed to his opponent, of the figure he had seen sitting as a member of the Commission a week previously. It must have also given the planter a shock to observe his opponent fingering an exquisitely fashioned foil in the unmistakable manner of one skilled in its use, and apparently, eager to demonstrate it. But, as everyone afterwards remarked, the Old Man might have produced a still better expression had he been a little less aggressive, and more dignified—a little less of the attitude of a blustering old martinet.

The planter quickly rallied from the effects of his horse-whipping; but the humiliation of that rankled, and demoralized him, it turned the tables upon him. Instead of his insults causing the Old Man to lose control of himself—as evidently was the preconceived plan—he hopelessly lost control of his own self. Casting aside, in his rage, all established usages of the game, and ignoring the warnings of his seconds, he snatched up his foil, and tore at the Old Man like an infuriated bull charging a torador.

Seizing upon that simile, the Old Man played up to it, making a farce of the combat, and holding his opponent up to ridicule in the doing of it. Whisking out his handkerchief, he aped the torador, backing in a circle, exasperatingly waving the rag in front of him, the while he displayed his own skill by frequently tickling the infuriated planter with his nimble foil, when, and where, and how it so pleased him, never once receiving a scratch in return.

The performance continued thus for fully five minutes—not without its critical moments for both sides. Once or twice, the Old Man missed receiving what must have been a decisive thrust, due to his fooling, only by the narrowest margin. For the planter, to give him his due, at times displayed skill, and, but for losing his head, and becoming reckless, must have proved a dangerous adversary.

When, at last the Old Man settled down to

MAN OVERBOARD!



Humorous incident in the early days of the Navy League Sea Cadet Movement.

serious business, it was to face an already hopelessly beaten opponent. Had he been attacked with the same malice that he engendered towards his opponent, he would, probably, have been up against a serious proposition, with fatal results to himself. As it was, the Old Man man manœuvred only with the object of drawing first blood. With a well-timed, dexterous thrust, he at last broke through the planter's weak guard and, piercing his sword-bound biceps, administered the *coup-de-grace*.

Utterly outclassed, demoralized, and fagged, the planter swooned and collapsed on the sand—from every point of view, a beaten man.

Having first assured himself that his vanquished foe was being properly cared for by a doctor who accompanied his party. The Old Man with his supporters, returned to his ship. At the gangway, he was met by the first lieutenant who anxiously inquired: "All well, Sir?"

Still boastful—and justifiably so, one must admit—the Old Man snapped: "Of course, all's well! Damme, can't you see it is? Otherwise, I wouldn't be here."

(TO BE CONTINUED).

A deep-sea Chanty in the days of "wooden ships and iron men."

(From "Johnny Chanty-m.".)

"Johnny Parrot, Johnny Parrot! I'll not hear you again.

That old voice of yours a-ringin' down the windy rain,
When the ocean mornin's clea in' an' the gale is past,
An' we're all a-jo ho heave-ho in' by the big main mast.

"Johnny Parrot, Johnny Parrot! I can see 'em now,
Southeast trade-wind sea a breakin' high above the bow,
I can see the yellow oil-skins of a shontin' crew;
Hear the roarin' of the chanty chorus led by you

"I can feel the old ship tremble as she lifts her feet,
An' her dainty bows are dancin' down the sea's wide street.

I hear Johnny Parrot singin'—singin' 'Roll an' go',
An' the sons a' forty seaports roarin' 'Yo heave ho!'"

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The Season's Greetings

THE Executive Committee and the Secretary of the Navy League, N.A.W. Branch extend their Greetings to the Admirals, Officers, and men of the Australian Squadron, and wish all A Merry Xmas and a Happy and Prosperous New Year.

To those fortunate ones who will spend their Xmas vacation at their homes or with hospitable friends, we wish them a happy, reasonable reunion; while to those whose duties necessitate their remaining on board their ships, we wish them all the joy in the keeping up of the good old Yuletide traditions afloat in that grand, time-honoured form inimitable to the Navy all the world over.

In expressing these Greetings, we feel sure that our esteemed naval friends will not begrudge the names of our Navy League Sea Cadets and their Officers being coupled with theirs—a privilege that the lads will much appreciate, as many of them look forward to the day when they, too, will be real Sailors of the King.

And to all Navy League Members and Supporters everywhere, and to those firms that have accorded their valued assistance in the form of advertisements in the JOURNAL, is extended also the wish that Xmas will meet their hearts' desire, and the coming year hold for them Joy and increasing Prosperity.

Captain Von Arnaud de la Periere, the most successful German submarine commander, has been appointed to command the cruiser *EMDEN*.

Singapore will be defended by the three 18-inch guns originally intended for the *COUSSAOUX* class and now debarred by Washington. The contract for the dockyard has been awarded.

A recipe for success: Keep your head cool—your feet warm—your mind busy. Don't worry over trifles. Plan your work ahead and then stick to it—rain or shine. Don't waste sympathy on yourself. If you are a gem, someone will find you.

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Packets of 10. Eightpence
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The Surrender of the German Fleet.

The death of Admiral Von Scheer is reported from Germany. Most Germans believe that the gallant Admiral was the victor of Jutland. Germans are welcome to their belief: the fact remains that some two and a half years after the famous battle was fought the flower of the great navy of Germany crept into British waters a beaten foe. The London "Times" of November 21st, 1918, paints a wonderful word picture of the great surrender.

"The sun has just gone down on the most wonderful day in all the long history of war by sea. A great Navy, once proud in its young strength and its high Imperial mission, gave, this morning, into ignominious captivity more than three score of its biggest and best ships. The finest vessels in the German Fleet, fashioned at heavy cost in taxes and debt, to be alike the symbol and the engine of Germany's world ambitions, have surrendered themselves as hostages to the Allies. Even as I write, the captive ships lie but a few miles away in British waters, fast bound in misery and iron, the tragic semblance of a Navy which has lost its soul. History tells of many a good ship which struck its flag under the stress of battle. History tells also of ships which faced destruction rather than surrender. Research may reveal cases in which a group of ships surrendered, as it were, in cold blood, without the striking of a blow. But the annals of Naval warfare hold no parallel to the memorable event which it has been my privilege to witness to-day. It was the passing of a whole Fleet, and it marked the final and ignoble abandonment of a vainglorious challenge to the naval supremacy of Britain. I watched the scene from the flagship of the British Commander-in-Chief. Never has pageant so majestically demonstrated the might of Britain's Navy. The Dominions had their places in the spectacle. American and French warships, too, were there. But above all else, this was the day of the British Navy, the supreme reward of unceasing vigilance and unrelenting, noiseless pressure on the vitals of Germany.

