

in the news owing to its single-handed exploits against our merchant marine in the Bay of Bengal, and it is gratifying that the work of laying him by the heels should have fallen to a cruiser of a Dominion navy brought into being for the defence of British interests in the outer seas. The Royal Australian Navy thus claims a victory in action in the third year of its existence, and justifies, if justification were needed, the patriotic determination of the people of Australia to take on their own shoulders the burden of local defence. It is true that the destruction of the *Emden* did not take place in Australian waters, but the fact that she was run to earth at the mid-ocean cable station of Cocos, half-way between Fremantle and Colombo, and on the direct route between these ports, shows that it was well within the probabilities that the German captain might have paid a visit to Commonwealth territory. Nor can it be denied that the presence of the powerful battle cruiser *Australia*, with the *Sydney* and *Melbourne* and attendant destroyers, has saved both the Commonwealth and New Zealand from attack by German raiding cruisers. The Prime Minister of the Dominion has admitted as much very frankly so far as New Zealand is concerned. In addition, it must be remembered that important military operations have been carried out in all directions in the wide Pacific, ending in the expulsion of the German flag from those waters, and it would have been impossible for this result to have been achieved without the protection of the Royal Australian Navy.

The *Westminster Gazette*, November 11.—

"The morals are, first, the quite familiar one that one armoured ship skillfully handled can do unlimited damage among defenceless merchantmen, so long as she is at large; and, second, that she can remain longer at large than was generally anticipated. Clearly we must have more fast cruisers of the same type, and when we come to reconsider the problem of the Dominion navies in the light of this war, that lesson will no doubt be remembered."

Recognition in United States.

In the United States, there was similar recognition. The *New York Herald*, November 11th, said editorially:

"It was a Colonial that did it, the *Sydney*, a ship built by colonial money, manned by colonial forces, and officered as far as possible by colonials, educated in the Imperial service of Great Britain. Such was the ship which to date has struck the most important blow of the war in England. The real satisfaction which the British fleet has is the knowledge that the *Sydney* has upheld the best traditions of that service in battery control".

The *New York* correspondent of the *London Daily Mail* read American opinion and feeling in the following dispatch published in *London*, November 11:

"The news of the destruction of the *Emden* and *Konigsberg* was received here with immense satisfaction. The American comment on what the German-American newspapers describe as the "*Emden's* heroic end" is that it must be of especial gratification to Great Britain to know that the

success was achieved by an Australian warship, in view of the virulently contemptuous tones with which the Germans invariably commented on the "uselessness" of the British over-sea Dominions for military and naval purposes."

A Canadian View.

The *Ottawa Citizen*, (Independent Conservative) said:

"The prevailing opinion would seem to be that the Australian navy has justified its existence by the events culminating in the *Sydney's* victory. Australia is thoroughly loyal to the Motherland. But along with the loyal imperial sentiment there is a very pronounced spirit of nationalism: when the naval question of imperial defence came up a few years ago the Australians had the audacity to propose the building of a fleet of their own.

An Australian writer in the *London Citizen*, Mr. W. O. Pitt, says that the naval experts to a man opposed the Commonwealth's policy: considering it a piece of ignorant wrongheadedness, the folly of which would be exposed as soon as its practical value was tested.

But the Labor government went ahead and ordered a fleet unit of one battleship, three cruisers, six destroyers and two submarines. They ordered the ships in Britain, and proceeded to make plans for building subsequent units in Australia. The Liberal party (there is no Conservative party in Australia) tried a flag-flapping campaign in favor of the battleship contribution policy. New Zealand actually made a contribution of one battleship. But now, according to Mr. W. O. Pitt, the *Emden* menace to trade and its removal by the *Sydney* has vindicated Andrew Fisher, the carpenter premier of Australia, and the Labor government. And New Zealand, with its battleship in the North Sea, is acknowledging its indebtedness to Australia for home defence; and the New Zealanders are preparing to follow or merge with the Australian plan. The *Emden's* active career seems to have settled it.

Threatened Australian Contingent.

It was nearly a month after the extermination of the *Emden* by the *Sydney* that the world was allowed to learn that at the moment when her location became known to the commander of the *Sydney*, she was undoubtedly bent on no less hazardous and daring an undertaking than an attack on the transports carrying the first contingent of Australasian troops to Europe. Cabled reports from Melbourne to London on December 4, state that Hon. George F. Pearce, the Commonwealth Minister of Defence, speaking in the senate that day, announced that when the *Sydney* intercepted the first message indicating the near presence of the *Emden*, the German corsair was actually within 100 miles of the transports carrying the troops from Australia and New Zealand. That the expeditionary forces from the Antipodes reached Egypt after a voyage that, so far as they knew, was quite without threatening incident, is undoubtedly due to the activity of the *Sydney* and her ability to take ample care of the *Emden* when she had been located.