

THE VICTORIAN RAILWAYS MAGAZINE

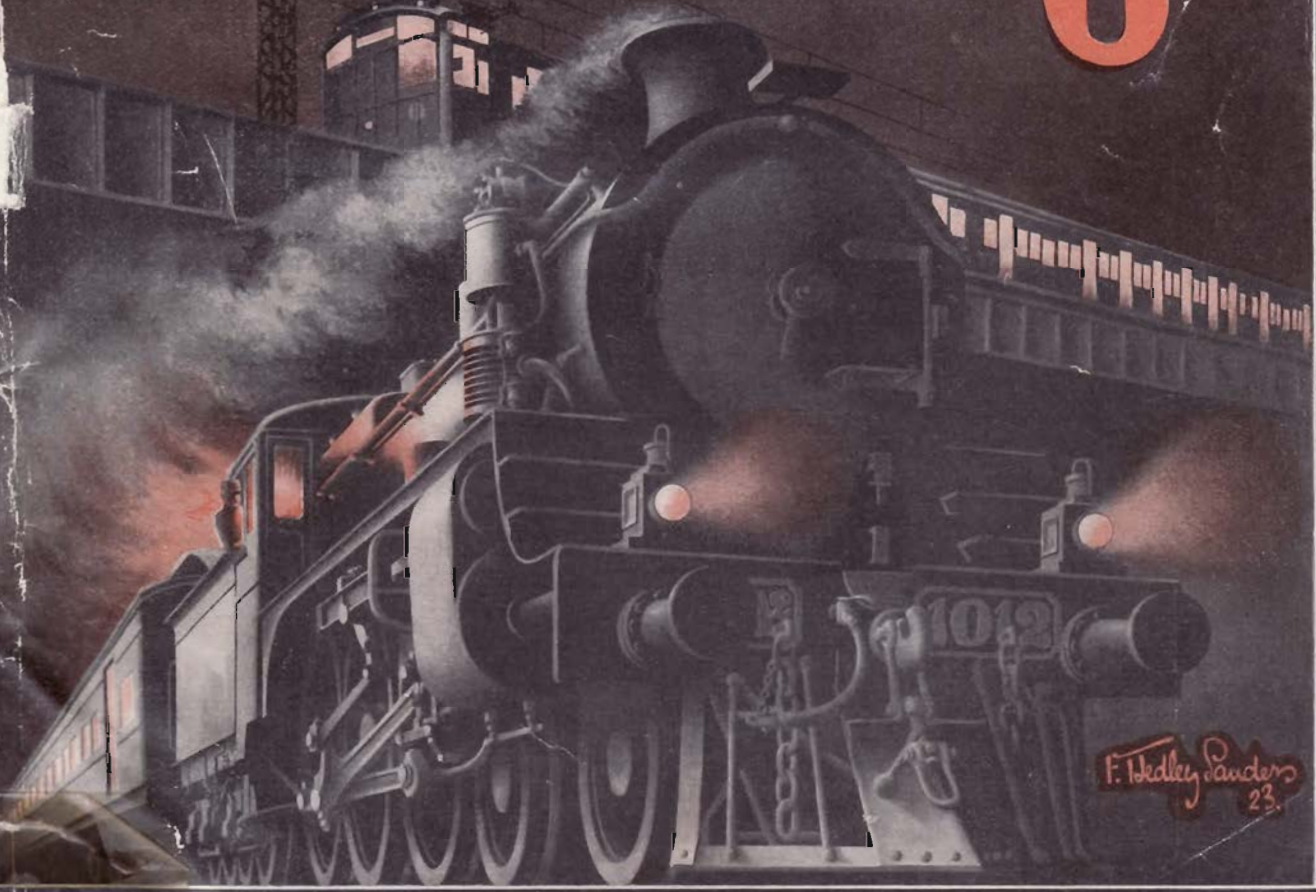
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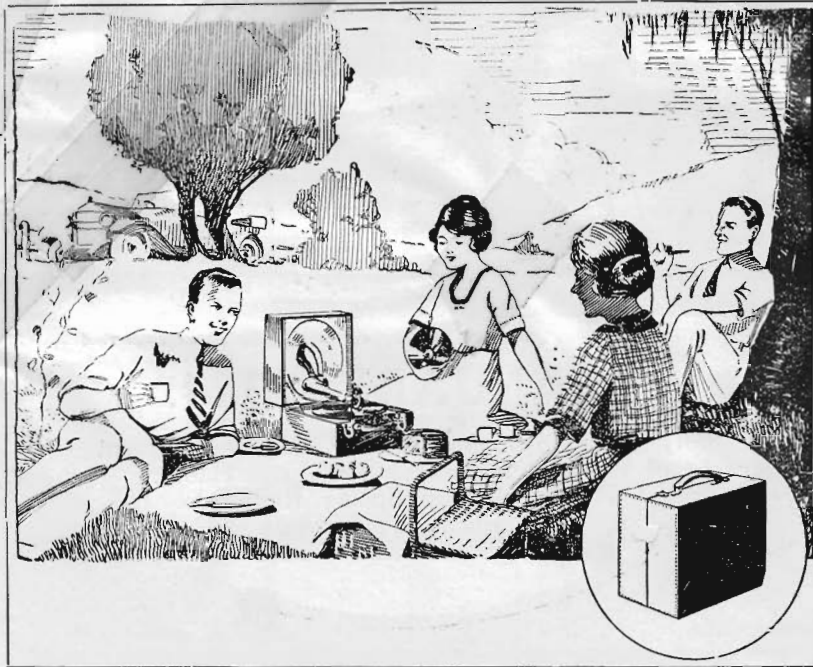
Story—Bush Idyll; Rail Motor Cars; Development
of Victorian Railways; The Fruit Habit;
Holiday Beauty Spots; Railway
Electrification; Institute
Notes.

6^D



F. Hedley Sanders
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The Los Angeles board of education is opening its money bags wide this coming year to put into practice in the public schools the principle that cleanliness is next to Godliness. And a lot of youngsters who have never been on particularly intimate terms with soap, water and clean towels will find a lot of grief ahead of them.

As part of its personal cleanliness program the board today placed a contract for 40 carloads of absorbent paper towels to cover the year's requirements. Forty carloads doesn't sound particularly big.

VAST LOADS OF IT

Reduced to its smallest factor, however, the order reads like this: Forty carloads of 800 cases per car equals 32,000 cases. Each case contains 270 towels which, multiplied by total cases, 24,000 makes a grand total of 8,640,000 towels. Along with the towels the contracting company is required to put in 854 cabinets for dispensing the towels in the most economical way.

Figured from the monetary standpoint this excursion into the realm of cleanliness is going to cost the board of education a round sum of \$138,960 for towels alone. Soap and water is something else which is not entering into this particular calculation, though both are going to draw on the educational moneybags to no inconsiderable degree.

An initial delivery on the contract—five carloads of towels were turned over to the board and are being distributed to both elementary and high schools, and the remainder of the contract is subject to delivery at the call of the board. While the high schools have enjoyed service of this character in the past it is the first time the elementary schools have come within the scope of the "clean-up" program.

