

THE NEWS

ADELAIDE: FRIDAY, NOVEMBER 26, 1926

CO-OPERATION IN EMPIRE RESEARCH

Research in all its forms, regardless of the immensity of the work involved or its expense, must be the unremitting aim of the British Empire if the highest degree of progress and advancement is to be attained. Germany, a comparatively poor country, built up immense prosperity by her persistent endeavors in that field, and the possibilities in the same direction of the British Empire with its infinite riches and resources are stupendous.

Reporting to the Imperial Conference, the research sub-committee emphasised the greatness of the results to be won by the pursuit of investigation on scientific lines in the realms of all branches of industry, medicine, and science, and recommended that none of the Empire activities should be duplicated or its efforts wasted.

To that end the suggestion was made that consultation and co-operation should be established throughout all parts of the Empire in regard to the research work being undertaken. In that way the duplication of the exertions of the different parts of the Empire will be avoided and the vast outlay which research operations involve minimized.

More than that, the interchange of ideas and the results achieved on various lines will suggest new areas of thought and wider vistas of inquiry.

In furtherance of that idea it has been arranged to hold an Agricultural Research Conference in London next year. It should be followed by similar councils of other branches of research, so that there may be a general advance and no duplicated effort.

Probably the most difficult aspect of the promotion of research was discussed in the statement that the work was being held up largely on account of the shortage of scientific men. It is an extraordinary fact that while success in buying and selling and other business activities wins substantial remuneration, the emoluments of scientific men, whose abilities must be capped by long courses of study, are small and unattractive.

Theirs is the highest class of work, upon which the whole fabric of Empire progress is to be built, and it must be made tempting and desirable. The world is only now awakening to the necessities and possibilities of research, and the nation which first offers the greatest attractions or the men of science is the one which will accomplish most.

It has taken Australia a long time to appreciate the necessity for providing higher salaries for teachers, who are responsible for moulding the characters of the young. The lesson, too, will have to be learned that payment for scientists must be in proportion to their natural gifts and to the importance of their labors and the arduous character of their education and training.

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CONSERVATORIUM OPERA

New Cast in "Shamus O'Brien"

STUDENTS ACT WELL

Another large attendance testified to the popularity of performances of the Conservatorium Student Opera Class which gave the second presentation of "Shamus O'Brien" at Norwood Town Hall. Mr. Clive Carey, producer and originator of the opera school, conducted.

An entirely new cast was billed, with the exception of Dr. J. Williams, who again took the part of Capt. Trevor.

Mr. Donald Wildsmith filled the title role, and displayed a fine baritone voice of much dramatic power. Associated with him was Mrs. Dorothy Back as Nora, wife of Shamus. Mrs. Back has never been heard to better advantage, her voice being more than equal to all demands, and her acting intense and dramatic. Even the difficult stage infant seemed at home in her arms, although it gave the other principals some awkward movements.

Excellent Enunciation

Mr. Leslie Coney made a mild parish priest as Father O'Flynn, and his opening song with chorus was notable for excellent enunciation, which was the rule rather than the exception throughout the evening. As Kitty O'Toole Miss Blanche Schneider was a success. Her clear, natural voice compassed the solo work with ease and beauty of tone, her song, "Where is the Man Who is Coming to Marry Me," being delightfully piquant. Her duet work with the lovelorn Capt. Trevor was sparkling and effective, although the brogue sounded somewhat foreign to her tongue.

Mr. Robert Steen took the part of Mike Murphy, the informer, and was strongly persistent in all he did. Miss Hilda Barnes did expressive work off stage as the banshee, and Mr. Ronald Moss gave prompt service as Sgt. Cox.

Merry Irish Dances

Under Mr. Carey's baton much zest was infused into the chorus work, which went with life and vim, the action being warm and spontaneous.

Merry Irish dances filled up the tense situations, while the peasantry awaited news of the capture of Shamus. Mr. P. E. O'Leary doing admirable services with his Irish piping. Miss Phyllis Leitch arranged and took part in these festivities.

Miss Sylvia Whittington led the orchestra, which made the most of the characteristic music. Snatches of old Irish folk song and dance were woven into the musical fabric, which aims rather at a delineation of Irish life and temperament upon native soil than a deep-laid and intricate musical structure.

REG. 26.11.26

RAILWAYS ABROAD.

Return of Mr. R. H. Chapman.

In pursuance of the policy of sending departmental officers abroad to acquire wider knowledge, the Chief Commissioner of Railways (Mr. W. A. Webb) has made it possible for a number of leading officials to visit England, Europe, and America—the last named country being generally regarded as well to the fore in railway matters, and offering special interest to Australians by reason of the similarity of transport problems which exist in both countries. Last January Mr. R. H. Chapman (Chief Engineer for Railways), who had been selected for such a trip left Adelaide on his mission, and travelled by way of South Africa, finishing up in America.