For the last two or three days the Grand Fleet has breathed a quickening electrified air. You detected its invigorating virtue in the half-stifled excitement of the men of the Fleet. Since Armistice night, when flag officers sang and danced on the fore-castle deck with seamen and marines, every ship attached to the Fleet, from the flagship

to the flimsiest little motor launch, has been full of joyousness, restrained in its expression, but real and irrepressible. In the "Queen Elizabeth," the most crowded of all the ships, the anticipation of surrender day has grown almost hour by hour as messages flashed hundreds of miles through the air to and from the German High Sea Command. The coming of the "Konigsberg" and the historic meeting between Sir David Beatty and Admiral Meurer were fresh in each mind when I came on board two days ago. In the moonlight that evening three merry young officers reconstructed the scene on the quarter-deck for me with mock solemnity. Yesterday the expectation of the unbelievable climax drove all other thoughts from the mind, and as time went by, and scraps of news passed from mouth to mouth, the atmosphere of eagerness grew even more intense. But it was still a controlled emotion. Naval men pretend to be as emotional as jellyfish. Of course they are not. Yet it must be confessed that few in the "Queen Elizabeth"—the "Q.E.," as the Fleet calls her—spent as sleepless a night as your correspondent. Early in the afternoon a notice was posted as follows, which deserves to be put on record:—

- (1) It is to be impressed on all officers and men that a state of war exists during the Armistice.
- (2) Their relations with officers and men of the German Navy, with whom they may now be brought into contact, are to be of a strictly formal character.
- (3) In dealing with the late enemy, while courtesy is obligatory, the methods with which they have waged the war must not be forgotten.
- (4) No international compliments are to be paid, and all conversation is forbidden, except in regard to the immediate business to be transacted.
- (5) If it is necessary to provide food for German officers and men, they should not be entertained, but it should be served to them in a place specially set apart.



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A Life Vice-President of the Navy League.



MR. KELSO KING.

It was generally known that by the terms of the Armistice, the German ships were to be unarmed and manned only by navigating crews, but the Navy does not believe in taking unnecessary chances. Treachery was not expected, but all was made ready to blow the German ships out of the water should any trick be attempted. Last night the Grand Fleet lay at its moorings in the Firth of Forth. Above the bridge were battleships, destroyers, and submarines, and conspicuous among them was the French armoured cruiser "Admiral Aube," flying the flag of Rear-Admiral Grasset, which, with two destroyers represented the French Navy in the final act of the great drama. Below the bridge were battleships, battle-cruisers, and light cruisers, and again a prominent place was taken by ships of a partner nation in the struggle, the "New York," flying the flag of Admiral Rodman, with Admiral Sims and his staff on board, and the "Florida," "Wyoming," and "Arkansas." H.M.S. "Canada" was above the bridge with the First Battle Squadron. "Australia" and "New Zealand" were below with the Second Battle Cruiser Squadron. Throughout the night the flagship was in touch by wireless with the German Fleet, noting its progress towards the place of rendezvous. At two o'clock in the morning the Fleet was reported about 70 miles from the spot. German envoys who came in the "Königsberg" last Friday had stated that for some reason, of which I am not aware, perhaps for want of attention and perhaps for lack of fuel, their fleet would be unable to steam at more than 12 knots. That, however, would be speed enough for punctuality.

A few minutes before 4 o'clock the First Battle Squadron, led by the "Revenge," flagship of Vice-Admiral Sir Charles Madden, began to move. The fog had lifted after five days, and the lower air was clear, but the clouds hid the moon and stars, and made the night dark. Silently through the darkness ship followed ship down to the open sea, an ominous awe-inspiring procession of black shapes, each indistinctly silhouetted against the sky, and canopied with a smudge of smoke. The "Queen Elizabeth" took her place near the end of the line. By daybreak the Grand Fleet was at sea, and in the grey morning mist the squadrons took up position in two columns in single line ahead:

LIKED and respected by all who know him, Mr. Kelso King is one of Sydney's best known and most esteemed citizens. His interests are as varied as they are important. The building up of the great Mercantile Mutual Insurance Company, Limited, is the archway of his life's work, and to-day he is Managing Director of this noted Australian institution. To know Mr. Kelso-King is to realise that his human sympathies are as far spreading as his business activities. Calls on his time and purse are legion, but method with him is a habit and thus it is that the tremendous energy of the man is not frittered away in the morass of unfruitful effort. He is Chairman of Morts Dock & Engineering Co., Ltd., and of the splendid Walter & Eliza Hall Trust; a member of the Board of Directors of the Illawarra & South Coast S.S. Co., Ltd.; the Colonial Mutual Life Insurance Society, Ltd.; and Messrs. Beale & Co., Ltd.—to name those that come to mind.

Mr. King makes the opportunity also to devote time and thought and money to work of a national and philanthropic nature. As Chairman of the Boys Scouts Association of N.S.W. and as an Hon. Treasurer of the Navy League, N.S.W. Branch, he is in touch with two great movements which have as their chief objectives the welfare of the Boy. And with the late Mr. Alfred G. Milson, Mr. G. E. Fairfax and Mr. F. W. Hixson he has for many years been a Trustee of that fine institution, the Royal Naval House. To him, too, ever has the advantage of his help, and work being Mr. King's chosen form of recreation when not home with his family, he adds to the formidable list by sitting as a Trustee of the Church of England Property Trust.

Continued on page 21, column 2.

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Monthly Notes and News.

Members will be glad to know that Major E. I. C. Scott, Chairman of Mosman Sub-branch, and Mr. E. Pember, O.C. the Balgowlah Company of Cadets, have recovered from their recent illnesses.

Regional and Company Officers are informed that Mr. Harold Cochran, of the N.L. Executive, has commenced his tours of inspection of boats. Neither the day nor the hour of these visits is notified beforehand, and boat officers should look to their laurels.

Balmain Company has arranged with Mr. S. Cooper, Regional O.C. No. 1 Region, to take up its quarters at Birchgrove Depot. It is believed that the new arrangements will be to the best interests of Balmain unit in every way and particularly as regards finance and efficiency.

Mr. L. E. Forsythe, and the Drummoyne Committee, of which Captain O. Smith is Chairman, and Messrs. A. Walker and H. Brown, Hon. Secretary and Treasurer respectively, are to be congratulated on the decision to build an up to date depot for the cadets. It is expected that the Company will go into occupation in January.

On the invitation of Flag Captain Goolden, R.N., of H.M.A.S. "Australia," about 350 cadets under the command of Mr. J. E. Forsythe, visited the ship and spent a most instructive and enjoyable afternoon under the guidance of members of the crew.

Mr. Faulkner and Mr. A. B. Proud recently visited Tempe School, and with the approval of the Headmaster, Mr. Clarke, addressed the lads on the aims and objects of the Navy League. A company of cadets will be formed in the district at an early date.

Mr. B. W. Snow, an ex-officer of the Merchant Service, has offered his services to the Cadet

Movement. Mr. Snow resides at Woolwich, and is in touch with Mr. Sommerville, the Regional Officer, with the object of considering the formation of a unit there. We wish them success.