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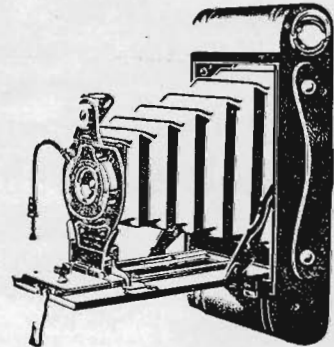
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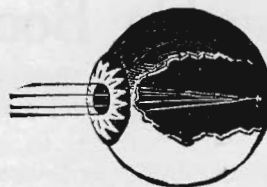
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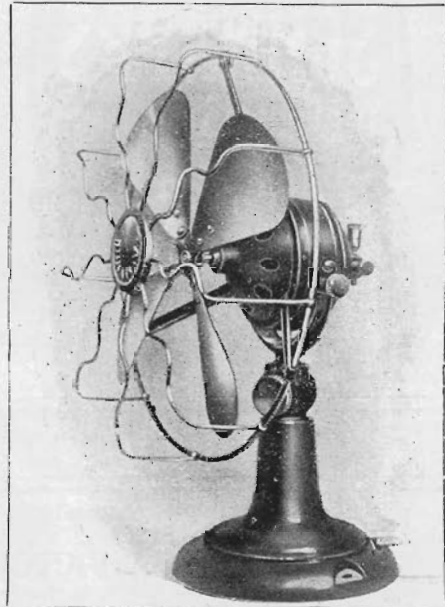
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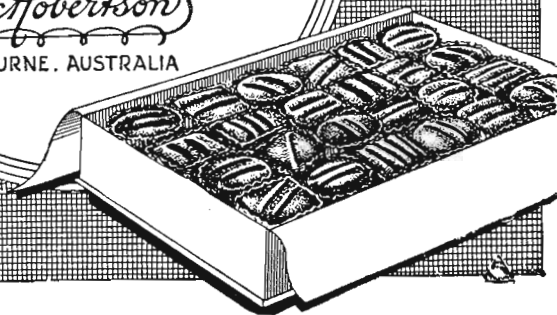


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The Victorian Railways Magazine

Vol. I.—No. 1.

Melbourne, January, 1924

Published Monthly
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Business Announcements

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It is delivered free to all members of the
Victorian Railways Institute.

* * *

Articles and reports on matters of interest to
employes, short stories, verse, etc., photographs
and pen-and-ink sketches, suitable for reproduc-
tion, are invited from employes and others willing
to help. They should be sent to reach the Editor,
"Victorian Railways Magazine," Room 6, Railway
Institute, Station Buildings, Flinders-street, Mel-
bourne, not later than the 15th of each month.
Correspondence relating thereto is carried free
over the Victorian Railways.

* * *

Matter for publication should bear the signa-
ture of contributor, and should state whether it
is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express
the views of the contributors, and are not to be
accepted as coming from the Administration,
unless this is specifically stated.

* * *

All enquiries, except on advertising matters,
should be addressed to the Editor.

Telephone enquiries to Central 5480; or Rail-
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FLINDERS STREET STATION, MELBOURNE

Looking Backward—and Forward.



WITH this, the first number of "The Victorian Railways Magazine," will be noticed a difference in the character of its contents, as well as its formation, when compared with our former journal—the "Victorian Railways Institute Review." A long-cherished ambition is thus, thanks to the the large-hearted generosity of the Victorian Railways Commissioners, fulfilled, for from the start the hope of improvement has been like a bright and beckoning star. We shall still see that star.

The "Review," however, we venture to remark, was never without prestige and personality. With its limitations it has, we think, been pleasing and serviceable, and not unrepresentative of a good standard of journalism. Its years of busy life have been, we believe, years of usefulness and influence in supplementing the very fine cultural work of the Victorian Railways Institute, and our conviction is that in character-building and all-round development of the individual—physical, intellectual and moral—the paper has played a most creditable part.

Now that a forward move is in the order of our going, it will be our constant care to maintain and improve upon the activities of the past, and to endeavour to attain an ever increasing degree of excellence, both in quality of production and in matter. It will be our desire always to serve the railwayman and put into his hands a journal of which he will be proud. More than ever do we want the "Magazine" to be read not as the organ

of the Institute, but as the acknowledged mouth-piece of every Institute member and railway man generally on any suitable subject to which he desires to give expression. But we will try to enter a wider field as well.

A review of the Railway—with its mighty, many-sided and multitudinous life—should, of course, be expansive and far-flung. If, in the past, the attempt has necessarily been circumscribed, we can promise for the future to be not only bigger, but broader. We aspire to reach a larger public than hitherto possible, and thus "coming of age," in a manner of speaking, make claim to be the companion of all who travel and therefore think.

We also aim at being found in every home, whither all wayfarers sooner or later turn their steps; and our pages will do their part in strengthening the traditions and adding to the lustre of that shrine so sacred to us all.

Apart from such departments as our ministrations to the leisure-hour may decree, we will try to let the people know of the radiant beauties of their own soil. As a tourist's guide, counsellor and friend, we wish to take a high place. "See Australia First" we conceive to be a saying of wisdom and patriotism of the highest order. "Start with Victoria" is, in the circumstances, a natural addendum.

Retaining, then, whatever is most desirable of what the "Review" contained and stood for, we now march into magazinedom seriously, and leave our pages to speak for themselves.

A Message from the Commissioners



Mr. W. M. SHANNON, M.I.C.E., M.I.M.E.
Railways Commissioner.



Mr. HAROLD W. CLAPP, M.I.E.E.
Chairman, Railways Commissioners.



Mr. C. MISCAMBLE,
Railways Commissioner.



THE Commissioners welcome the "Victorian Railways Magazine" and wish it a long and useful life; and they desire to express to all of their fellow railwaymen their warmest good wishes for the year upon which we have just entered.

The "Magazine" is designed to reach, both in quality of production and in the nature of its contents, a standard worthy of the Victorian Railways. It is primarily for the railwayman, and its pages will largely be used for his information and entertainment, and to enable him to express his views on various appropriate subjects, particularly those pertaining to his work.

It will also keep him in touch with the Victorian Railways Institute, which is doing so much to impart railway and other valuable education to ambitious men and youths, to broaden their knowledge of those arts such as Literature and Music, which have such a refining influence upon character, and to provide for their physical development and social enjoyment.

Not only, however, will the "Magazine" serve the railwayman, it will also inform the shareholders of the railways—who are the whole of the people of the State, railwaymen included—upon many of the more popularly interesting phases of railway operation.

The Commissioners are gratified at the growing spirit of co-operation, which is having its inevitable effect in raising still higher the morale of the whole railway service, as well as in making the work of railwaymen more highly thought of by railway patrons than ever before, a condition which is evidenced by numerous letters of appreciation, as well as in other ways.

The Commissioners hope that the "Magazine" will not only be a pleasure and a source of inspiration to all who read it, but that it will assist further to develop the good feeling that now exists between the public and the staff, by fostering in every direction a desire for friendly understanding and good-will, and encouraging throughout the Department the growth of that spirit which finds practical expression in rendering to the community faithful, capable, and efficient service.

