

SEA POWER

(By Professor Coleman Phillipson.)

The visit of the Special Service Squadron has not only appealed to our imagination and ingrained spirit of adventure, but it has also set us thinking again about the questions of naval policy and sea power. At least, it is devoutly to be hoped that many have really taken to heart these questions; otherwise the visit of the squadron will have merely afforded an occasion for vain festivities and idle curiosity. On this vitally important topic, therefore, I wish to say a few words, which I have for the most part already uttered in a public address.

Value of Sea Power

From the earliest recorded times freedom, enterprise, and progressive civilisation have prevailed among maritime people, while tyranny, militarism, and obscurantism have generally been found among inland nations. Thus, to give an ancient example, the Assyrian kings, descending from their mountain abodes, seized and devoured all weaker States; but the Babylonian kings established order and promoted commerce in the cities of Mesopotamia's navigable rivers. Indeed, it is not necessary at this time of day to dwell at length on the value of sea power. If the British people, having gone through that cataclysm of 1914-1918, have not thoroughly learnt the significance and importance, nay, indispensable necessity, of adequate sea power for an extensive Empire whose great highways are the sea, nothing will enlighten them. Not only in the Great War did naval efficiency bring victory; in our other wars—the Napoleonic, the Crimean, the South African—we were victorious through our possession of it. American colonisation and freedom were in the first place assured by the British Fleet. The growth of Japan and her place among the Great Powers are due to her naval development. India is held and justly governed under the aegis of our sea power. The British Empire as a whole is a living monument of naval efficiency. Our supremacy at sea has assured freedom and justice to all: as the great American naval authority, Admiral Mahan, said, the British Fleet has been the great instrument of liberal civilisation throughout the world. In peace, as in war, our sailors offer up a prayer to God that they may be "a safeguard to their sovereign and his Dominions, and a security for such as pass upon the seas on their lawful occasion." And their prayer has ever been answered.

In the recent war the "silent service" not only assured us victory; in Great Britain it assured the population their very daily life. Every soldier in our expeditionary forces was carried over to the Continent on the sailor's back. And in all that the Navy was called upon to do, its patience, endurance, fortitude, unceasing vigil, comradeship, and magnanimity toward the enemy followed the glorious traditions of Nelson and his "band of brothers." The valor of that wonderful adventure at Zeebrugge and tend (paralleled on land by our immortal heroes at Gallipoli) has never been surpassed by the sons of men.

Naval Policy

Considering the nature and situation of our Empire and our overseas commerce and communication, sea power is for us indispensable. The sea is our arteries—indeed, it is our very heart. Our life depends upon it. Its supreme importance to us has been emphasised from the days of Elizabeth to the present time. One aspect of sea power is noted by Bacon, who says: "This much is certain, that he that commands the sea is at great liberty." Another aspect is pointed out by Raleigh: "Whoever commands the

sea commands the trade; whosoever commands the trade of the world commands the riches of the world, and consequently the world itself." Hence let us exercise the greatest care and circumspection in regard to our naval policy. We want our navy, not for aggression, but simply for our protection. Placing our faith in the League of Nations, and loyally following the provisions of the Washington pact in regard to the reduction of armaments, we have abandoned our old two-Power standard. But, despite the sanction of the League, the one-Power basis will prove a source of danger to us unless a close alliance is established with the United States, and the cohesion, unity, and solidarity of the British Commonwealth of Nations are strengthened beyond all fear of breakdown. However, under the lesser standard we must persist in our efforts to maintain our greatest naval skill and to cherish our traditional sea spirit. After all, sea power does not depend only on the number of ships. It depends also on the skill, preparedness, efficiency, aptitude, and spirit of our sailors, and on the fitness and excellence of the ships and appliances they have to manipulate. It is well to remember the apt words of Raleigh: "God worketh all things here amongst us mediately by a secondary means the which means of our defence and safety being shipping and sea forces are to be esteemed as His gifts, and then only available and beneficial when He withal vouchsafed His grace to use them aright."

Conclusion

Let us by all means in our power help to bring about the great consummation contemplated by the League of Nations. But what the League and the extent of its efficacy may be a few decades hence no one can tell. In the meantime, it is not contrary to its object to strengthen ourselves and provide for our defence within the limits sanctioned. The old adage says, "If you desire peace be prepared for war." I would interpret this, not in the sense to prepare menacingly for war, but so to maintain our permitted defensive efficiency and so to fortify ourselves nationally and internationally, economically and spiritually—especially as we are an aggregate of free nations—that a would-be assailant could see it would not be expedient and would not pay to attack us. There will always be need for us, in peace as well as in war, to cultivate and hold fast to that sea spirit which has made the greatest and most wonderful Empire in the history of mankind, and has thereby contributed much to human civilisation.

News

29 MAR 1924



Principal E. S. Kiek, M.A.,

Register 1-APR 1924

MR. G. C. LIGERTWOOD and Mr. ERIC MILLHOUSE, Crown Prosecutor, have joined the firm of BAKER, GLYNN & McEWIN, of Morfalta Chambers, Victoria square, Adelaide Solicitors.

