ADV. 14·3·27

WORKERS' EDUCATIONAL ASSOCIATION.

CONFERENCE AT GAWLER.

The aspects of education from the trade unions' point of view, and its relation to the present day industry, were discussed at the annual conference of members of the Workers' Educational Association, held in the Recreation Grounds, North Gawler, on Saturday. Over 100 members journeyed by rail motor from Adelaide, and were met by the Mayor of Gawler (Mr. A. Connor) and members of the classes established there. Mr. Connor, in declaring the conference open, welcomed the visitors to Gawler, and expressed the hope that the association would always hold its conferences at Gawler. He had the greatest admiration for the association and considered it second only to the University.

The President of the Association (Mr. A. G. Roberts) thanked the Mayor, and outlined the progress of the association.

The Minister of Education and Labor Council, Adelaide (Mr. A. Walker), gave an address on "Education and Trade Unionism." He considered that the two were widely separated. A person's education began after leaving the primary and high schools. They then began their knowledge of the things that really mattered. Trade unionists had not much to gain from the assimilation of the knowledge they already had to provide recreation for the worker and combine it with education.

Mr. J. Goring spoke on the same subject, and outlined the methods of apprenticing youths to trades. He considered that mixed classes of this nature were a disadvantage, as some men would not be inclined to enter into discussions or manifest the interest opposite sex present. He suggested that further classes would prove successful in the industrial centres.

The Chief Secretary (Mr. A. L. G. Mackay), in opening the discussion said the trade unions had fulfilled their purpose in this. They set out in the first place to improve their wages and conditions. They had succeeded in this, and had reached a stage where the question was asked:—"What will the next function of the trade unions be?" It was admitted that the 44-hour industry should be controlled by trade unions. The education of the trade unions to fit them for the control of their industry was undoubtedly their next move.

Miss R. Hutson said the organisers of the different trades had found that there was to collect a class, and it was hardly advisable to establish further classes. Many were unable to go to the younger workers from the age of 14 years to 21 years, who worked long hours and were tired when they got home. Unless some provision offered them, every effort should be made by the association.

Miss A. Jamieson said members of the trade unions could not attend their own meetings, so it could be seen what difficulties the association was up against in getting students to attend classes.

"Education and Progress" was the title of an address given by Mr. H. G. Oliferd, M.A., Director of Education, who said that there was no progress without education. The modern tendency to secure education for what it would in return, no tangible form was to be regretted. The real education was when a student endeavored to seek knowledge for itself.

The Mayor of North Gawler, said the utilitarian effect of education would not enable them to reach the final ideal, unless it was combined with morality in the widest sense of the word. The nation which had plunged the world into the war boasted of its culture. Culture without morality would soon fall to pieces. Education workers concentrated on education, knowing that morality would follow.

The President of the Trades and Labor Council, Port Adelaide, (Mr. A. T. Thompson) and Messrs. G. E. Hall and C. Reid also spoke.

Reason In Human Affairs.

In the evening Mr. E. G. Biggin, a lecturer at the University, spoke on "The Place of Reason in Human Affairs." He said that reason was accepted to explain all life as being a mechanical process. They contended that, as a medical man had suggested, so did all organisms respond to the stimuli and environmental stimuli of their environment. Mr. Bigg was pleased to say, according to these thinkers, available, he would be glad to lead one in human beings were merely mechanical response, and that right at the bottom of the evolutionary ladder there was a mechanism which corresponded to the human power of choice. In the lower orders this "plasticity of response" was very little. It was very limited, but increased as the higher orders were approached, and in man had reached a much extraordinary degree of development. Possibly it was this which constituted the loose term "reason." It was difficult to say whether or purely reasonable or completely intelligent action. To speak in terms of pure reason was perhaps philosophic, although it was one of the outstanding principles which had puzzled thinkers of all ages. The speaker gave a number of examples showing the great man's passions and prejudices played in his everyday life and work. At the close Miss Weyes thanked the lecturer and the secretary (Mr. A. McKinlay), who presided at the conference.

ADV. 15·3·27

SIR DOUGLAS MAWSON.

RETURNING FROM WORLD TOUR.

IMPORTANCE OF THE WHALING INDUSTRY.

Wellington, March 14.