From the President of the Victorian Railways Institute— Good Wishes and an Appeal

With my warmest good wishes for the New Year, may I express the hope that you will like this, the first issue of "The Victorian Railways Magazine." It is the wish of the Commissioners and the Council of the Institute that the "Magazine" shall be a publication worthy of our Service. Our object is to considerably improve on the old "Victorian Railways Institute Review," and to keep on improving. We want to make "The Victorian Railways Magazine" a live journal — something that each member of the Institute will look forward with pleasure to receiving each month; but this aim can only be thoroughly achieved by enlisting the whole-hearted support and interest of Institute members.

Did you ever try your hand at writing articles or paragraphs? Every railwayman can tell a railroad story or joke that is interesting and amusing to another railwayman. Have a try. Send along your contribution to the editor. We want to make "The Victorian Railways Magazine" popular and interesting to all. See what you can do to aid in this praiseworthy object.

Here's another matter. At a recent special meeting it was decided to increase the rates of membership subscription to the Institute by 2d. a month in some cases and less in others. The increase, though infinitesimal, individually, makes much difference, collectively, to the proper carrying on of the good work being done by your Institute. It will assist us to improve our fast growing library. It will help in our endeavours to provide more satisfactorily for country centres.

We must have more money if we are to carry on successfully. Remember that the rates have not been increased since we started some thirteen years ago, and as you know, the price of books and our other expenses have more than doubled. There are many of us who hardly use the Institute, and might unthinkingly say: "Of what good is the

Institute to me?" Let such of us consider that there are others of us, principally those who have to work in country districts and way-back places, to whom the Institute, with its library and correspondence and other classes, is invaluable, and he who aids in providing such facilities earns that reward which only he may reap who unselfishly helps.

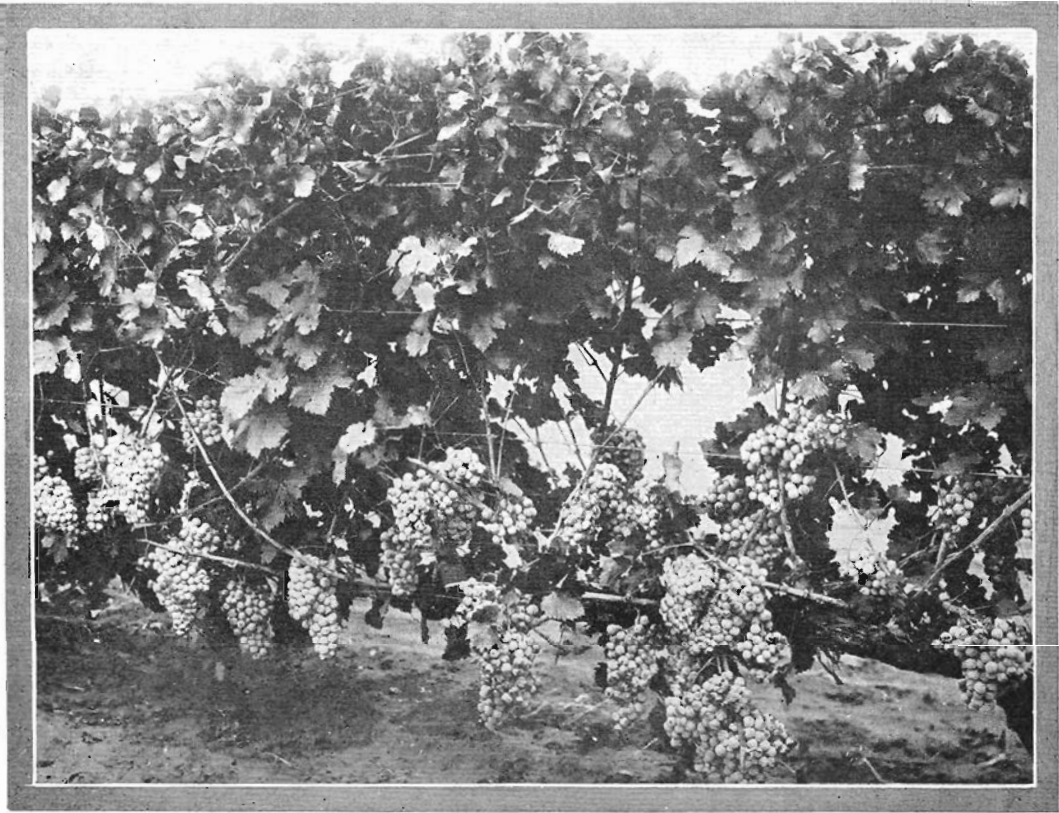
When we made the slight increase in the rates, we also altered the constitution to provide for the education of those employees' children who, owing to the location of their parents in their railway work, could not obtain the education

that was available to many other youngsters. This is a move that will appeal to all railwaymen. If, therefore, anybody grouches about the increase, answer him with the good arguments at your command. The most any of us has to pay is ten shillings a year! Less than a shilling a month! Less than threepence a week!

There is only one axe to grind in the Victorian Railways Institute, and that is the axe that is being swung by us all for us all. Let us see to it that we keep it swinging rhythmically in the interests of an efficient and contented Service and our big brotherhood of railwaymen.



Mr. J. S. REES
President, Victorian Railways Institute.



Things We are Talking About

“Why are they Doing That?”

We frequently hear people ask why the railways engage in propaganda on what at first sight appear to be non-railway matters—“Eat More Fruit,” “Raisin Bread,” “Reso Trains,” and so on.

The answer is that these and similar matters are of railway importance. The railways exist to carry persons and property, and no one could or should be more interested than the railway man in encouraging the development of those industries to which he hopes to sell his transportation service.

If the demand for fruit can be stimulated, more will be required, consequently more will be grown, and so more transportation will be demanded. If everyone ate a few ounces of fruit every day, our whole crop would be accounted for each year, and we would still have our overseas markets to develop.

Further, if more people engage in the fruit industry much haulage of other commodities must result, as the fruit growers must live, and their many needs must be supplied. The same sound reasoning applies equally well in other cases. The “Reso” Train aims at educating Victorians—enabling them to meet and know each other—and developing their enthusiasm, with the ultimate object of stimulating enterprise by cultivating knowledge, faith and vision—three essentials in the development of any country.

As we have said, the propaganda referred to is based solidly and logically on the motive outlined above, but there is a wider and more generous aspect to the situation as well. We have a great country, and every individual or corporation enjoying its blessings should regard it as a sacred duty to devote some of his or its time and money to the patriotic

cause of furthering its broad national interests. It is not silly sentiment; it is an obligation of decency—a debt of honour to a land which abounds in riches, and is as lavish in its bestowal of them as even the most exacting might desire.

Just at present the Commissioners are receiving letters indicating large increases in the sales of citrus fruits as a result of the circulation of the citrus fruit pamphlet, and they are hopeful that the assistance they are able to give to the dried fruit industry will be equally helpful.

Raisins

A Raisin pamphlet and a Book of Selected Raisin Recipes are now being circulated, and raisins and sultanas, most toothsome and nourishing dainties, are being sold at all fruit stalls in cheap, conveniently sized and shaped cartons. They are well worth sampling. At all Departmental refreshment rooms Raisin Bread may be enjoyed with meals or bought by the loaf. It is delicious.

Eat More Fruit.

In pursuance of their endeavours to assist the fruit industry, the Railways Commissioners instituted in 1922 a service of a unique character. They arranged for the attachment to goods trains of trucks of fruit loaded in fruit growing areas, and accompanied in each case by an accredited fruit growers' representative.

