

U.S. FLEET.

VISIT TO AUSTRALIA.

SENTIMENT FAVOURABLE.

WASHINGTON, April 17.

The operation officers of the United States navy have issued an official report that the department now is discussing the battle fleet schedules and manoeuvres for 1925, with a view to the possibility of sending the Pacific fleet and auxiliary craft to Australia. The cruise probably would be begun on July 1, 1925, ending on September 1, with the fleet's return. All preparations thus are tentative, but high naval officials favour such a cruise. The correspondent adds that the fixing of the date for 1925 is due to the fact that the manoeuvres schedule for the summer of 1924 already has been completed, providing for manoeuvres of all vessels of the Atlantic scout fleet, with the exception of four battleships with the Pacific fleet off the Hawaiian Islands.

WASHINGTON, April 17.

The Australian Press Association has learned that Mr. Donald Mackinnon (Australian Commissioner), during his winter residence at the capital, discussed with high officials of the Navy Department the possibility of a visit of the American fleet to Australia, and found sentiment strongly favourable. It is understood that Mr. Theodore Roosevelt (Assistant Secretary to the Navy) showed enthusiasm in regard to the project, recalling the fine impression which the American fleet's visit made during his father's administration.

U.S.A. NAVAL MANŒUVRES.

PROPOSED CRUISE TO AUSTRALIA.

VISIT PROBABLY IN 1925.

(Australian Press Association.)

WASHINGTON, April 16.

Operation officers of the United States Navy have issued an official report to the Department, now discussing the Battle Fleet Schedules, and manœuvres for 1925 with the possibility of sending the Pacific fleet and auxiliary craft to Australia for a cruise, which would probably be begun on July 1, 1925, ending on August 1, with the fleet's return. All preparations, thus far, are tentative, but high naval officials favour such a cruise. The correspondent adds that the fixing of the date for 1925 is due to the fact that the present manœuvres scheduled for the summer of 1924 are already completed, providing for manœuvres of all vessels of the Atlantic Scout Fleet, with the exception of four battleships, with the Pacific Fleet off the Hawaiian islands.

The Washington correspondent of the Australian Press Association says he learns that Mr. Donald Mackinnon, the Commonwealth Trade Commissioner to the United States, during his winter residence in the American capital discussed with high officials of the Naval Department the possibility of a visit of the American fleet to Australia and found that the sentiment was strongly favourable. It is understood that Mr. Franklin Roosevelt, the assistant Secretary of the Navy, showed enthusiasm at the project, recalling the fine impression made by the visit of the American fleet to Australia during the administration of his late father, Mr. Theodore Roosevelt.

ADMIRAL'S MESSAGE.

FAREWELL TO AUSTRALIA.

"Outpouring of Friendship."

Admiral Coontz issued the following farewell message last night:—

U.S.S. Seattle, Flagship,
Melbourne, Victoria,
August 5, 1925.

On the eve of our departure from Australian waters the commander-in-chief of the United States Fleet is glad to have the opportunity to say a parting word. He believes that the visit of the portion of the United States Fleet that has made the cruise to the southern seas has been most successful. For three years it has been talked of and looked forward to, and has finally come to a full and complete fruition.

The arrangements for handling the fleet during its stay in Australian waters and the care taken therewith have been phenomenal and successful. The visit has exceeded our fondest expectations. Those of us who were here in 1908 in junior capacities well remember the open-hearted hospitality and kindness with which the fleet was greeted. But the present stay has even put that memorable experience in the shade.

In all his experience the commander-in-chief has never seen such an outpouring of friendship and kindness on the part of each and every one, high and low, as has been given to our fleet. Our people have been taken into your homes and given great opportunities to see your wonderful country.

It was with regret that decision had to be made not to visit other of your great cities on the east coast and in Western Australia. Time, repairs, overhauls, and fuel and food replenishments did not permit.

If there has been any case of a letter unanswered or a request not acceded to, the commander-in-chief feels sure that when the writer or tenderer understands the vast volume of work imposed on officers of the fleet during such occasions of this kind they will pardon such errors of unintentional omission.

The fleet leaves Australia with the kindest thoughts for its people; with thankful hearts for the great courtesies so friendly extended; believes that Australia has a great future and a wonderful place in the world in the years to come; and bids them good-bye and Godspeed along the road.

R. E. COONTZ,
Admiral, U.S. Navy,
Commander-in-Chief,
United States Fleet.

U.S. FLEET.