Returning home by the Maunganui, after a world tour, Sir Douglas Mawson (who is accompanied by Lady Mawson), looks fit. He has visited England, America, Rhodesia, and South Africa. He said his object in visiting England was partly to ascertain what the immediate prospects were of Australia securing jurisdiction over that portion of the Antarctic which she had done so much to make known, the richest part of the great southern continent. It was a matter for regret that Australia thus far had had no definite representation in the conserva-

Sir Douglas Mawson.

tion of the destinies of this great tract. Scientific research regarding the whale fisheries was being conducted by the Discovery, and this work would carry her well into Antarctic waters, and enrich the knowledge regarding these parts.

Sir Douglas said the Colonial Office in London had asked Australia and New Zealand to express their opinions about the Antarctic. New Zealand had replied, and it seemed that she would claim to the Ross Sea as a dependency. Australia had let the matter drag along for five years, and in the meantime the French were examining the question. Australia ought to awake immediately to the need of asserting her claim. There was an imperative need for the control of the whale fisheries. Whales seemed to circulate round the Continent from west to east, and if they were intercepted and killed at more than one point, or if independent organisations worked with the sole idea of killing all the whales possible in the shortest time, it would become extinct 20 years hence. An immediate understanding was needed in order that some effort at conservation should be introduced. Sir Douglas is interested in the movements of the ship Solonso, fitted with an ultra-modern equipment for operation independently, and without a fixed base. Extensive operations in this way, he said, would nullify the British attempts to control the whale fisheries.

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ADV. 15·3·27

THE RIVER MURRAY.

A lecture on the early history of the Murray, illustrated by lantern slides, was given to members of the Historical Society in the Prince of Wales Lecture theatre of the University by Mr. A. Grenfell Price on Monday evening.

The lecturer stated that he intended to trace the early history of the Murray, more particularly in regard to the problem of navigation. The Murray was the greatest attraction to the South Australian scheme of colonisation from the time when Sturt descended the river and reached the mouth, by Captain Barker, and the founders of South Australia had seen the geographical disadvantages of the mouth and seasonal variations of the river, and had placed their settlements at a spot which could draw commerce from the Murray, and, in addition, command the trade of the central highlands and rift valley gulfs. Governor Hindmarsh failed in an effort to secure the mouth of the Victor Harbour, but Governor Young succeeded in making ports at Goolwa and Port Elliot, and connecting them by a horse railway. This action also led to the placing of steam vessels on the river by Captains Randell, Cadell, and others. South Australia maintained the Victor Harbour railway, connecting a railway to Morgan, which was reached in 1878, and by attempting to run steamers regularly through the mouth. The Morgan railway established some of the traffic, but it ruined the trade of Goolwa and Victor Harbour by diverting the trade to Port Adelaide. The loss of vessels in the Murray Mouth led to the failure of that attempt. In 1880 there were 235 steamers on the river, but South Australia owned only 55. In the following year the various States began to divert water for irrigation, and navigation became of increasing difficulty, until it almost ceased. Under the Murray Waters Act the locks were improved for river transport, but one thing was, however, done at the mouth of the river, in spite of the report of Messrs. Deane and Darling, the engineers who stated in 1913 that a harbor was well worth creating at the cost of about £500,000. He (Mr. Price) had favored a canal to an improved port at Victor Harbor, a scheme which seemed a sounder proposition than Captain Randell's suggestion to utilise the Coorong and the open roadstead of Lacepede Bay. The development of navigation on the Murray would be of the greatest importance in establishing irrigation settlements and wheat lands with their own ports. In the future, when a more favorable report on the river, the general trend of river navigation all over the world and the hinterland of Victor Harbor showed that there were great difficulties in the way of developing the stream. The dangerous mouth, rapidly silting up, and the shallow water-flow had proved dangerous obstacles to trade. The fertile areas on the upper reaches of the trade through Echuca and other ports as close to Melbourne as Swan Hill and with no physical barriers. The past had proved that there were considerable difficulties in the way of navigation, and the restoration of navigation and the establishment of a port would have to fight these factors. The revival of the river trade, and the establishment of a port at present, however, the concentration of railway on the capital cities appeared too great to be defeated.

ADV. 15·3·27

CONSERVATORIUM SOCIAL.

On Monday evening the students of the Elder Conservatorium met for the first time this season. The director (Dr. Harold Davies) delivered an address on general matters. The gathering then adjourned to the north and south music rooms, where dancing and supper were enjoyed. Dr. Davies spoke of the advantage of not being hampered by musical studies. Music from the orchestral or vocal standpoint he described as horizontal, and pianoforte music as vertical. He strongly recommended the students to pursue both, as this would give them a wider all-round knowledge. He also advised them to go in for ensemble playing, to form string quartets or go in for other kinds of team work among themselves, not restricting such activities to any one branch. Ear training was essential to ensure sure tone production. They should cultivate a friendly spirit, and when concerts were given they should all take sufficient interest in the other students to attend and by their support give the necessary encouragement.