Nearly four hundred cadets were present at Manly on the 8th inst. on the occasion of the North Steyne Surf Club's Carnival. Companies represented in the march through the "village" were Manly, Balgowlah, Mosman Nos. 1 and 2, North Sydney, Artarmon, Lane Cove, Balmain, Birchgrove, Leichhardt and Drummoyne. It was a splendid parade, and officers, petty officers and cadets are congratulated on the admirable manner in which it was conducted. The stirring spectacle of the hundreds of smart uniformed lads marching through the streets, with band playing and flags flying, was striking proof of the activities of the Navy League and of the wonderful work of the honorary officers and their voluntary staffs. Drummoyne Company was judged to be the smartest on the march, and from a friend of the Movement will be awarded a handsome silk ribbon as a token of its success. Owing to the unavoidable absence of Mr. S. Cooper, Mr. L. E. Forsythe acted as Officer of the Day, and had charge of the combined parade.

Mr. B. Collins has been appointed O.C. of North Sydney Company, and Mr. A. Kidnie has charge of Artarmon cadets.

Mr. J. F. Moore is acting Regional Officer No. 4 Region (Mosman) during the absence on leave of Mr. H. R. Currington.

Mr. W. A. Waterer, Chief Officer of Balgowlah Company, reports excellent progress. Our inspection of this unit and of its elder sister Manly Company recently, bears out all the good things said about these sea-side representatives of the Cadet Corps of N.S.W.

SYDNEY'S VIRILE SONS.



Some of the 350 Navy League Cadets on their way to inspect H.M.A.S. Australia recently.

A fine picture of Cadet Waterfield of Birchgrove Company holding a portrait of King George in his hands, appears in the Xmas number of the *Sydney Mail*. All Navy Leaguers will unite with this young lad in praying for the speedy recovery of His Majesty from his present illness.

More than fifty cadets from Mosman and Balgowlah Companies have combined under the command of Mr. H. R. Currington for the purpose of visiting the delightful town of Orange over Xmas and New Year. The Navy League looks to them to uphold the good name of the great movement of which they are an important part.

Company officers are asked to refrain from making application to the Naval Authorities for the purchase of boats or equipment. It is necessary for all applications to go through League Headquarters or through our Equipment Officer, otherwise they will not be considered.

Council Asked for Land.

A short time ago, Mr. W. L. Hammer, Regional Officer-in-Charge, No. 2 Region of the Navy League Sea Cadet Corps, made application to the North Sydney Council for a grant of land on Berry Island at an annual peppercorn rental, for the purpose of erecting a base depot. The objects—principally to provide drill, housing, etc., for the whole of the sea cadet companies of the Northern Suburban areas extending from the harbour front as far as Hornsby—was fully explained in the application, and it was pointed out that if the land was granted, plans of the proposed drill depot would be prepared and submitted for the Council's approval in accordance with usual procedure.

At a meeting of the newly-elected Council held on Tuesday night, 4th inst., the application was

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received and dealt with in the manner as will presently be explained (as reported by our special correspondent who was present at the meeting).

The Mayor (Alderman Primrose) was in the chair, and there were present the whole of the aldermen to the number of 14 besides the Mayor. It was gratifying to find among the re-elected aldermen, a number of staunch friends of the Navy League in general and of our bright sea cadets in particular; and still more gratifying was it to find that these friends stood by us during the discussion of our application.

Alderman Stanton was the most in disfavour of our application being granted, but his objection was purely on the principle of adhering to the Council's policy of jealously guarding against the encroachments of buildings on public reserves, and not from any antagonistic feelings towards our movement. On the contrary, Alderman Stanton is known to be, above all things, a particularly staunch Empire patriot, and, says our correspondent, we may take hope from that fact, that that gentleman will put no obstacles in our way, once he is fully seized with our object (which is decidedly a national one) and can be convinced that the presence of a sea cadet depot on Berry Island will, so far from being objectionable to picnickers, be an attraction, since the well-disciplined boys, who will use it, will be the sons of the very people for whom the island has been reserved.

REPORT OF COUNCIL MEETING.

On our application being read and formally received, Alderman Stanton moved that the matter be referred to the Health and Parks Committee for report. He said he had always been strongly opposed to any buildings being erected on public reserves, and thought that Council ought to give the matter careful consideration before granting such a request.

Alderman Newlands said he hoped Council would grant the request: "The Navy League, in its organizing of the Sea Cadets, is doing excellent work," he said. "They need a base depot for the use of the boys, all of whom reside with their parents in the Northern Suburbs, from Milson's Point and elsewhere on the harbour front, all along the line as far as Hornsby. There are quite a large number of fine, well-behaved, highly-disciplined boys in charge of capable officers—the latter being volunteers from reputable citizens with much experience in handling boys, so that if we grant them the land and they erect a base, they may be depended upon to look well after it that nothing objectionable arises from it. If we grant their request we shall be helping a splendid institution in its good work."

Alderman Rowleson (who deserves our heartfelt

LEA-WILSON CUP.



This handsome Trophy for the N.I. Swimming Premiership will be competed for immediately arrangements can be made to obtain the use of suitable swimming baths at a convenient centre.

congratulations on his having been newly elected to the Council, inasmuch as his maiden speech was on our behalf, and so strongly in our favour) said: "Let these boys have some land by all means. They are engaged in healthy, invigorating work, and we should give them every encouragement."

Alderman Blue (a re-elected alderman and an old, staunch friend of the Navy League) supported the application. "I thoroughly endorse the tributes that have been paid these boys by Aldermen Newlands and Rowleson," he said. And I strongly oppose the suggestion that this application be referred to Committee, as being unnecessary and likely to cause delay in giving them our reply. He asked to be shown the letter, and, having perused it, exclaimed: "This letter is quite plain for anybody to understand. It clearly states that if the land is granted, a plan of the proposed building will be submitted to us, so that we shall then know exactly what amount of land they will need, as also we shall then be able to advise as to the best site. Why, then, need we delay in granting their request and forthwith replying to that effect?"

Alderman Watt (another re-elected alderman, and an old, staunch friend of the League) also was kindly disposed. What he said was not all audible to your reporter, but he thinks it was to the effect that it would not be difficult to locate a site for a base depot which could not possibly interfere with the comfort of picnickers.

Finally, Alderman Stanton's motion was put and carried, i.e., that the application be referred to the Health and Parks Committee for report.

The next Council meeting will be on December 7th, but as that will probably be confined to the business of electing the Mayor and Deputy Mayor for the ensuing year, it is unlikely that our application will then again be brought forward, but will more likely be on the business paper for the meeting to be held on December 18th.

Leichhardt.

(Contributed by Mr. M. F. Little, O.C.)

On the 31st October Mr. Cooper, Regional Officer, accompanied by Mr. Waterfield, Hon. Sec. of the Birchgrove Company, visited our depot. Both expressed pleasure at the splendid muster of cadets and the discipline maintained. Officers from Drummoine Company also called that evening and offered us the use of one of their boats for the Cochrane Shield Race on Saturday, 10th November. We thank Drummoine.