TO VISIT AUSTRALIA NEXT YEAR.

A proposal to send the United State Battle Fleet in the Pacific and auxiliary craft on a cruise to Australia in July next year is being considered by the United States Navy Department (says Reuter).

It is suggested that the warships shall leave the Pacific Coast on July 1st, 1925, and return about September 1st.

THE LAST VISIT.

An American Fleet, known as "the Great White Fleet," visited Australia's shores in August, 1908, and vivid memories of the visit remain. The fleet, which was commanded by Admiral Sperry, comprised the following vessels: — Connecticut (flagship), Kansas, Louisiana, Vermont, Georgia, Virginia, New Jersey, Rhode Island, Nebraska, Minnesota, Ohio, Missouri, Illinois, Wisconsin, Kentucky, and Kearsage. They had a gross tonnage of 226,040, and a complement of 12,769 men. Impressive as that visit was the projected one should be more so, for 17 years is a long while in naval architecture, and practically all the vessels named have been condemned, and have been replaced by vessels of greater speed, power, and tonnage.

The Duchess of Portland, who has a tender heart for crippled and delicate children, told a Mansfield audience of a London child in whom she was interested. "For months this child never went out," she said, "so, taking pity upon her, I became nursemaid, and took her out myself. Then I got her into a clinic, and now she has become a fine, strong girl, able to help her mother." The duchess has established a home for delicate children at Welbeck Abbey, and, with fresh air and plenty of milk, the boys and girls thrive astonishingly, and in three months are brown and healthy.

The Sydney Morning Herald.

FRIDAY, APRIL 17, 1925.

AMERICA'S FLEET.

With the departure of the mighty fleet of American ships of war from San Francisco, the first stage of their great adventure has been entered upon. That fleet represents the greatest aggregation of war vessels that the waters of the Pacific have ever borne for such a purpose; and it must undoubtedly be a magnificent display of human power and ingenuity. Its only rivals in that respect which the world has known have been furnished by the might of Britain upon the occasions of a naval review at Spithead. The American fleet has started on the journey which will bring it to Australian waters in July next; and it is of interest, therefore, to recall the previous comings to this country of the fleets of the United States. Omitting the calls of certain solitary warships, those visits have been limited to two. In August, 1838, seven American warships, under the command of Commodore Charles Wilkes, set out upon "an exploratory trip to the south seas," and in the course of their long cruise they came to Port Jackson under circumstances which read curiously enough to-day. On the morning of Saturday, the 30th November, 1839, the good citizens of Sydney were surprised to find this American fleet, of whose journeyings they had heard nothing, and of whose propinquity even officialdom was ignorant, lying snugly in Farm Cove. They had arrived without notice, entered the Heads without pilots, and under cover of the darkness, and had steered their course along the tortuous channels of the harbour to their anchorage without danger or suspicion. Fortunately, as the "Herald" of that date ingenuously puts it, we were then "at peace with brother Jonathan, or we should have been mulcted 'pretty considerably, I guess,' in spite of the Governor's great guns"—a sly allusion to a recent boast of Governor Gipps that, "with his few guns, in a few hours he could sink anything that attempted to come into the harbour." Remembering that our recent visitor the Hood is officially described as having a displacement of 41,000 tons, it is interesting to remember that the Vincennes sloop of war, which carried the flag of Commodore Wilkes, had a displacement

sloop of war, which carried the flag of Commodore Wilkes, had a displacement of 780 tons, while one of her accompanying vessels, the gun frigate Porpoise, was a monster of no fewer than 32 tons! In fact, the whole fleet of seven ships totalled under 1700 tons, or considerably less than one twentieth the displacement of the Hood.