The venture met with success sufficient to justify a repetition of the experiment this year, and during this season quite a number of fruit trucks have been attached to goods trains, and have gone as far afield in one direction as the Mallee and in the other as South Gippsland. The idea has turned out well, and has resulted in benefit not only to the Department, but more importantly to the fruit grower and the fruit consumer.

Wool Traffic.

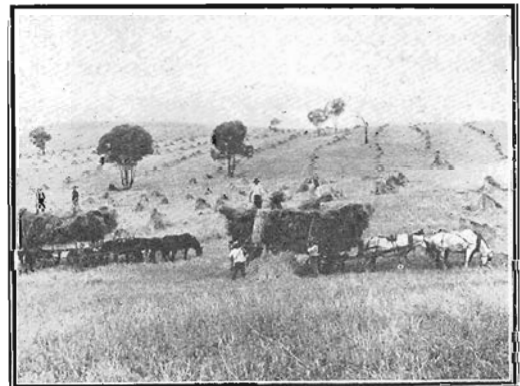
325,739 bales of wool were transported during the season just closed. This represents a decrease of 47,810 bales, as compared with the previous season. The falling off is accounted for by 11,844

bales less having been received for transport from other States, and by the local production having diminished by close on 36,000 bales. The highest price realised for greasy merino wool in Melbourne this year was 3/9 per lb. On average prices the value of a bale of wool this season works out at approximately £30, which would make the wool conveyed by rail worth approximately £9,772,000.

During 1918, the year of the Armistice, the highest price realised by Australian wool in London was 9/2 per lb. To obtain a parallel to this we would have to go back for 100 years, when the first small consignment of wool from Australia was sold in London, and realised 10/6 per lb.

Border Railways.

The Border Railways to which we are now referring are those designed to cross the Victoria-New South Wales border. In a reference elsewhere to the taking over of the Deniliquin-Moama railway, brief mention is made of the development in recent years of a fine Australian spirit calculated to make us forget the artificial State boundaries which in days gone by so often divided opinions, and one of the most notable achievements arising out of this broader Australian outlook has been the consummation between the Governments concerned of the Border Railways Agreement.



Carting Hay.

Under this agreement railways are to be constructed from a point 7 miles on the New South Wales side of Echuca,

north-westerly for about 120 miles to Balranald, on the Murrumbidgee; from Kerang, northerly and north-westerly to Stony Crossing, on the Wakool; from Annuello northerly, via Euston, on the Murray, for a distance of 30 miles; and lastly from Mildura 20 miles via Gol Gol to the northward.

The first sod of the Balranald line was turned on 28th September, 1923. It marked the end of many years of agitation and investigation, and was the first act in a work to cost, when completed, approximately £780,000, which will be borne by Victoria; New South Wales providing the land.

Via Hay, the nearest railway station, which is somewhere about 80 miles distant by road, Balranald is no less than 550 miles from Sydney. It is now to have access to a port at Melbourne only 270 miles away by rail.

This line, and that to Stony Crossing, will together serve, within a distance of 10 miles on either side of the track, the enormous area of 1,930,000 acres. The line to Euston will serve 589,000 acres, and that from Gol Gol 449,000 acres.

These enterprises really add a new province to Australia, and we can see the day when communications of such a nature will cause the development of big towns and even cities, and of heavy rural populations which by their presence and activities will lead to a wonderful enhancement of values, a tremendous increase in production—both primary and secondary, and the provision of new and rich markets for Australian manufacturers.

Do Our Railways Pay?

There comes a day in the lives of nearly all of us when we see some one look up from his paper and exclaim upon how the railways are ruining the country.

Your look of interest and inquiry is answered with a snort of indignation, and you are bidden to look for yourself and study the awful figures indicating the gross mismanagement of the railways, which, of course, as every good newspaper student knows quite well, can-

not be a very efficient organisation, being a Government concern.

You see that perhaps there was a slight loss, or only a small profit, and even the latter, perhaps some relentless analyst will declare with grim finality, is not really a profit; they hint darkly that certain figures have been wrongly taken to account. And so on.

Well, there's something in it possibly from such a critic's point of view. There's only one thing amiss with his conclusions—they are based on an incomplete knowledge or understanding of the position, and every sensible man knows that a judgment pronounced on inadequate knowledge is based on mere chance—it may be right or it may be wrong; and in the case under discussion it is wrong.

The policy governing the construction of railway lines in Victoria is, and has for very many years been, that the lines shall be primarily of a developmental character. Every care is taken to ensure economical and efficient operation, but it is not the object to show a profit, so much as to provide a service which is essential for the wellbeing and progress of the State, because it is believed that any benefit of the former kind is of comparatively little importance by contrast with the great gain conferred by the provision, at reasonable cost, of transportation facilities which open up the land and transform it into districts sustaining prosperous farms and thriving towns.

Therefore, the significance which usually attaches to a balance-sheet is in a certain sense lost in a review of the operation of the Victorian Railways. Obviously a corporation determined on paying dividends would not dream of constructing lines in many of the districts now served, unless granted some substantial compensation, in the way, for example, as is done with railways built under the land grant system. This would actually take from the State with one hand more than might be bestowed with the other—a result radically different from that now achieved, which conserves to the people themselves not only the property represented by the railway system, but also the increment of property values resulting therefrom.

What would Victoria be without its railways? Imagine it. Where would be the prosperous towns, the flourishing settlements, the rich farms? Where would be the rural population now so busily engaged in every corner of the State? Where would be the country market for the manufacturers' goods and from where would come the primary products so vital to the city? Where?

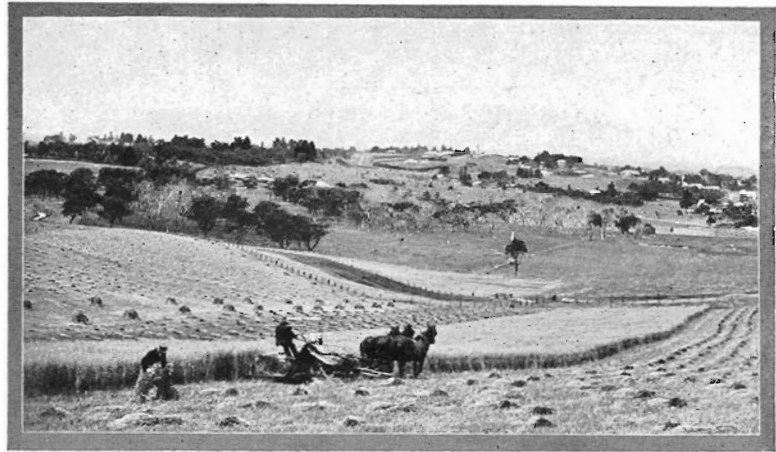
Roads! you reply; but that's not the answer. Roads are essential to any country, and good roads at that, and we must all have a lively sense of satisfaction that in Victoria we have had, and still have, Governments wise enough to go boldly for a policy regardless of cost designed to give this State roads of the very best kind.