The first committee meeting to be held in Leichhardt Depot took place on 7th Nov., when Captain Beale and Mr. Proud attended. Both gentlemen addressed the meeting, outlining the aims and objects of the League and its activities, and as a re-

sult, five new members were enrolled. This brings our committee to a total of 30 members.

Were are now in the fortunate position of owning a cutter which we have purchased from Headquarters, and our band has been added to by a Kettle Drum.

On Sunday morning, 11th Nov., our first Church Parade was held at the Congregational Church, Leichhardt, when our Chaplain, the Rev. Barnett, preached a very appropriate sermon. In the evening cadets and officers attended a combined Church Parade at St. John's Church, Balmmain.

The sincere sympathy of the Officers, Committee and Cadets is extended to the relatives and friends of the late Mr. P. Bain, Senr., of the Birchgrove Committee.

On Sunday, 18th ult., several boys under Mr. Robb and Chief Officer Lowrie were detailed off for cleaning and painting our cutter, others were busy in our new depot and a party accompanied us to Goat Island to patch and float a cutter gig ready for repairs.

It is pleasing to report that Mrs. Little, Organiser of the Welfare Committee, is now enjoying better health.

Mr. P. L. Debmam has been appointed Hon. Secretary to the Leichhardt Company for a term of 12 months.

My Committee, officers and boys take this opportunity to wish Captain Beale, all Leaguers, officers and cadets best wishes for a Merry Xmas and a Bright New Year.

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Manly.

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

In the last report of 1928 I take the opportunity to wish all members of the Navy League a Merry Xmas and Happy New Year. I hope that Cadets will not consume too much indigestible plum pudding as the next boat race will be 26th Jan. 1929.

Manly held another successful week-end camp at Middle Harbour prior to the "Cochrane Shield" event. At this race we recognised that the best crew won and congratulate Drummoynoe Company.

On Armistice Day we attended the Congregational Church, Manly, where Rev. Grimwade, B.A., gave a brilliant address. At the Soldiers Memorial Hall in the afternoon Captain G. H. Nobbs unveiled an Honour Roll. The day was hot and the surf attractive but Manly had a good attendance at each parade. This sense of duty and endurance on the part of cadets is very encouraging to the officers.

The 1st Aid examination was held by Dr. Minnett and Cadets Green, Dinsdale, Johnston, Healey, Webster and Hamilton were successful.

A Juvenile Dance was held on Nov. 23rd. It was a great success.

During the month the O.C. and Cadets visited the North Sydney Depot, and also inspected two steamers which were anchored in Neutral Bay.

We thank the O.C. North Sydney Coy., for the donation of a bugle.

On 17th November Captain Beale and the Regional Officer inspected the Balgowlah Company. Great progress has been made by the 2nd Company of this Region.

All enjoyed the visit to H.M.A.S. Australia which was most instructive and interesting.

We wish to thank Mrs. Simpson, wife of our Hon. Secretary, for organising a successful Fete in aid of the Manly Company.

On Dec. 26th, the Company leaves for a ten days camp at the Nepean River.

The committee has proved its interest in the company during the past 9 months, not by a lot of talk, but by hard work. The capable manner in which members have worked is beyond all expression of gratitude that I could offer in this JOURNAL. If every supporter in the New Year will show the same interest in our Company, the proposed Club House will be ready for the winter season.

Those who have given unsparingly their time and efforts for our financial and general welfare are:— Mesdames Simpson, Millward, Ferrell, Green, McMahon, Bowers, Shipway, Brookman, Campbell, Edwards, and Mann. Messrs. Simpson, Campbell, Bowers, and Crago. Many other parents have assisted indirectly and many supporters financially.

Continued from page 15.

Northern Line: Squadron (four ships).

Sixth Light Cruiser Squadron (four).

First Cruiser Squadron (two).

Fifth Battle Squadron (four).

Sixth Battle Squadron (five).

Second Battle Squadron (nine).

"Queen Elizabeth" and "Lion."

First Battle Cruiser Squadron (four).

Fourth Light Cruiser Squadron (five).

Southern Line Squadron (four ships).

Second Light Cruiser Squadron (four).

"Minotaur" and "Furious."

Fourth Battle Squadron (five).

First Battle Squadron (nine).

Second Battle Cruiser Squadron (four).

Seventh Light Cruiser Squadron (four).

Between the lines were the "King Orry," "Blanche," "Boadicea," "Fearless," and "Blonde" to act as repeating ships. In this order the Grand Fleet reached the rendezvous, "X position, Lat. 56 deg., 11 min. N., long. 10 deg. 20 min. W." According to programme the First Light Cruiser Squadron was due to meet the German Fleet at 10 minutes after 9 o'clock, but the position of greatest honour was to be filled by the "Cardiff," of the Sixth Light Cruiser Squadron, for she was "to direct the movements of the German main force and order them to proceed, if possible, at a speed of 12 knots." Half-past eight came and with it the report that the German Fleet had been sighted by our Destroyers. An hour passed and the sun, rising in the heavens, began to tinge the sky with gold. Presently, three, four, or five miles away on our starboard bow there came into view a "sausage" balloon towed by the "Cardiff." At first it was a mere faint speck in a grey mist, with a slight smoke trail stretching out below. Then behind the "Cardiff" there emerged from the murk the first of the German ships. At three miles' range they appeared to be little more than slowly moving silhouettes. On coming abreast of the German Fleet, the British Fleet turned by squadrons, 16 points outwards, wheeling, that is say, back on its own track, retaining positions on both sides of the Germans to escort them to their anchorage. The order of squadrons as already given for the northern and southern lines was thus reversed.

Between the lines came the Germans, led by the "Cardiff," and looking for all the world like a school of leviathans led by a minnow. Over them flew a British naval airship. First came the battle-cruisers; the nine battleships followed at intervals of three cables; the "Castor" flying the pennant of Commodore Tweedie, Commodore of Flotillas, led the 50 German destroyers, surrounded by nearly 150 British. This bald description of the plan of the operation will not convey to the mind any conception of the scene, but it must be placed on permanent record, for it indicates a disposition of hostile fleets such as has never been before, and will in all likelihood never be seen again.

The operations were perfect, both in organization and in execution. From the purely spectacular point of view the pageant was robbed of some of its splendour by the low mist, which blurred all outlines, and refused to yield to the cold brilliance of the sunshine. But the significance of the meeting and procession was more important than its appearance. Men in uniform watching the German ships come into view vied with one another in identifying them one by one, sometimes with the aid of hooks of silhouettes. But underneath the momentary excitement of determining whether this ship was the "Hindenburg" or that the "Derfflinger," there was deep satisfaction that the tedious task of the Navy had been fulfilled. There were one or two little evidences of this which could not escape notice. For example, there was a certain finality in the hoisting at the peak of the "Queen Elizabeth" of the Ensign flown by the "Lion" in the Jutland battle. Part of the Union Jack had been shot away, and if the few Germans who could be seen on the decks of their ships troubled to scan the flag, it must have aroused bitter thoughts in their minds. Again, the justifiable pleasure of the Fleet in a work well done was shown unmistakably by the cheers from the ships of the northern line as they passed the stationary "Queen Elizabeth" on their way to harbour. From a dozen ships, as they came abreast of the flagship, which had hoisted the blue pennant and drawn out of the line, there came the roar of full-throated cheers given in tribute, not only to Sir David Beatty personally, but to the majestic living force whose destinies he controls.