The second advent of an American fleet to Australian waters did not take place until nearly seventy years later. It was upon the morning of the 21st August, 1908, that the Great White Fleet of nineteen battleships and several auxiliaries, flying the stars and stripes, broke through the haze and entered Port Jackson Heads; and the spectacle which their entry presented will live long in the memory of those who were fortunate enough to witness it. The commander-in-chief of that great fleet—the largest that the waters of Port Jackson have ever known—was Admiral Sperry, who carried his flag upon the Connecticut, a battleship of 16,000 tons. The whole sixteen vessels were fine specimens of their class, the smallest of them—the Kearsage and the Kentucky—having each a displacement of over 11,000 tons. That day in August was a red-letter one for Sydney, and her citizens rose greatly to a great occasion. Enthusiasm was unbounded, and our streets were crowded by happy and excited throngs to an extent never previously known. That was just seventeen years ago—or will be when our coming visitors arrive—and in that seventeen years what changes has the world not known! In nothing has the change perhaps been greater than in naval affairs. Of that great fleet of 1908 it is improbable that more than half-a-dozen are still afloat; and it is certain that only one of them—the auxiliary ship Relief—forms part of the still greater fleet which is now sailing towards our shores. It is a matter of interest, by the way, to note that there was also a Relief among the ships of Commodore Wilkes, so that upon all three visits of the navy of the United States to Australia, a vessel of that name has been included in the ranks of the visitors.

Of the forthcoming visit there is as yet little to tell, but much to anticipate. Again the battleships will number sixteen; but on this occasion they are to be accompanied by a host of cruisers and destroyers,

complete list of whose names have not yet been clearly disclosed. Admiral

THE U.S.A. FLEET.

AIRPLANES AND CATAPULTS.

(BY LIEUT.-COMMANDER EDWARD J. FOT, U.S. NAVY.)

II.

The United States ships scheduled to visit Sydney are the battleships California, West Virginia, Colorado, Maryland, Idaho, Tennessee, New Mexico, and Mississippi. The hospital ship Relief will also be present, and from time to time, various store and fuel ships will come and go.

It should be interesting to compare the power of these seven war vessels with that of the 16 which accepted your hospitality 17 years ago. I should say that your guests of this year would make very short work of disposing of the old fleet. They are more powerful in every respect. In fact, the three Marylands—as the West Virginia, Colorado, and Maryland are termed—constitute the most powerful division of battleships in the world to-day.

Furthermore, they will represent America's latest and newest battleships for some years to come, as no new ones will be laid down prior to 1932, this being one of the provisions of the Treaty for Limitation of Armaments.

The Connecticut class was the last of what is known as the pre-Dreadnoughts, and as a basis of comparing the two fleets, I am assuming that all 16 of the 1908 fleet were equal in power to those vessels. As a matter of fact, only about one half of the old fleet were as strong as the Connecticut, so that this comparison rather favours the old fleet.

	CONNECTICUT.	MARYLAND
Length	456 feet	524 feet.
Beam	76ft 10in	92ft 3in
Draft	24ft 6in	30ft 6in.
Displacement	16,000 tons	22,000 tons.
Speed	18.78 knots	21 knots.
H.P.	19,000 (indicated)	30,000 (shaft)
Engines	Reciprocating	Turbine electric Drive.
Main Battery	4—12in, 45 calibre 8—8in, 45 calibre.	8—16in, 45 calibre.
Intermediate Battery	12—7in, 45 calibre	None
Secondary Battery	12—6in, 20 calibre	12—5in, 24 calibre.
Air-craft	None	4—3in, 50 calibre.
Torpedo Tubes	4—21 inch	2—21in (Submer.)
Cost (Hull and Machinery)	4,000,000 dollars	15,000,000 dollars (approx.)
Complement	Officers, 55 Men, 1145	Officers, 90 (approx) Men, 1600.

The West Virginia, fully equipped with all her stores, guns, and ammunition, represents an investment of approximately 45,000,000 dollars, or about £9,000,000.

GUN POWER.

The California, Tennessee, New Mexico, and Mississippi differ from the Maryland class, chiefly in that they carry 12 16in, 50 calibre rifles, mounted in four turrets of three guns each, whereas the latter class carries eight 16in, 45 calibre rifles in four turrets of two guns each.

The maximum range of the Connecticut class

guns each.

The maximum range of the Connecticut class was about 20,000 yards. That of the New Mexico and Mississippi is in the neighbourhood of 21,000, and that of the other five vessels is 25,000.

The total weight of metal which could be fired in a single full broadside of the Connecticut was very close to 5600 pounds, while the Maryland can fire 17,185 pounds and, thanks to greatly improved fire control installation and methods, with vastly more accuracy.

It will be seen from the above tabulation that the new fleet can steam nearly three knots faster, that they can out-maneuvre the old fleet, and that they can fire at a range of from two to eight sea miles greater than was possible for the old. In fact, the fifth division of the battle fleet, with the aid of aircraft spotting of fall of shot, could sink the entire fleet of Connecticut while the tops of their masts were hardly visible over the horizon.