Dr. T. J. BROWNE is a member of the firm of BENNETT, CAMPBELL & BROWNE. Dated this 31st day of March, 1924. BAKER, GLYNN, McEWIN & CO. BENNETT, CAMPBELL & BROWNE.

Mail 29 MAR 1924

SUCCESSFUL ENGINEER

Adelaide Student to Go Abroad

Mr. Keith Duncan, B.E., of Duncan and Fraser, Limited, is leaving Adelaide on April 6 for Sydney, where he will



MR. KEITH DUNCAN, B.E.

embark by the Makura for Canada. During his stay abroad Mr. Duncan will study several aspects of the automotive industry in Canada, U.S.A., and England. One of his first engagements will be to attend a World Motor Transport Congress, to be held at Detroit in May. This congress is held under the auspices of the National Automotive Chamber of Commerce, and Mr. Duncan has been appointed a delegate from the Chamber of Motor Industries of South Australia.

Mr. Keith Duncan, who received his secondary education at the Unley High School, was awarded the Thomas Price Scholarship, which enables the holder to complete any desired course at the University, and also pays a sustenance allowance for four years. Before attending the University, however, Mr. Duncan spent one year at the Adelaide High School. In 1918 he entered the University as an undergraduate in engineering. Four years later he had completed the work required for the degree of bachelor of engineering, and received the diploma in mechanical engineering. In the last year of his course he paid particular attention to modern automobile construction, and a complete design, consisting of full working drawings and all necessary design computation for an automobile power unit, were produced by the combined efforts of a fellow-student and himself. As the results of this design both students were awarded a first-class certificate in machine design.

On completion of this section of his education Mr. Duncan received an appointment with Duncan & Fraser, Limited, and shortly after he took charge of the service and assembling departments of both Duncan Motors, Limited, and Duncan and Fraser, Limited. He has acted in this capacity for the past two years.

A farewell social will be given to Mr. Duncan on Thursday evening next.

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MR. NOEL WEBB, The Deputy President of the Federal Arbitration

Register

DR. A. E. V. RICHARDSON.

A Brilliant Scholar.

Everybody connected with agriculture in South Australia and latterly in Victoria knows Mr. A. E. V. Richardson, M.A., B.Sc., by name if not personally, and now news has come to hand from the eastern State that he has been given the doctor of science degree in recognition of his research work on wheat and wheat breeding and the subsequent development of the plant. Sir Daniel Hall (chief scientific adviser to the British Board of Agriculture, together with Professor Hall, examined the theses, and arrived at flattering decisions concerning the Victorian expert's conclusions. The former expressed the opinion that Mr. Richardson's research introduces a new aspect on the peculiarities of Australian crops in regard to their phosphate requirements, and suggests lines for further study. Mr.



DR. A. E. V. RICHARDSON.

Richardson is a self-made man, and, as one of the first students to enter the old agricultural school, he gave promise to make his mark in the sphere in which he intended to make his life calling. In 1911 the State lost a good man when the authorities allowed him to pass into the service of the Victorian Department of Agriculture. The following tribute was paid to him by "Agricola" in The Register at the time:—Not long since a prominent visitor from Sydney paid a glowing tribute to some of the young manhood of South Australia. "You have bred and educated in this State," he said "many of the finest men in Australia, but," and he paused, "you never learnt how to keep them." He was right. No sooner does a young man give evidence of unusual ability and intellectual capacity than he is promptly snapped up by one of the other States. Only a few days ago The Register announced that Mr. Norman Jolly, who was connected with the Forestry Department, had been appointed Director of Forestry in Queensland. Now it has become necessary to chronicle the resignation of Mr. A. E. V. Richardson, M.A., B.Sc., Assistant Director of Agriculture, and his appointment to the post of Agricultural Superintendent and Chief of the Division of Agriculture in Victoria.

A Big Loss.

There was every promise that Mr. Jolly would soon have made a conspicuous name in connection with forestry work. Mr. Richardson has already established a splendid reputation throughout the wheat-growing areas of the State, and his departure will mean a big loss to the farming community. Since he became associated with the Agricultural Department about three years ago Mr. Richardson has devoted himself enthusiastically to the performance of his various duties, and at all times has displayed an eagerness to do all in his power to practically assist the men on the land. Indeed, without in any degree detracting from the merit of the achievements of those who have worked with him, it may be fairly said that the farmers have come to regard him as a helpful guide, a wise philosopher, and a true friend. His lucid, instructive, and admirable addresses have been invariably a feature of the agricultural conferences which he has attended, and at all gatherings the producers have hailed his appearance on the platform with unbounded appreciation. They have found him ever ready to sympathise with them in their trials and troubles, and have accepted his advice in the cordial spirit in which it has been given. At the dry farming congress in Adelaide in March Mr. Richardson materially enhanced his reputation by delivering an address which Sr. McColl, of Victoria, said was the clearest and best exposition of dry-farming methods he had heard since he left America. The compliment was heartily applauded, and other speakers warmly referred to the excellence and comprehensiveness of the dissertation.