The other heavy ships of the Grand Fleet had

left the flagship well behind when the German and British destroyers came out of the mist. In ordered array, flotilla on flotilla moved across the sea, the Germans completely encased by the British. So vast was the area they covered that both the head and the rear of the columns stretched away into the haze and were lost to sight. The eye could not count them. They were in themselves a tremendous armada. All this time the great captive Fleet and the greater Fleet which encircled it were moving slowly—almost at a funeral pace, and certainly not at the 12 knots stipulated by Admiral Meurer—towards the anchorage appointed for the Germans off May Island, the rock island which stands in the middle of the Firth of Forth, some miles eastward of the bridge. Presently the German ships came to rest, and it was seen that on every side of them were their British warders. Then the main body of the Grand Fleet made its way back to the stations from which it started in the early hours of the morning. As the "Queen Elizabeth" steamed along the lines to her mooring, she was cheered again and again by the men who crowded the decks of the ships she led. The day came to a peculiarly fitting close. About an hour before noon the Commander-in-Chief issued the following signal to the Fleet, and it was received beyond doubt by the Germans:—

"The German flag will be hauled down at sunset to-day (Thursday), and will not be hoisted again without permission."

The German ships, I should explain, were flying the German naval flag at the main. At 4 o'clock all hands in the "Queen Elizabeth" were piped aft. They had assembled, and were waiting, perhaps for a speech, when suddenly the bugle rang out "making sunset." Instantly all turned to the flag and saluted. The next minute cheers for the Commander-in-Chief were called for, and given with deafening heartiness. Admiral Beatty acknowledged the tribute with a "Thank you," and added: "I always told you they would have to come out." Then the ship's company went back to their duties. In the meantime the Germans in the 71 ships which lay out of sight in the mist had undergone the mortification of seeing their flag hauled down, perhaps never to be hoisted again. To-morrow, I understand, these ships will set out

under a strong escort for Scapa Flow, to remain there until the Peace Treaty decides their fate.

The surrendered ships included 9 battleships, 5 battle-cruisers, 7 light cruisers, and 49 destroyers in that order:—

"Friedrich der Grosse," flying the flag of Rear-Admiral von Reuter, who was in command.

"König Albert"	"Markgraf"
"Kaiser"	"Prinz-Regent"
"Kronprinz Wilhelm"	"Prinz-Regent"
"Kaiserin"	Luitpold"
"Bayern"	"Grosser Kurfürst"

"Derfflinger"	"Seydlitz"
"Von der Tann"	"Hindenburg"
	"Moltke"

"Frankfurt"	"Brummer"
"Emden"	"Koln"
"Nürnberg"	"Breslau"

49 of the latest type destroyers.

Admiral Sir David Beatty's final message to his Fleet:—

"I wish to express to the flag officers, captains, officers, and men of the Grand Fleet my congratulations on the victory which has been gained over the sea power of our enemy. The greatness of this achievement is in no way lessened by the fact that the final episode did not take the form of a fleet action. Although deprived of this opportunity which we had so long and eagerly awaited and of striking the final blow for the freedom of the world, we may derive satisfaction from the singular tribute which the enemy has accorded to the Grand Fleet. Without joining us in action, he has given testimony to the prestige and efficiency of the Fleet without parallel in history, and it is to be remembered that this testimony has been accorded to us by those who were in the best position to judge. I desire to express my thanks and appreciation to all who have assisted me in maintaining the Fleet in instant readiness for action, and who have borne the arduous and exacting labours which have been necessary for the perfecting of the efficiency which has accomplished so much."

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Captain Cook.

An address given to the League of Ancient Mariners at their Annual Smoke-oh.

By Captain F. J. Baydon, F.R.G.S., R.N.M.

ALTHOUGH there was not the glamour of battle and strife, and nothing highly sensational in his exploits, yet the name of Captain James Cook has been better known throughout the world for the last 150 years, than the name of any other Englishman, for his accomplishments are well known wherever geographical discovery or progress is discussed and wherever charts and maps are published or studied; as he contributed more to the knowledge of geography than any other man, and he was by far the greatest navigator the world has ever seen. To the British nation Cook presented Australia and New Zealand, the greatest gift our race has ever received. And in all his achievements he gave no offence to foreign countries; he took nothing from them and did not wound their pride by defeating them; but added to their knowledge; consequently they gave him free passports during his voyages, and unstinted praise for his accomplishments. Amongst ourselves, his is such a household name, that it seems impossible that it is 200 years since Cook was born. So often do we think and speak of him that we know more of his life than we do of most public men of 50 years ago. And we are pleased to remember that his first nine years of sea life were spent in the Merchant Service, and that the various ships engaged on his voyages were all Whitby built merchantmen.

For the half-hour this evening let us think of Cook during only the last eleven years of his life, from 1768 to 1779, in which he made his three famous voyages to the Pacific; and in order to thoroughly realise the greatness of his achievements, seamanship and leadership, it is absolutely necessary continually to bear in mind the wretchedly hard conditions of sea life at that time, and the small ships of 300 to 400 tons in which a hundred men were cooped up for three years at a stretch.

Those were the days of rotten meat, maggoty biscuits, foul drinking water, leaky ships and in

sanitary quarters; when the stinking bilge water poisoned the air of the lower decks with every roll of the ship; when these putrid conditions bred the awful scurvy which destroyed ten times as many British seamen as were lost by enemy action and shipwreck combined. The horrid spectre of scurvy stalked aboard every vessel ready at any time to destroy half the ship's company with its loathsome touch. Yet in three voyages, averaging three years each, Cook with great assistance from his excellent medical officers, did not lose one man from scurvy. And yet on his second voyage, in the "Resolution," with Furneaux in the "Adventure," on arriving at New Zealand, Cook had three light cases of scurvy and 23 men were down with it on the "Adventure," although both ships had precisely similar stores aboard and both had good medical officers—Cook's more thorough attention to the least detail made the difference.

And those were the days when chronometers were just being invented. On his first voyage on the "Endeavour," Cook carried none, but on his two other voyages carried three. He liked Nol. of Kendal which kept a fairly steady losing rate of six seconds daily, but did not think much of the other two by Arnold, one of which was a racehorse and gained 100 seconds daily; the other stopped. And those were the days when charts showed no eastern coast line to New Holland, and only two or three dozen islands scattered about the Pacific Ocean, every one of which was charted in its wrong position. Navigation for the last 50 years has been a simple matter compared to what it was in Cook's days. All mariners, ancient and modern, can afford to lower their royal yards and dip their Ensigns to England's greatest navigator, and honour themselves by so doing. For whilst sailing in uncharted waters Cook seemed to be absolutely fearless with regard to the safety of his ship.