No, the answer is not roads, necessary as they are. It is the railway that in every country has made development possible. Try and picture what would be the condition of the country in the south and north-west of Victoria, outback in New South Wales and Queensland and in similar places elsewhere, if there were no railways. Railways are built in Victoria in advance of settlement to open up the country, and when they come what happens? The wilderness worth a few shillings an acre and producing nothing is transformed. Splendid farms, each supporting generally in prosperous comfort a number of

persons, and producing wheat and wool and fruit worth hundreds of thousands of pounds sterling, add their share to the riches of the country. Busy towns sustaining happy communities become centres for buying and selling and manufacturing, giving the farmer facilities for disposing of his produce and supplying his needs, and providing the city manufacturer and merchant with additional markets for the sale of their products and goods. Employment increases,

and more wages are distributed, the factory worker hundreds of miles away participating. From shillings, land values rise to pounds per acre in rural districts and pounds per foot in the towns, and municipal and State Government revenues are assisted. These are the benefits to be looked for from our railways—real solid benefits which mean almost priceless riches to every one of us.

We must keep this well in mind against the time when bad seasons come again, as they might reasonably be expected to do sooner or later, and traffic generally falls off so much as to give a bad complexion to the balance-sheet. Interest and maintenance charges will still have to be paid, big staffs must be kept, as permanent services must be run, and when on that day our friend once more looks up indignantly from his paper we will know how to answer him.



Harvest Time.

Estimated Wheat Yield

The estimated yield of wheat, viz., 38,650,000 bushels, will, it is anticipated, be fully realised, but the season is about four weeks backward, and the usual rush of grain to the seaboard will not reach its maximum until about the middle of February. The yield for the 1922-23 season was 35,697,000 bushels, 9,041,224 bags were transported by rail, of which 3,992,000 were shipped.

Our Suburban Electric Railways

The electrification of the suburban lines has been the biggest conversion scheme—steam to electricity—so far completed in the world. It was commenced 10 years ago, and, with the exception of the Outer Circle line (Deepdene to Ashburton), which was subsequently excluded from the programme, was completed last April.

The complete electrified system was subjected to a severe test during the recent Christmas and New Year holiday traffic, and emerged from it in a manner reflecting the highest credit upon those who designed and brought the scheme into being, and upon those whose responsibility it is to operate the services.

Electric traction was commenced in May, 1919, and has led to a large development in suburban passenger business. Suburban passenger journeys increased from 104,000,000 for the year ended June, 1919, to 146,000,000 at the close of the last financial year in June, 1923.

It is estimated that the additional traffic brought to the Railways by electrification is equal to not less than 20,000,000 passenger journeys per annum, with a corresponding increase in revenue. Under steam conditions it would only be practicable on some lines to deal with this heavy increased traffic by the use of such costly expedients as duplication of lines, with attendant enlargement or reconstruction of stations, bridges, and so on; and by the provision of additional rolling stock.

Recently it was decided to proceed with the electrification of the line from East Camberwell to Ashburton. This should not take very long to complete, and it will then be practicable to run through trains for a greater portion of the day between Ashburton and Melbourne in a time somewhere about 25 minutes. The picturesque Ashburton district should then become very popular as a residential area.

The section between East Camberwell and Deepdene will probably be operated

by a petrol rail motor car. The question of the electrification of the sections from Ringwood to Upper Fern Tree Gully and Lilydale has been submitted for reference to the Parliamentary Standing Committee on Railways.

Two electric locomotives have been constructed at the Newport Workshops, each of which is approximately equal in power to a "DDE" engine. These will be used in the suburban area for passenger yard shunting and for the more expeditious handling of suburban goods traffic, for which the suburban goods sidings are being electrically wired and otherwise equipped.

"Agin the Government"

It is a curious thing how often the normally respectable individual is tempted and falls in his transactions or relations with a Government Department. The man who scrupulously insists upon giving you the pennies for a telephone call or for stamps or for some other trifling thing, will often snatch enthusiastically at the opportunity to travel without paying the proper fare; frequently the lady who punctiliously observes all her obligations with her tradesmen will not hesitate to assert that the hefty child of five beside her on the seat is under the age necessitating a ticket; and so on.

In another category comes the individual who delights in slashing the leather upholstery of carriages, and in converting nicely finished screws and fittings to his own private use, but in both this and the other cases mentioned the result is the same—the individual concerned is actually robbing every other individual in the country, because we are all part owners in this great railway property, and if anybody, by falsehood or other action, obtains for nothing something that should be paid for, or involves expense as a result of destructive acts, the loss falls upon the shoulders of the whole community. Everyone should understand and realise that it is to the interest of all to do the right thing, and to assist the Department in seeing that the right thing is done.

A Wonderful Country

Every day brings increasing evidence that we live in one of the world's finest countries, and we should all appreciate this so deeply as to be filled with an ever-growing pride in it. There is nothing like being proud of your country, particularly of Australia, because, with all its faults, it probably presents less cause for honest criticism than any other land.

Most of us know too little of it, so little in fact that if any hostile critic attacks Australia we do not know enough about it to properly defend it. If anybody asks us about the land in which we live, possibly we are too ignorant to adequately inform him.

We may not know, for example, that Australia is the world's greatest wool-producing country, not only for quantity, but for quality. Last year we exported over £47,000,000 worth of wool and nearly £3,000,000 of sheepskins with wool; and the production of wheat and other grain is practically as important as that of wool. We may not have read that our total overseas trade for 1922-23 was practically £250,000,000.

We have not realised, possibly, that we have one of the finest climates in the world; that even in winter our live stock can graze in the open all the year round, and that in the summer the hottest day is no more than inconvenient; and this in a country which runs from tropical in the north to a low temperate in the south. Many other countries, and great countries, too, have terrific heat waves in summer, and in the winter snow storms and blizzards, which hold up traffic, destroy telegraph lines, and sometimes suspend all industry.

Fares and Freights

We frequently hear it said that fares and freights should be reduced, but those who make such a claim possibly forget that the existing fares and freights cannot be regarded as excessive. They persist in harking back to pre-war days and in nurturing a sense of grievance because rail transport costs have not returned to approximately the level of that period.

It is strange that this should be so, particularly as such an attitude is frequently taken up by men of affairs who readily admit the absolute necessity for the merchant to charge more for the goods he sells, for the contractor to charge more for the house he builds, and for the steamship owner to exact more for the service he provides.

As a matter of fact the position in every case is just the same. Increased fares and freights are necessitated by heavy additional expenditure on account of increased wages, higher interest charges and a marked advance in the cost of materials, etc., and this condition of affairs operates practically throughout the world, affecting not only railways, which sell transportation service, but every other corporation or individual which exists by or for the sale of a commodity.

Victoria takes over the Deniliquin-Moama Railway

The Deniliquin-Moama Railway was built by the Deniliquin-Moama Railway Company in 1876. From Deniliquin, in N.S.W., it extends southward 45 miles to Moama, on the north bank of the River Murray, thence across a fine bridge into the Echuca station yard, where it makes connection with the Victorian system—being on the same gauge as the latter.

For some years past, there has been a growing desire on the part of the various Australian Governments and Railways Administrations to look beyond their State boundaries, and, rising above the foolish parochialism which, unfortunately, at one time largely swayed our thoughts, to strive to formulate plans and develop schemes calculated to serve the interests of Australia as a nation.

