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MAWSON EXPEDITION.

THE AVIATOR INTERVIEWED.

IF HE MAKES A DASH FOR THE POLE.

Fremantle, September 12.

Lieutenant Watkins, the aviator who is to accompany the Mawson expedition to the Antarctic, is a passenger by the China. In an interview he said his aeroplane, which is a Vickers monoplane, is to be used by the expedition for surveying purposes and for reconnoitring the ice hummocks and barriers encountered. He did not anticipate any more than the usual aeroplaning dangers, and did not expect any difficulty with the freezing of the oil. The temperature of the summer there would not freeze oil, and when the machine was once started the freezing, if any, would be obviated by the heat of the cylinders. The machine will come to Australia by the Macedonia, due here in a fortnight. Its transport was delayed by the English maritime strike. It was specially constructed for the work, the frame and undercarriage being all steel. It will carry one passenger.

"There will be no necessity," said Lieutenant Watkins, "to carry a compass, as direct observations can be made. The wind will not trouble me as long as I wear goggles. I have not seen the snow areas, but if they are as flat as they say, then I think it will be almost as easy as flying at Rheims. The scientists of the party ought to tell what sort of wind I am likely to meet. Any flight I would make would all depend on the weather. If the country is not mountainous and is marked by ranges it should be easy, given proper weather, to circumvent the ranges or else go down the valleys. If the alps have been safely negotiated by a bird man why should not the ranges of the Antarctic be safe to tackle?"

Supposing you were about to make a dash for the Pole from a given point, what would be the longest period you could stay in the air? he was asked.

"About five hours. In ordinary circumstances I could travel about 300 miles there and back within the time period. I would require no food. Five hours is no time to remain without sustenance. I really see no more than ordinary danger in this provided the weather is right. The monoplane I take with me is fitted with a special ice undercarriage, so that the machine can be used sleigh fashion. The wings of the machine would then be taken off and packed in a special cradle, and with the engine set ahead the monoplane could do a lot of touring work. It might be able to travel at about 30 or 40 miles an hour. In any case the monoplane is likely to prove a valuable aid to the expedition in reconnaissances of traversable routes. There should be no danger of its running into crevasses, as the route would be surveyed first. I intend to disembark at Adelaide, where I shall await the arrival of the machine. I intend giving an exhibition of flying in this machine a day or two after the arrival of the Macedonia. I do not know yet whether I shall fly in Melbourne or Sydney."

MAWSON'S EXPE- DITION.

A GRANT OF £7,000.

SYDNEY, September 14.

In the Legislative Assembly Mr. Fitzpatrick asked the Premier (Mr. McGowen) in regard to the £7,000 granted by the Government to the Mawson Antarctic Expedition, whether he was aware that the Federal Government had granted £5,000, and if, in view of that fact, he would get Cabinet to reconsider the decision originally arrived at to utilize the £7,000 upon urgently needed works.

Mr. McGowen said he could not promise that Cabinet would reconsider its decision, and he did not think it would be right for it to do so. (Hear, hear.) It was true that the Government had made a grant of £7,000 to the expedition. (Hear, hear.) It was also a fact that the South Australian Government had made a grant to the same expedition of £6,500 or £5,000 and equipment costing £1,500. With regard to the £5,000 granted by the Federal Government, he was under the impression that it was to be £15,000, but it had nothing to do with the State Government what the amount was. It was the first Australian expedition, and that was the sole consideration which actuated the State Government in making the grant. It did not matter what the Federal Government gave.

Advertiser, Sep. 16/11.

Dr. Douglas Mawson and Professor Henderson returned to Adelaide on Friday from Melbourne. Dr. Mawson said the meeting held in the Victorian capital on Wednesday night, at which the Governor-General presided, was an enthusiastic one. Professor Henderson, he said, delivered an eloquent address on Imperialism. He had collected about £35,000 towards the expenses of his proposed Antarctic trip, and wanted about £50,000. It was expected that the States who had not yet contributed would do so shortly. His object in coming back so soon was to meet Lieutenant Watkins (the aviator) and Mr. Beckerton, who will arrive to-day by R.M.S. China. Unfortunately the aeroplane had been delayed in London by the shipping strike, and it would not arrive until the next week. There would be public exhibitions of the machine, probably at Cheltenham.

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MAWSON EXPEDITION.

No Help from the West.

PERTH, September 15.

The Premier, in reply to a letter from the local secretary of the Australian Natives' Association, says the Government has decided that the question of subsidizing the Mawson Antarctic Expedition is a matter entirely for the consideration of the Commonwealth Government.

ST. ANDREWS UNIVERSITY.

The commemoration this week of the five-hundredth anniversary of the foundation of the University of St. Andrews, the most ancient of Scottish seats of learning, is an event of historic and worldwide interest. Representatives from all the great Universities of Europe and America and the British dominions beyond the seas have gathered at the famous old town of St. Andrews to share in the festivities and to felicitate the University authorities. Many of St. Andrews distinguished sons in Australia will also have remembered their alma mater with affectionate regard. Evidence exists of human settlement at St. Andrews in prehistoric days. A monkish legend tells us that St. Regulus, having been warned in a dream, brought certain bones of St. Andrew from Petras to Scotland in the fourth century, and that the ship in which he sailed was wrecked at Muckros—afterward called Killrymont, or Royal Mount. Before the end of the sixth century a monastery was founded at Killrymont, which was later named St. Andrews. That was the beginning of the town as an ecclesiastical and educational centre. An Augustinian priory was established in 1144, and in due time a cathedral and a bishop's palace were built.

The University was founded in 1411. To Henry de Wardlaw (Bishop of the Diocese), one of the wisest statesmen of the old Scottish Church, belongs the honour of having granted a charter; but the Pope had to confirm it, and a petition was drawn up accordingly. This had the support of James I, the only surviving son of Robert III. James was a pupil of Bishop Wardlaw; but his father, fearing that he might fall a victim to the unprincipled ambition of his uncle, the Duke of Albany, resolved in 1406 to send him for safety to France. There was a truce between England and Scotland at the time; and, in spite of this, the vessel in which the young prince sailed was seized by an English cruiser, and James and his attendants were conveyed to London and committed to the Tower. James was detained there for 18 years; and during his imprisonment he sent a message to his tutor, the Bishop, warmly joining in the petition to the Pope for the charter of St. Andrews University. The foundation, with benefactions annexed to it, was sanctioned, and privileges and immunities were secured to it by Papal Bull of Benedict XIII. The charter was confirmed by several Bulls at Peniscola, in Spain, on August 28, 1413, and these were conveyed to Scotland by Henry Ogilvie, Master of Arts, whose arrival in St. Andrews on February 3, 1414, was hailed with joy by all classes of the citizens. From its commencement the University has been a great success. It began its career in stirring medieval days; and, as Lord Rosebery stated in his rectorial address on Thursday, it has risen through the barbaric times which prevailed in Scotland five centuries ago. In 1892 the classes in arts, science, medicine, and theology were opened to women students, who prepare for graduation with the men; and in the following year St. Andrews received £30,000, to be devoted to bursaries open to students of both sexes. The aggregate annual value of prizes, bursaries, and scholarships is about £5,500.