Thus on his first voyage on the "Endeavour," having observed the transit of Venus at Tahiti and

having charted the entire coast lines of New Zealand and having taken possession of that country, with only four month's provisions left aboard it was necessary to return to England. He might do so by sailing east about round the Horn; or west about south of New Holland, or north about round New Guinea and through the East Indies, or he might find and make a track for himself between New Holland and New Guinea. The S.E. trades blowing home across the Coral sea, making a dead lee shore in the light formed by Australia and New Guinea, had deterred all former navigators from attempting to find such a passage from the Coral sea. True, Torres, hugging closely along the south coast of New Guinea in two very light draft vessels, had made a passage over reefs and shoals, which no heavier draft vessel might attempt. The coarse braggart, Tasman, sailing under special orders to discover a passage through Torres Straits arrived at New Zealand, then his courage failed, and he sailed away to the northward and around New Guinea. The gentle-hearted Bougainville sailed westward from the New Hebrides across the Coral Sea until within 100 miles of the Great Barrier Reef, then his courage failed and he hauled away to north eastward and sailed north about New Guinea. To Cook, the problem was just the same, so he chose to sail over these uncharted waters, and thus discovered the east coast of Australia and a deep waterway for heavy draft vessels through Torres Straits. And he had the splendid foresight to take possession of all this coast, whatever that meant. The Dutch had not thought that New Holland was worth while annexing, but Cook had had far clearer vision: and 70 years later, when France asked England how much of Australia she claimed, England gently replied "all of it," and thus recognised for all time the magnitude of Cook's gift to her.

Cook's nerve was wonderful in sailing these uncharted seas: think of him keeping the Endeavour under way that night when she struck a reef, in the reef strewn waters near Cape Tribulation; and Banks tells us that when she piled up at midnight Cook came on deck in his drawers, this statement showing the tranquil state of his mind and his implicit trust in his officers, for although he had been passing reefs and shoals every hour of the day for the last three weeks, yet he had calmly undressed

A South Polar Summer



Snow and ice scenes will soon be a daily sight to Commander Byrd and the members of his American Expedition to Antarctica. The vessel in the picture is the famous "Discovery" of the ill-fated Scott Expedition a number of years ago.

and coiled himself down in his bunk snug as a maggot in the breadroom. And think of him a few weeks later when having taken the Endeavour outside the Great Barrier Reef she was drifting on to it with flood tide, in light airs and calms: so close was she that when she was on the crest of a wave, the next crest to her was breaking on the reef. Yet at that time, we are told, two or three of his officers were calmly taking sights for Lunar distance and altitudes of Sun and Moon, showing the implicit faith they had in Cook, that somehow or another he would get them clear of the reef. Surely no other vessel has ever troubled to take sights for longitude when she was within a cable's

length of the weather side of the Great Barrier Reef.

Now see what a much fuller interpretation Cook gave to his instructions than were given by another Naval Commander. On his second voyage he sailed in the "Resolution" and Furneaux was specially chosen to accompany him in the "Adventure," so both were given the same instructions for the voyage. The principal instructions were to definitely ascertain the boundaries of the mythical great southern continent which was supposed to exist from the South Pole to just south of the Horn, along to just south of the Cape, along to just south of Australia and New Zealand, thence along to near the Horn. So, having left Cape Town, they sailed south to the ice fields and after some weeks, north again to get warm. When near Kerguelen Isle, in thick weather, the ships separated, so Furneaux was content to believe there was no continent in the south Indian Ocean and sailed for Tasmania and for the rendezvous in New Zealand, Queen Charlotte Sound, where he arrived six weeks before Cook. Cook, in the meantime, again sailed south amongst the ice south of Australia and then hauled up for Queen Charlotte Sound, where he found Furneaux preparing to spend the next three winter months there. Cook had different ideas: his chief thought was for the scurvy stricken crew of the Adventure, so within a couple of weeks they were sailing to get vegetables, fruit, pigs and poultry at Tahiti. He accurately charted positions of dozens of islands from Low Archipelago to Tonga and returned to New Zealand, but off the coast the two ships again separated in heavy weather. Cook waited at Queen Charlotte Sound for a week and then sailed south. The Adventure arrived at the Sound a few days later so again Furneaux was on his own, and was content to sail for the Horn in Latitude 57 to 62 and away home, where he arrived 12 months before Cook, who in the meantime had sailed south to 67, and kept among the ice—mind you, sailing alone, when it was only necessary to hit a lump hard enough and it would be absolute certain death to everyone aboard. After a time he hauled to the northward to get unfrozen, then again down south he went for the fourth time, this time reaching his furthest southern latitude of 71. By now he was three quarters of

the way to the Horn, but found he had 12 months stores still aboard. Cook was not going to arrive in England with that lot aboard, so up north, into the Tropics, he took his magnificent crew and ran through the Islands, Easter Isle, Marquesas, accurately placing them, also charting and naming the New Hebrides and discovering New Caledonia and Norfolk Isle. Then back to Queen Charlotte Sound to refit for the homeward voyage round the Horn. But as the coast of Tierra del Fuego was not properly charted he made Magellan straits and surveyed the coast to the Horn and Staten Isle. Then away to the S.E. those splendid men went, for the fifth time among the ice, discovering Georgia and Sandwich isles, clean across the South Atlantic until they had joined on to their outward bound track. Thus Cook absolutely removed the old mythical great southern continent from off the maps and practically reduced it to its proper Antarctic limits. He arrived home having performed incalculably more important work than Furneaux, yet both men had sailed under the same Admiralty instructions.

He was then promoted to Captain and appointed Governor of Greenwich Hospital but did not take up this billet, for England was just then fitting out another expedition to try to discover a North West passage to China through Arctic seas, but this time attacking the problem by way of the Pacific and through Behring's straits, and Cook's offer to command the expedition was gladly accepted. So again he was appointed to the Resolution, and his old lieutenant, the gallant light-hearted Clerke, was appointed to the Discovery to accompany him. A tremendous voyage was planned for them, probably at Cook's own instigation; a voyage which took 4 years to perform, during which time the ships were never separated for 24 hours, and both ships returned without their original commanders.