This spirit made possible the great Border Railways Agreement which received the sanction of the New South Wales and Victorian Governments some years ago, and more recently it has led to the purchase by the Victorian authorities of the Deniliquin-Moama Railway, which was taken over by the Victorian Railways Commissioners on the 1st December, 1923. With this Railway, those

of its staff who are desirous of the change, and, of course, who are found to be suitable, will pass to the control of the Victorian Commissioners also, and will eventually enjoy all the rights of the Victorian staff, including opportunities for transfer to stations in Victoria.

The line will be operated as part of the Victorian system, with through rates and fares, and the Victorian Commissioners will do everything possible to provide a satisfactory service for the people along the route. There is no question that it will be entirely to the advantage of Australia for Victoria to operate lines in the Riverina district, as the consequent more convenient access to its nearest port will inevitably lead to a wonderful development that will benefit not only Victoria, but New South Wales as well, the Riverina being a marvellously rich province capable of supporting many prosperous and flourishing centres of population.

New Locomotives

At the close of the year 1923 28 locomotives of the consolidation type (18 "C" class and 10 "K" class) had been built and put into commission. Two electric locomotives have also been built. The possession of these power units places Victoria in the forefront of locomotive enterprise in Australia. The construction of the first of ten of the "Mikado" type of engines, which are particularly suitable for light lines, has been commenced.

The "C" class is the most powerful engine running in this continent. The first was built in 1918, and in all respects the class has given wonderful service. Particulars appear beneath the full page photograph on page 19. The "K" class, which is one of the most popular engines with the men yet put on the rails in this State, weighs road-worthy 104 tons 12 cwt., and has a tractive power of 26,960 lbs. (175 lbs. pressure). The electric locomotive has a weight of 50 tons; a tractive power at starting of 26,000 lbs., and, on an hourly rating with forced ventilation and at 15

miles per hour, of 18,600 lbs. The maximum speed is 40 miles per hour. The two electric locomotives can be operated as separate units, or coupled together by one man as one unit.

Seven-Car Electric Trains

The remarkable increase in the suburban passenger traffic resulting from the high frequency, speed, and cleanliness of the electric services has caused such heavy pressure on certain lines at busy periods as to make the standard six-car train inadequate. Seven-car trains have been run on the St. Kilda line for some considerable time past, and commencing at once similar trains are to be run between Essendon and Sandringham during peak periods. The increase in the number of passenger journeys on the latter line for last year was, as compared with the year preceding electrification, 39.7 per cent., while the train mileage rose by 33 per cent.



The Perils of Fear

In one of his essays Emerson says, "In every work of genius we recognise our own rejected thoughts." Many of our readers must have experienced the truth of this remark.

One eminent writer has said: "Man has accepted the false doctrine of fear. Fear rules the world, and, until mankind can banish fear from his heart, there will be no peace."

Fear was responsible for the race in armaments that culminated in the Great War. Fear is the cause of the failure to make peace. Fear is, at this present crisis in the world's affairs, the menace of the moment. In industry fear is the cause of misunderstanding and unrest. It is the cause of the failure to weld together for a common purpose the forces of Capital and Labour, and the awful pity of it is, that man himself is responsible for this universal fear in so far as he has utilised it for the subordination and humiliation of his fellow men.

We are forced to the conclusion that there are many who do not want to know

the truth about the best methods of dealing with the human element in industry; they want to enjoy the prerogative of ordering and subduing others. With such people, fear is the inevitable weapon which is used for purposes of correction, for an ineffective endeavour to engender respect and a recognition of superior authority, and presumably there are those who would consider its use justifiable provided it produced these results; but, unfortunately, the only result is to reduce the victim to a state of cowardice and inefficiency that is subversive of good work or of the progress which is the result of the use of initiative in an atmosphere of confidence. "No man loves the man whom he fears," says Aristotle. Fear engenders a dangerous hatred and resentment that burns with ever-increasing intensity with every additional insult. It is the growth of this resentment that is evidenced in the unrest of to-day, and we dare not say what may be the ultimate result. Fortunately there is evidence that there are others who are giving serious thought and attention to the sincere effort to defeat this chauvinistic spirit that is so prevalent in the sphere of industry, and to introduce motives of a more constructive character than those which have created so much strife and dislocation.

It is high time we learned the futility of fear as a method of conducting commercial enterprise, and realised that there are higher motives of irresistible appeal to the human mind, capable of inducing the most loyal and devoted service.

One of the amazing things in life is the constant refusal of mankind to accept the lessons of history. Why should we be so blind to all that makes for real progress? Why should we deliberately destroy the manhood and womanhood of those who serve? Why, in a system that is based on the development of individuality, should we destroy the moral fibre and initiative in the individual when we possess the power of making him a wonderful instrument for furthering the progress and happiness of humanity?

Fear freezes minds, but love, like heat,
Exhales the soul sublime to seek her
native seat.—Dryden.

Co-operation

Having attained a degree of enthusiasm and courtesy, we are ready to co-operate with others for our own good and theirs. Unless and until the true values of ethics enter into our business progress, there cannot be any understanding of co-operation. The human element has brought many a close partnership and hundreds of progressive businesses down with a sudden clatter. We know this, and our readers know it, yet we are lax in our efforts to create harmonious working to the utmost. Co-operation means harmony. No man can live to himself: no business, however powerful, to itself. No department in a house can do a mean action without damaging the whole; and each individual who, through needless suspicions, jealousy, discontent, or insipid sulkiness, upsets himself and damages his own value, also damages the house wherein he earns his livelihood. Let us all strive after harmony by laying down the success foundations of encouragement, frank dealing, humanitarianism and short life to the talebearer. Until we can establish such harmonious relationships between the members of our own staffs, we can never hope to achieve co-operation as between business and business.

Vast changes are settling down with us; rabid individualism as affecting nations, states, cities or business institutions already belong to the past. Force begets force, antagonism begets antagonism, and suspicion begets suspicion. Co-operation is only a living force when it springs from an ideal — service to humanity rising above the mere desire to amass profits, or to serve selfish ends. The world's greatest successes did not start out with just the money aim; they were inspired by a desire to serve better than others already in the field; they gained confidence by giving confidence, and were served fairly because they gave service. Those who set out ready and anxious to be co-operators will always discover others of the same mind. The Law of Attraction never fails.

Transportation District Notes

Metropolitan District.

Mr. F. P. J. Moloney has no doubt that the Department's appeal by pictorial posters and advertisements to Christmas shoppers to shop early in the season and early in the day did a great deal of good. Now that the holiday season is over, he tells us that, although the traffic was tremendously heavy, it was distributed much more widely than in former years, and the number travelling on the late shopping nights was much less than on previous similar occasions. From all accounts, there has been a record Christmas trade. Money was plentiful, and freely spent, and it is unquestionable that the Department's job was a big one well done.

Mr. Moloney says that there was a record holiday traffic on the suburban lines and to the more convenient tourist resorts. Traffic to Healesville, Warburton, Fern Tree Gully and Gembrook lines was, as usual, very heavy—Phillip Island (rail to Stony Point) was immensely popular—but the most notable increase in traffic was on the Frankston line, this becoming better liked every year. It is beyond doubt that the fast electric service is doing great work on this line. The Sandringham line, notwithstanding more traffic in other directions, held its own, and was used by huge numbers.

Observations and enquiries indicate that the whole of this summer should be a good tourist season, with plenty of trippers able and anxious to go about and enjoy themselves.