Among those present were Mr. H. Davies, Madame Lemmone, Mr. R. Winston Hall, Mr. and Mrs. Schlinkil, Mr. Clive Carey, Miss Mary Puddy, Miss Hilda Gill, Mrs. Queale, Mr. George Pearce, Miss Ethel Pearce, Miss Harold Parsons, Mr. Reimann, Miss Morris, Mr. Clive Morris, Miss Ella Gill, Miss Emma Lawrence, Miss Mary Hancock, Miss Marjorie Lawrence, Tom King, Mr. Eric McLaughlin, Rev. Frank Miss Phyllis Tink, Mr. Horace Perkins, Mr. Alec Barnard, Dr. Gunning, Mr. Jean Barbier, Misses Friedel, Dr. Gwynne, Miss M. Hack, Misses Phyllis Webb, Jean M. Allen, Miss Beryl Counter, Miss Nettton, Mr. Cochman, Mr. and Mrs. H. Magarey, Mr. R. Cochman, Mr. Jack Norris, Miss Jean Catt, Miss Hoyle, Mr. Jessen, Mr. Jock Williams, Miss Owen, Dolf, Mr. E. Dunn, Miss Mary Gepp, Miss Jean Illing, worth, and Miss Joan Kelly.

REG. 15·3·27

RIVER MURRAY.

Lecture by Mr. A. G. Price.

The South Australian Historical Society, of which Professor W. K. Hancock is president, and Mr. H. Grenfell Price, Vice-President, held the first meeting of the year for the year at the Prince of Wales Theatre, University, on Monday evening. Professor Hancock occupied the chair.

Mr. Price gave an informative illustrated lecture on "The early history of the River Murray." He said the Murray was the grand attraction in the South Australian scheme of colonisation from the time when Sturt descended the river; but the founders of South Australia had seen the geographical disadvantages of the mouth and seasonal variations of the river, and had placed their settlements at a spot which could draw commerce from the Murray and command the wealth of the central highlands and Mid Valley Gulfs. Governor Hindmarsh had failed to move the capital to Victor Harbour, but Governor Young had made ports at Goolwa and Port Elliot, and connected them by a horse tramway. His energy led to the placing of steam vessels on the river by Captains Randell, Cadell, and others. Unfortunately, however, Young and Commissioner Light chose the wrong place for a harbour, and wrecks at Port Elliot ruined the place.

State Trade Lost.

South Australia added the speaker, maintained a great deal of river trade for some time, but much was lost when the Victorian Railways reached Echuca in 1864, and every further extension of the lines closed flourishing ports and destroyed trade. In the seventies South Australia made a triple effort to regain the trade by building the Victor Harbour railway, by constructing a railway to Morgan, which was reached in 1878, and by attempting to run steamers regularly through the mouth. The Morgan Railway regained some of the traffic, but it ruined the trade of Goolwa and Victor Harbour by diverting the trade to Port Adelaide. The loss of vessels in the Murray mouth ended that attempt. By 1889 there were still 145 steamers on the river, but South Australia owned only 55. In the following years water was diverted for irrigation and navigation became more difficult until it almost ceased. The Murray Waters Act put the locks in order for river transport, but one thing was, however, done at the mouth of the river, in spite of the report of Messrs. Deane and Darling, the engineers who stated in 1913 that a harbor was well worth creating at the cost of about £500,000. He (Mr. Price) had favored a canal to an improved port at Victor Harbor, a scheme which seemed a sounder proposition than Captain Randell's suggestion to utilise the Coorong and the open roadstead of Lacepede Bay.

The development of navigation on the Murray, continued the speaker, would be of the greatest importance in establishing irrigation settlements and wheat lands with their own port. It might, in the future, when a more favorable report on the river, the general trend of river navigation all over the world and the hinterland of Victor Harbor showed that there were great difficulties in the way of developing the stream. The dangerous mouth, rapidly silting up, and the shallow water-flow had proved dangerous obstacles to trade. The fertile areas on the upper reaches of the trade through Echuca and other ports as close to Melbourne as Swan Hill and with no physical barriers. The past had proved that there were considerable difficulties in the way of navigation, and the restoration of navigation and the establishment of a port would have to fight these factors. The revival of the river trade, and the establishment of a port at present, however, the concentration of railway on the capital cities appeared too great to be defeated.