As they were bound for Alaska and Behring's straits, they started off by going to the South Indian Ocean to ascertain the correct positions of the Crozels and Kerguelen islands; for their French discoverers had so inaccurately placed them that Cook had not seen them on his previous voyage. Having charted them accurately they continued along to the eastward into the Pacific, up through mid Pacific surveying many islands

and thus Cook made his greatest island discovery, the Hawaiian isles. He spent two weeks there, then sailed north east, for the western coast of America was uncharted north of 45, so he made the land and sailed along it roughly surveying Vancouver Isle, British Columbia, and Alaska; mind you, in the heart of the westerly winds blowing home on to a dead lee shore; then through Behring's straits, round north coast of Alaska until in latitude 71 he was completely blocked by ice. Thus Cook had carried the old Red Ensign across the Pacific from 71 South to 71 North, and from New South Wales to Vancouver. He sailed for a time between north of Alaska and Siberia but could find no passage through the ice. He thus definitely proved that there was no practicable trade route in that locality, and sailed south, intending to return in three or four months' time to make still another attempt to find a way through. They reached the Hawaiian Group and spent a couple of months in surveying the various islands, eventually dropping anchor in Karakakoa or Kaelakakua Bay, where a few days later during an unexpected misunderstanding with the natives.

Cook made the fatal mistake of turning his back on a mob of angry natives, to give orders to his boats and in a moment he was struck down from behind and stabbed and fell head foremost into the water and was drowned. So died Cook on St. Valentine's day in '79, in the prime of his life, 51 yrs. of age, in the midst of his activity, in the blue waters of the Pacific. But his work was accomplished; there remained no more large stretches of unknown ocean or coast line for him to survey. You cannot imagine that great ocean explorer spending his later years as Governor of the old Greenwich pensioners. Far, far grander was it for the British race, that thus another of our great naval heroes, our greatest navigator, should die in the waters on which he had sailed for so many years; and that his spirit should keep watch and ward over the Pacific, and beckon to the navigators even of to-day, and exhort them to make the utmost use of their opportunities, as he did, to leave the waterways safer for their brother mariners who will follow in their wake.

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Famous Australian Sailing Ships.

X. The Mount Stewart.

By Frank C. Sowers

THE MOUNT STEWART is one of the best known sailing ships to Australia, and continued to remain under the British flag until after the war. She and her sister the CROMWELL were built by Barclay Curle & Co. on the Clyde for Messrs. D. Rose of Aberdeen and were noteworthy as being the last British sailing ships to be built expressly

Her dimensions were 271 feet by 40 by 23 feet depth of hold, which gave her a gross tonnage of 1,903. When she came out she was commanded by Captain W. Smith, but two years later she was passed under the command of Captain G. E. Pryde and immediately made an excellent homeward passage of 83 days from Sydney to the United Kingdom.

THE MOUNT STEWART



OFF SYDNEY HEADS ON HER FINAL VISIT TO THESE SHORES.

for the Australian wool trade. They took the water in 1891 and immediately attracted attention by their slightly appearance.

A steel, two-decked full-rigged ship, the MOUNT STEWART was not nearly as fine-lined as the earlier ships and had the short poop that was appropriate for a cargo vessel, but she was a fine powerful ship with a good turn of speed and she seldom disappointed the wool buyers in the market.

At the turn of the century she was employed more on the general cargo service than on the wool run and frequently worked across from Newcastle (N. S. W.) to the Western coast of South America, her smartest passage in this way being 43 days from Newcastle to Caleta Colosa in 1906.

This was under the command of Captain J. Henderson, who had taken over in 1905 and he was replaced in 1909 by Captain M. C. McColl, one of

the real old-time windjammer skippers who took a personal interest in his apprentices and divided his spare time between teaching them a thorough knowledge of the sea and a good sound knowledge of boxing.

At the beginning of the second decade of the twentieth century her luck seemed to turn, an 85-day passage from Newcastle (N. S. W.) to Antofagasta in 1911 and a 120-day passage from Sydney to Queenstown being very much longer than her usual form. In 1913 her sister the CROMWELL was wrecked, which left her as the only unit of the fleet.

When war broke out she was on her way out from South Wales to Wallaroo and did not return to home waters again until 1915. Having passed through the danger zone once the authorities refused to permit her to repeat the experiment and while the submarine campaign was in progress kept her well away from European waters. Towards the end of the war she was chartered to Messrs. Trinder Anderson & Company, but they had bad luck with her, for at the beginning of the arrangement she had a collision just outside New York and had to return to port.

She continued to get tolerably lucrative charters after the war, mostly from Continental ports, but in September 1921 she sailed from Sydney to the United Kingdom and on her arrival was laid up in Milford Haven. In 1923 however she was chartered again for Australia, the Earl of Suffolk being one of her apprentices, and then went on to Iquique and back to Nantes. She arrived in October 1924 and after remaining there for some months was towed to French shipbreakers, the last unit of a fleet that was once famous on the Australian trade and the only British sailing vessel of over 1,000 tons which remained under her original house flag. Captain McColl who was appointed in 1909 remained in command until the last.

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PINTS—QUARTS—GALLONS—EVERYWHERE

R.A.N. Appointments.

Lieutenant: Charles F. Mills to "Cerberus" additional for duty at Navy Office, to date 3rd December.

Sub-Lieutenant: Alan G. Lewis to "Brisbane," to date 3rd December.

Lieutenant (R): Donald J. H. Clarke to "Cerberus" additional for duty at Navy Office, to date 3rd December.

Engineer Lieutenant: Henry Druitt to "Anzac," to date 14th November; John V. Corrigan to "Success" to date 14th November.

Paymaster Lieutenant-Commander: Frederick E. Kedger to "Penguin" for "Albatross" to date 10th December.

Commissioned Writer: Thomas Lee to "Cerberus," to date 13th December.

PROMOTION

Sub-Lieutenant James Cairns Morrow to be Lieutenant, 30th October, 1928.

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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.

Australian Naval Flagships.

Probably very few people would be able to give the date of the establishment of a regular Naval Station in Australian waters. Fewer still would be able to give a list of the several flagships which have served on the Australian Station. The following lists furnished by the Secretary of the Admiralty and the Secretary of the Commonwealth Naval Board will therefore be interesting to the readers of the "Navy League Journal."

Commander-in-Chief.	Date of Appointment.	Flagship.
COMMODORE (2nd class)		
William Loring, C.B.	26 March, 1859	"Iris"
Frederick Beauchamp P. Seymour, C.B.	10 March, 1860	"Pelorus."
William F. Burnett, C.B.	21 July, 1862	"Orpheus"
Sir William S. Wiseman, Bart., C.B.	20 April, 1863	"Curacoa."
Rochfort Maguire,	23 May, 1866	"Challenger."
Rowley Lambert, C.B.	28 May, 1867	"Challenger"
Frederick H. Sterling,	3 September, 1870	"Clio."
James G. Goodenough, C.B., C.M.G.	22 May, 1873	"Pearl"
(Massacred by natives at Santa Cruz Islands)		
Anthony H. Hoskings, C.B.	7 September, 1875	"Wolverine"
John C. Wilson, A.D.C.	19 December, 1878	"Wolverine"
James E. Erskine, A.D.C.	21 January, 1882	"Nelson."
REAR-ADMIRAL.		
George Tryon, C.B.	12 November, 1884	"Nelson."
(Went down in the "Victoria" in the memorable collision which occurred between that ship and the "Cape Horn" of Tripoli on the 22nd June, 1893)		
Henry Fairfax, C.B.	1 February, 1887	"Nelson" and "Orlando."
Rt. Hon. Lord Charles T. M. D. Scott, C.B.	10 September, 1889	"Orlando"
Nathaniel Bowden-Smith,	12 September, 1892	"Orlando."
Cyprian A. G. Bridge,	1 November, 1894	"Orlando."
Hugo L. Pearson,	1 November, 1897	"Royal Arthur."
Sir Lewis A. Beaumont, K.C.M.G.	1 November, 1900	"Royal Arthur."
VICK-ADMIRAL.		
Sir Arthur D. Fanshawe, K.C.B.	10 November, 1902	"Royal Arthur" and "Furyalua."
Sir Wilmot H. Fawkes, K.C.B., K.C.V.O.	10 September, 1905	"Powerful"
Sir Richard Poore, Bart., K.C.B., C.V.O.	31 December, 1907	"Powerful"
Sir George F. King Hall, K.C.B., C.V.O.	31 December, 1910	"Powerful" and "Canibian."