The fruit crops have suffered this year owing to certain pests, and the produc-

tion in the districts served by the Metropolitan Superintendent's lines will be considerably below that of last year, in some cases the falling off amounting to 50 and 75 per cent. The potato and onion production in the Carrum district is equal to that of last year, and, generally speaking, the milk traffic has kept up.

In connection with the milk traffic, a parcels coach is run on the Frankston line twice daily, leaving Frankston at 9.25 a.m. and 6.50 p.m. The arrangement is giving satisfaction to our patrons. It gives pleasure to note that in the metropolitan area no complaints regarding delay and damage to goods in transit have been received for some months past.

Geelong District.

Mr. T. J. Lane says that the prospects in the South-West are excellent, the



Dairy Pastures.

recent rains having had a stimulating effect on the growth of grass. The dairying industry is in a good position. The potato crop is turning out much better than was hoped, and onions are looking well, but rough weather has been responsible for some slight damage to the hay crops.

Ballarat District.

Mr. T. W. J. Cox states that the Ballarat section is very good. Crops will be rather better than anticipated. In some instances there were 6 bags to the acre expected, and it is probable that from 9 to 12 bags will be reaped. There is an abundance of grass, and the milk and butter output will be large. A good traffic in fruit is also looked forward to.

Maryborough District.

Mr. A. J. Morris believes the wheat yield in the North-West will be heavier than that of last year. In some places 11 and 12 bags to the acre are expected, and crops are very clean. The soft fruit harvest is very good, and the yield of currants, sultanas and lexias is expected to be very heavy. On the whole, the rural prospects are excellent.

Bendigo District

Mr. W. Tredinnick tells the same story of the Bendigo District, where the crops are turning out much better than anticipated. The recent good rainfall will considerably improve the yield. Grass and water are plentiful, and tomatoes are coming forward freely from Moama and Echuca. The fruit season is expected to show splendid results.

Seymour District.

Mr. J. G. Lee, Relieving Mr. J. Fitzpatrick, reports that the agricultural



Peach Picking.

prospects in the North-East and Goulburn Valley are very good. Agreeable weather and seasonable rains will cause the wheat yield to be very satisfactory. Harvesting operations are proceeding

slowly on account of recent rains and soft ground. Stacking is being carried out at many stations. The apricot crop is very good, and a heavy traffic in fruit is expected.

Dandenong District.

Again a cheerful report. Mr. H. T. Robertson tells us that the agricultural outlook in Gippsland is very satisfactory. There is a bountiful supply of grass, but the cream and butter traffic will probably show some decline on account of the dry weather conditions that obtained some time ago. The beet, onion and potato crops are exceptionally good, and very heavy traffic is being obtained in connection with vegetables, notably peas and French beans from Orbost, Strezlecki, and other stations. At Sale, a knitting mill is being erected, and the work is approaching completion. It is good to see these secondary industries springing up. Here perhaps lies the true key to decentralisation.

The "Reso" Train

The Commissioners, travelling as they do about the country on tours of inspection, have come to know very much about it, and they realise how desirable is the spread of knowledge concerning it. Having this in mind, they organised the Victorian National Resources Development Train ("Reso" Train), practically a hotel on wheels, with sleeping, dining, and parlour cars, and carrying 60 representative men on trips of a week to the various districts. The Mildura and Swan Hill, the Wimmera, the Goulburn Valley, and the Western Districts have so far been visited, and early in April a tour will be made in the splendid province of Gippsland.

The reason lying at the back of the venture has been clearly appreciated by the local people in each district, and they have co-operated in a most helpful way by conducting the visitors in motor cars to various points having interesting and instructive features, and by explaining to their guests those matters upon which education and understanding are so desirable. The cost of a ticket for one of these trains is £15/15/-, and never, perhaps, has better value been given at such a figure.

The Growth of a Huge Business

Invested Capital, £65,000,000; Income, £11,500,000

The State of Victoria, with 87,884 square miles, is only a small portion of the Commonwealth of Australia, which covers 2,974,581 square miles, but its compactness has an advantage because it has led to a concentration of development.

From 1834—the date of the first permanent settlement—until 1851, the State was the Port Phillip District of New South Wales, but in the latter year it was created a colony, and since then has been a separate political entity.

The first railway line was opened on the 13th September, 1854, by a private railway company. It connected Melbourne with Port Melbourne, $2\frac{1}{4}$ miles distant, and was the first railway operated in Australia. The total route mileage now open for traffic in Victoria is 4341, or approximately one mile for every 372 men, women and children of the total population of the State of 1,615,042.

Victoria was almost entirely a pastoral country until the discovery of gold in 1851 in the Clunes, Ballarat and Bendigo districts, and the need for adequate communication became ever so much more pressing when the gold fields opened up and canvas cities, with populations running up to 50,000 and 60,000, sprang up in the wilderness almost overnight, and transit by means of coaches, bullock waggons and pack horses, over what were roads in name only, made action essential.

The first railways were privately owned. A number of companies obtained charters to carry out construction and operation, but most of them failed, and legislation was passed in 1857 for the State to acquire certain existing private lines, and to undertake the future construction and operation of railways.

A private company with a little over 16 miles of suburban lines continued operations until bought out by the Govern-

ment on the 1st July, 1878, and since then practically the whole of the Victorian railways have been owned and operated by the people themselves.

The gauge of 4ft. $8\frac{1}{2}$ in. was, by mutual agreement with the other colonies, adopted, but subsequently, on the advice of the Sydney Railway Company's engineer, a change was made to 5ft. 3in., and the Melbourne and Hobson's Bay Railway Company ordered material accordingly. Later considerations prompted the Sydney company to revert to 4ft. $8\frac{1}{2}$ in., and construction in New South Wales has since proceeded on the narrower gauge, Victoria, and to a large extent South Australia, adhering to the 5ft. 3in., the latter State having, for reasons of economy, also constructed a considerable mileage of 3ft. 6in. gauge. In Victoria there is a small mileage, serving mountainous country, of 2ft. 6in. gauge track.

The gauge problem, it may be added, has now become one of considerable magnitude in this continent, and a Commission of experts appointed in 1920 to investigate the question recommended that, in all the circumstances, 4ft. $8\frac{1}{2}$ in. was the most desirable gauge for all Australia.

The most notable development of Victorian railways in recent years has been in that great north-western district known as the Wimmera and Mallee. The Wimmera has long been noted for its wonderful wheat production, and, in fact, the science has there been brought to such a high degree of perfection that yields of 50 to 52 bushels to the acre have been obtained.

The Mallee, however, is a region of lighter soils and lighter rainfall, and for a long time was not regarded as very valuable, but improved methods of farming have shown that it can be profitably farmed with wheat and sheep, and now lines traverse it in such a way as to make hardly any portion of its inhabited

area further than ten miles from a railway station.

Indeed, this comment applies to the whole of Victoria. In all except the heavy mountainous country and certain portions of very poor country, there is scarcely any place more than ten miles from a railway line.

The development of wheat production in Victoria is indicated by these figures:—

Year.	Area. (Acres).	Yield. (Bushels).
1860-61	161,252	3,459,914
1890-91	1,145,163	12,751,295
1915-16	3,679,971	58,521,706
1921-22	2,611,198	43,867,596
1922-23 (approx.)	2,800,000	33,500,000

The variation where yield is low for equivalent acres is due to climatic conditions, especially rainfall below average.