When interviewed upon his return on Thursday, Mr. Chapman said his visit was principally connected with railway maintenance and construction. He had been considerably impressed with the railways in South Africa. There was a uniform 3 ft. 6 in. gauge throughout the Union, and very much heavier rolling stock was used there than was the case in Australia. They used rails up to 80 lb. in weight, and jarrah sleepers imported from Western Australia. He saw hundreds of 50-ton trucks fully laden on the tracks, and in some parts there were very heavy grades and sharp curves, which were negotiated without difficulty. The ballasting and general navvy work was done by the natives, who worked very well. He visited Italy, France, and Germany, and so far as passenger traffic was concerned, the railways on the Continent were good. In parts of Germany steel sleepers were used, but they were not as satisfactory as wood in the matter of resiliency.

It was difficult, said Mr. Chapman, to make a comparison between railways in Great Britain and those in Australia; for one reason there were numerous private sidings in England that precluded the use of larger and heavier rolling stock. He spent a brief time at Montreal, Canada, and then travelled down to America. In the middle and western States heavy loads were drawn, and he had observed trains of 60,000 lb. axle load running on 80-lb. rails, while the maximum corresponding axle load in Australia was 54,000 lb. In the eastern States of America the axle load went as high as 65,000. One one of the main lines in Texas 85-in. rails were used for a 60,000-lb. axle load. There were principally Mountain and Pacific type of engines on the main railroads. He had travelled behind one of the latter type on a passenger train, and he timed the speed over a stretch of country, and for that distance the rate was on an average of 71 miles an hour. America had a similar problem to South Australia in certain parts, in the matter of big areas with sparse population, and they used bigger trucks than was the case here. That also applied in Canada. Throughout America softwoods were mainly used for sleepers, with a certain amount of oak timbers. The Australian jarrah sleepers were much stronger and stiffer, and therefore gave long service. In fact, they were equal to anything in the world.

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ENGINEER ABROAD

HEAVY LOADS; LIGHT LINES

Mr. R. H. Chapman Returns

Mr. R. H. Chapman (Chief Engineer of South Australian Railways) returned to Adelaide this morning after a world tour occupying nearly 11 months. He was accompanied by Mrs. Chapman.

Mr. Chapman visited South Africa, Britain, Italy, France, Germany, and America to make enquiries, particularly in regard to railway maintenance and construction. South Africa, he said, had adopted a narrow gauge of 3 ft. 6 in. Fifty-ton trucks were run on 80-lb. rails and in some cases lighter lines.

In America still greater weights were carried, the axle loading in some instances being 65,000 lb., as compared with 54,000 lb. in South Australia. Mr. Chapman saw 60,000-lb. axle loads being run on 80-lb. rails.

Throughout America the use of softwood sleepers was almost universal. The Australian jarrah sleeper was equal to any in the world. He had seen steel used in Germany, but believed that because their resiliency wooden sleepers were best.

THE NOBEL PEACE PRIZE.

CONDITIONS FOR 1927.

Melbourne, November 25.

The Prime Minister's Department has received a communication relative to the Nobel Peace Prize for 1927. It states that all proposals of candidates for the Nobel Peace Prize, which is to be distributed on December 10, 1927, must, in order to be taken into consideration, be laid before the Nobel Committee of the Norwegian Parliament by a duly qualified person before February 1 of the same year. Any one of the following persons is held to be duly qualified:—(a) Members and late members of the Nobel Committee of the Norwegian Parliament, as well as the advisers appointed at the Norwegian Nobel Institute; (b) members of Parliament and members of the Government of the different States, as well as members of the Inter-Parliamentary Union; (c) members of the International Arbitration Court at the Hague; (d) members of the Commission of the Permanent International Peace Bureau; (e) members and associates of the Institute of International Law; (f) university professors of political science, the law of history, and philosophy; and (g) persons who have received the Nobel Peace Prize. The Nobel Peace Prize may also be accorded to institutions or associations, according to the code of statutes. The grounds upon which any proposal is made must be stated and handed in along with such papers and other documents as may therein be referred to. Every written work to qualify for a prize must have appeared in print.

Regester
27. 11. 26.



MR. R. H. CHAPMAN,
Chief Engineer, South Australian
Railways, who returned on Thursday
from a trip overseas.

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Mr. W. T. Cooke, D.Sc., has been given an honorary commission to enquire into and report upon the economic utilisation of fuel in Great Britain.

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