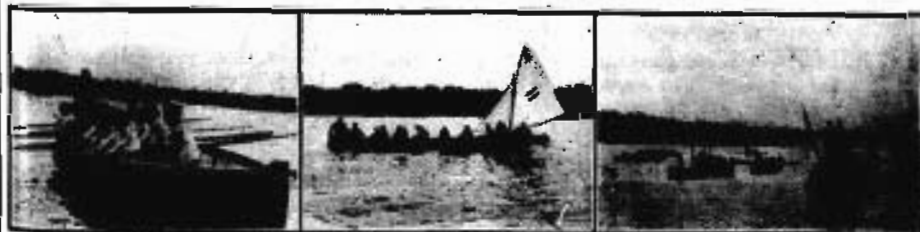
Vice-Admiral Sir G. F. King Hall was the last Flag Officer to hold the rank of Commander-in-Chief. Since his day the office of Commander-in-Chief of the Royal Australian Navy has been exercised by the Commonwealth Naval Board acting for H.E. the Governor-General.

First Naval Members of Commonwealth Naval Board.

Name.	Particulars of Appointment, etc., during service in R.A.N.	Present Rank and Appointment, etc.
CRESWELL, Sir William Rooke, K.C.M.G., K.B.E.	Rear Admiral 1.3.11. First Naval Member from 1st March, 1911, to 9th June, 1919.	Vice Admiral. Now on Retired List, R.A.N.
GRANT, Sir Edmund Percy Fenwick George, K.C.V.O., C.B.E.	Rear-Admiral 17.1.19. First Naval Member from 10th June, 1919 to 8th April, 1921.	Vice-Admiral. Now on Retired List, R.N.
HARDY, Charles Talbot, C.B.E.	Commodore 2nd Class and Acting First Naval Member from 9th April 1921, to 23rd November, 1921.	Rear-Admiral. Now on Retired List, R.N.
EVERETT, Sir Allan Frederic, K.C.M.G., K.C.V.O., C.B.	Rear-Admiral 28.4.17 Vice-Admiral 3.5.22. First Naval Member from 24th November, 1921, to 29th August, 1923.	Admiral. Now on Retired List, R.N.
HYDE, George Francis, C.V.O., C.B.E.	Commodore 2nd Class and Acting First Naval Member from 30th August, 1923, to 24th February, 1924.	Rear-Admiral Commanding H.M.A. Squadron.
HALL THOMPSON, Percival Henry, C.B., C.M.G.	Rear Admiral 8.10.23. First Naval Member from 25th February, 1924, to 28th June, 1926.	Rear-Admiral, Active List, R.N. Now Commanding 3rd Battle Squadron.
NAPIER, William Rawdon, C.B., C.M.G., D.S.O.	Rear-Admiral 2.9.24. First Naval Member from 29th June, 1926. In Office.	

Officers who have Commanded H.M.A. Squadron.

Name.	Particulars of Appointment, etc., during service in R.A.N.	Present Rank and Appointment, etc.
PATEY, Sir George Edwin, K.C.M.G., K.C.V.O.	Rear-Admiral 2.1.09 Vice-Admiral 14.9.14. In command of H.M.A. Squadron from June, 1913 to September, 1916. Flag in H.M.A.S. "AUSTRALIA."	Admiral. Now on Retired List, R.N.
PAKENHAM, Sir William Christopher, G.C.B., K.C.M.G., K.C.V.O.	Rear-Admiral 4.6.13. In command of H.M.A. Squadron from September, 1916, to January, 1917. Flag in H.M.A.S. "AUSTRALIA."	Admiral. Now on Retired List, R.N.
LEVESON, Sir Arthur Cavanagh, G.C.B.	Rear-Admiral 1.12.13. In command of H.M.A. Squadron from January, 1917, to September, 1918. Flag in H.M.A.S. "AUSTRALIA."	Admiral. Now on Retired List, R.N.
HAISEY, Sir Lionel, G.C.M.G., C.C.V.O., K.C.I.E., C.B.	Rear-Admiral 26.4.17. In command of H.M.A. Squadron from September, 1918, to March, 1919. Flag in H.M.A.S. "AUSTRALIA."	Admiral. Now on Retired List, R.N.
DUMARESCQ, John Saumarez, C.B., M.V.O.	First appointed to R.A.N. 5.2.17 in command of H.M.A.S. "SYDNEY." Commodore 1st Class 22.3.19. Rear-Admiral 15.6.21. In command of H.M.A. Squadron from March, 1919, to April, 1922. Flag in H.M.A. Ships—"AUSTRALIA" 22.3.19, "MELBOURNE" 21.9.20.	Died at Manila 22.7.22 during passage to England on relinquishing his command.
ADDISON, Albert Percy, C.B., C.M.G.	Commodore 1st Class 1.3.22. Rear-Admiral 2.11.23. In command of H.M.A. Squadron from 29th April, 1922, to April, 1924. Flag in H.M.A.S. "MELBOURNE."	Rear-Admiral on Active List, R.N. Now Director of Dockyards.
WARDLE, Thomas Erskine, C.B., D.S.O.	Commodore 1st Class 14.3.24. In command of H.M.A. Squadron from 30th April, 1924, to April, 1926. Flag in H.M.A. Ships—"MELBOURNE" 14.3.24; "HURIBANE" 24.5.24; "MELBOURNE" 22.8.24; "SYDNEY" 29.9.24.	Rear-Admiral. Now on Retired List, R.N.
HYDE, George Francis, C.V.O., C.B.E.	Commodore 1st Class 30.4.26. Rear-Admiral 23.2.28. In command of H.M.A. Squadron from 30th April, 1926, to April, 1928. Flag in H.M.A. Ships—"SYDNEY" 30.4.26; "MELBOURNE" 15.10.27; "AUSTRALIA" 7.5.28.	Rear-Admiral in command of H.M.A. Squadron. Flag in H.M.A.S. "AUSTRALIA."



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