The total displacement of the 16 battleships of the 1908 fleet was 228,450 tons. That of the eight battleships visiting Sydney this year is 258,400 tons. I don't like figures, and am glad to get away from them, but I could not overcome the temptation of making this comparison. It emphasises the difference between the fleet of 1908 and that of 1925.

Easily the most outstanding difference in appearance, you will note, leaving aside the great bulk of the hulls themselves, is the change to what is known as the "cage mast." The ships of 1908 all carried the tall, thin "military mast." As a result of a great amount of experimentation, the cage mast was adopted. In fact, the change was made to the cage mast, immediately following the return of Admiral Sperry's battleships from Australia. At the same time the colour of the outside painting was changed to the slate or war colour.

Each of these battleships carries one or two airplanes. If any one had predicted this in 1908 he would have been put down as a dreamer. The world has turned very fast in these years. The airplanes rest upon catapults, in most cases at the stern of the vessel, and in taking the air they are literally fired off into space, at a speed sufficient to keep them from alighting on the surface of the water. These catapults you will want to see at close range. They are intriguing to say the least.

A SMALL SECRET.

Do you remember the tiny "steam launches," as we Americans called them, or "pinnaces," as they were known to you? Remember how they "chugged-chugged" from here to there, often emitting large volumes of black smoke. Do you recall the large cutters and liberty boats which were towed by the steamers? All of these are things of the past. The age of gasoline (petrol) has come along, and has frightened the little steamers away. I am going to let you into a small secret which I doubt many of our navy people know. When the battleship fleet was in Sydney in 1908 there was but one motor-

The Sydney Morning Herald.

THURSDAY, JULY 23, 1925.

WELCOME !

A year and eleven months ago, almost to the day, a slim, trim cruiser flying the Stars and Stripes dropped anchor off Kirribilli Point. She was the newly-built Milwaukee, then the very latest vessel of her type, who had made her maiden voyage to Sydney. Incidentally she was the first American warship to visit Australian waters since the "Great White Squadron" fifteen years previously. Her presence in our harbour was a singularly gracious compliment to us. For the Pan-Pacific Congress was about to meet in Sydney, and the Milwaukee had been despatched hither as a gesture of international courtesy. Nor did she come empty-handed. As she speed across the Pacific her personnel carried out certain oceanographical investigations, which were pronounced by the Congress to be a most valuable contribution to science. The Milwaukee with her message of friendliness and fellowship was, in a sense, an advance guard of the mighty fleet whom we welcome to-day. We need not tell our guests of the keen anticipation with which we have looked forward to their arrival. That, let us hope, will be manifest from the warmth of our greeting. And we know that the fleet is not out on a pleasure jaunt, or even on a mission to promote goodwill between the two nations. Its primary object is to engage in manoeuvres and exercises. The calls at Australian ports are merely interludes in the round of hard work. But we appreciate them none the less. We are entitled to believe that they are an expression of the spirit of cordiality which exists among the English-speaking peoples, and that they will strengthen the bonds which unite the British commonwealth of nations and the great American Republic.

Eventful years have passed since that grey morning when our own fleet, with H.M.A.S. Australia in the van, steamed through the Heads. Australians and Americans have fought side by side, and reddened the fields of France with their blood. Australian warships have done their bit in each one of the seven seas. American warships have shared in the long unremitting vigil in the North. Moreover, since then the people of Sydney have seen many emblems of naval power—the

seen many emblems of naval power—the Renown, which bore the Prince of Wales on one of his many pilgrimages through the Empire, the Special Service Squadron with the colossal Hood, which almost dwarfed the foreshores of the harbour. And now we hail once again our cousins, who, too, have an illustrious naval tradition—as Britain can freely bear witness! Yet these huge engines of destruction, these all-shattering guns, these vast mechanisms of steel, are by a paradox agencies for peace. It is the fashion nowadays to deprecate armaments. They are provocative, it is said. They incite ruthless competition, and their mere existence tempts the nation that thinks itself the strongest to use them. In this connection President Coolidge uttered some very pertinent remarks in an address delivered to the graduates of the Annapolis Naval Academy last June. President Coolidge is the last man to appear as an apostle of violence. Indeed, he warned his audience against jingoism and alarmism. But the basis of his argument was that security is an essential condition to the advancement of civilisation. Only when people feel that their lives and property are safe, and will continue to be safe, can there be that stability of value and economic progress on which human development has always rested. It is only when peace and security have been achieved that the cause of liberty and democracy can prosper. This fundamental truth applies to the international no less than to the national sphere.

President Coolidge believes that peace will ultimately prevail. But he has too much knowledge of history and too much experience of human nature to dare to assert that his country will never again be at war. Therefore, it cannot afford to dispense with safeguards. The role of America's armaments by land and sea is defensive. They are the policemen who are ready to protect the community from assault. Where there is no breach of the peace the policeman does not draw his baton. Their sole function is to resist aggression. Hence Mr. Coolidge regards the American navy as a potent instrument of peace. Yet it will not succeed if it represents mere naked force.

For heathen heart that puts her trust
In reckless tube and iron shard
Will never exercise the evil daemons of
hatred and suspicion. Mr. Coolidge urges

the navy to conceive its task as being on a higher plane. "We must make it an instrument of righteousness," he said. "If we are to promote peace on earth we must

The Sydney Morning Herald.

TUESDAY, APRIL 21, 1925.

JAPAN'S FOREIGN POLICY.

Some alarm may be felt by nervous folk about the visit of the fleet of the United States to these waters in its effect on Japanese public opinion. Sir Herbert Russell added his quota to the general material for a scare in an article in a London daily paper last week dealing with Japan and the Pacific. Summed up, his attitude appears to be somewhat as follows: Japan is building a large navy, and, therefore, evidently anticipates war. The causes which may lead to conflict are, he states, either the necessity of the nation to find an outlet for her surplus population or the clashing of interests in China with the United States. But Japan has territories near home which are capable of absorbing a great number of immigrants. Korea, for example, is comparatively thinly populated, and Japanese emigrating there are still in their own Empire and under the direct control of the same Government. To Britons, the greatest colonists in the world, who have travelled thousands of miles to strange and uncivilised lands to make their homes, this advantage may seem small; but the Japanese are not great colonists, and for them it is a serious matter, and one only undertaken with misgiving and reluctance to leave the land of their forefathers and take up their abode in an unknown country. This feeling is easily realised if one can appreciate all that ancestor worship means to them, and how it ties them to the land which their forefathers have inhabited from dim and mythical ages. Their unwillingness to go abroad is well illustrated by the history of Japanese emigration to South America. For nearly twenty years Japan and the nations of South America have co-operated in organising and assisting immigration. As far back as 1900 the Japanese Government sent missions to South America to study the question of immigration, and, in the same year, signed various treaties with several Latin republics and provided subsidies for steamship lines. Chile offered a farm and necessary implements free to each Japanese settler, and seventy-five francs a month for the first year, though this offer has now been withdrawn.

though this offer has now been withdrawn. In 1900 the Mexican Government gave a large subsidy to a Japanese line and extended inducements and privileges to immigrants in many ways. Brazil has also endeavoured to foster Japanese immigration by subsidising steamship lines and giving free land; while the State of San Paulo provides free passage on the railways, and, until 1914, made a grant of 200 francs to each immigrant. The possibilities of the great and rich area of Central South America are enormous, and it offers rich rewards to those who develop it. Yet, despite the fact that the population of Japan has increased by about twenty millions since 1900, the total emigration to South America has not exceeded one hundred thousand.

The question of China, though admittedly very important, should never bring about war with the United States, though it is possible that some friction may occur. The great possibilities of Chinese trade are well recognised; and this alone is a prize worth striving for; but under present conditions Japan is most favourably placed. She and the United States are at present the most serious rivals for the markets of China; but as long as the United States adheres to its present policy of the "open door" and equal treatment for all nations Japan has a distinct advantage. This is owing to her already well-established position and her proximity, which saves her a great deal in freight and renders possible rapid and efficient transport and communication. Moreover, war is not simply a matter of armies and navies. The deciding factor is the economic and financial stamina of the belligerents. Japan's lack of natural resources would prove a most serious handicap, and for them she would probably

have to rely on China. But more important still would be the staggering blow which war would deal to her industrial and mercantile life. A great proportion of her manufactures of silk and fancy goods are at present absorbed by the United States, and if this market were cut off she would find it impossible to dispose of more than a very small part to other countries. The unemployment resulting from the stoppage of this important trade would be very great, and, added to the unemployment which would be caused by the dislocation of other trade, would constitute a most seri-