The volume of wealth represented by this yield is enormous, and unquestionably the production of much of it is ascribable to the provision of railways.

The same is true of the great primary industries—wool, fruit and meat. Hand in hand with a great water conservation and supply scheme, the railways have developed intense culture in many districts, with marvellously increased sheep carrying capacity in lucerne areas and fruit production elsewhere.

The following figures, as at 30th June, 1923, give a broad impression of the present day condition and business of the Department:—

Capital expenditure on lines open, and rolling stock		£ 65,190,862
Gross revenue		11,413,782
Working expenses		8,234,131
Interest and other charges, etc.		3,159,468
Staff employed	26,745	
Salaries and wages		8,293,720
	Number.	Revenue.
Passengers carried—		
(Rail—Country)	10,047,058	£ 2,695,144
(Rail—Suburban)	145,910,182	2,399,451
(Tram—about 7¼ miles of electric tramway)	7,162,797	65,661
	Tons.	
Fruit	138,043	135,965
Wool	76,295	177,207
Wheat	866,096	461,512
Minerals	458,641	121,771
Other commodities	5,403,936	3,403,508
	Number.	
Sheep	8,535,753	
Cattle	420,082	653,229
Other live stock	428,108	
Average haul per passenger—Country .. .		51.36 mls.
" " " " " " " " " " " " " " " " " "		5.59 mls.
" " " " " " " " " " " " " " " " " "		89.65 mls.

The Department manufactures all of its own rolling stock in its workshops at Newport, Ballarat and Bendigo. The Newport shops are the largest, and employ approximately 4000 men. There are 815 locomotives on the Victorian

Railways system. The most powerful locomotives turned out are 64 feet 4½ inches long, weigh 127 tons 5 cwt. road-worthy, and have a tractive power of 36,138 lbs. (200 lbs. steam pressure). They are fitted with superheaters in accordance with standard practice.

The main line country car is 71 feet long. The first class seats 48 and the second class 72 passengers. The standard car for other lines is 58 feet long, and seats 40 first and 60 second class passengers. All have corridors and vestibule with lavatory and other conveniences.

The weight of rails used in the tracks on the suburban lines is 100 lbs. per yard, whilst on the main and branch country lines rails weighing 80 lbs. and 60 lbs. per yard respectively are utilised. On the 2ft. 6in. gauge the weight of the rails is 60 lbs. per yard.

The main tracks are generally ballasted with stone ballast, and the less important lines with river and surface gravel. The sleepers are principally of Redgum, Ironbark and Greybox.

Suburban stock is all electric. It comprises 288 swing door and 449 sliding door cars. The latter are now standard, and seat 92 passengers in trailers or 84 in motor cars. They have a central passage-way, but no vestibule, and are 60 feet long. The motor cars weigh 105,000 to 107,000 lbs., and trailers 57,000 to 62,000 lbs.

There are 1069 railway stations in Victoria, 907 of which are in the Country, the balance, 162, being within the Suburban area.

These figures are exclusive of sidings, wharf platforms and racecourse platforms in the country, totalling 129, and of 20 sidings in the suburban area.

The Signal and Telegraph Branch controls all signalling, interlocking, block working, telegraphs and telephones, electric lighting (outside electrified area), and all gas and oil lighting.

The greater part of the railway system is single line, and is protected by either the ordinary train staff or electric staff or tablet systems. With the exception of that portion of the Melbourne suburban railway area where power signalling is in service, all double lines are

protected by the block system. The total number of interlocked levers in use at present is approximately 12,756.

Automatic three-position signals with automatic train stops to prevent over-running when at "danger" are in use in the inner portion of the suburban area.

The Department has completed the electrification of its suburban system, which consists of approximately 349 single track miles, including sidings, or 146 route miles. This is the largest electrification of a steam lines suburban service so far installed in the world. The scheme has cost approximately £6,000,000 sterling.

Three-phase current with a periodicity of 25 cycles is generated at the Newport Power House by means of alternators, coupled to steam turbines driven by superheated steam at a pressure of 210 lbs. and a temperature of 600 deg. Fah. It is delivered at 20,000 volts to substations, and from there distributed by overhead conductors to trains as direct current at 1500 volts. The Newport Power House has an installed capacity of 105,000 horse power, and the substations an installed converting capacity of 138,000 horse power. The peak load during the rush hours of the day makes a demand on this station of 60,000 kilowatts—80,000 horse power. There are 144 miles of underground and 104 of overhead 20,000 volt transmission cable.

The electrification of the Suburban Railways has been followed by a large increase in the volume of passenger business. The first electric train was run in May, 1919. That year the railways carried 104,000,000 passengers on the suburban system. During the year 1923, in which the electrification of the suburban system was completed, the number of suburban passengers had increased to 146,000,000. Of the increase, it is estimated that approximately 20,000,000 passengers were brought to the railways because of the faster and more frequent service afforded under electric traction. Since electrification the number of passengers has almost doubled on some sections.

The Central City Station formed by the combined Flinders Street and Princes Bridge stations is one of the busiest

terminals in the world. Notwithstanding this the traffic is handled within the station in a highly efficient manner. This result is achieved by the great facilities afforded by electric traction. The average number of passengers who pass through this terminal on an ordinary week day is estimated at approximately 240,000, while about 3000 trains enter and leave the station daily. The average length of a train is five cars, compared with six cars under steam operation. In 1923, 146,000,000 passengers were carried on the Melbourne Suburban System.

Until recently the Morse system of telegraphy in vogue on the railways was operated by single wire circuit with earth return, but many lines have now been duplicated, which enables an independent telephone service to be superimposed on the Morse circuit, thus appreciably increasing the means of communication. There are 320 telegraph stations, with approximately 10,618 miles of telegraph and telephone wires.

There are approximately 4000 telephones, not including those connected to automatic telephone exchanges, in service. An automatic telephone exchange with 980 connections has been in service for the past ten years. This exchange is one of the heaviest worked switchboard installations in Australia, the daily average calls numbering 15,000. Another automatic telephone exchange, with a capacity of 100 lines, is in service for use solely in connection with the electrified suburban system.

The Department controls 30 dining rooms and 13 counter refreshment and tea rooms at railway stations. It runs a number of dining cars and has its own bakery, butchery, laundry and poultry farm. A few tea stalls are leased. It has sole control and operation of the business associated with advertising on hoardings, etc., and will, after 1.7.24, operate and control Bookstalls and Tobacco Stalls on the Metropolitan stations (Flinders Street, Spencer Street and Princes Bridge), and directly govern the leasing of others at stations throughout the State.

A Printing department under the Chief Storekeeper does most of the Departmental printing work.

The Department operates the State Coal Mine at Wonthaggi, in South Gippsland. This mine produced 424,126 tons of coal last financial year, and of this the railways used 362,569 tons.

The railways do not control any hotels, wharves or shipping.

Taken all round, the Victorian Railways must be regarded as a magnificent national property, and as an instrument for opening up the country and creating wealth the system has been wonderfully successful.

The mileage of private lines in Victoria is negligible, such lines where they exist having been built for purposes such as timber haulage, etc.

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The Ramsay Condenser Locomotive

A Scottish engineer, Mr. D. M. Ramsay, has invented a condenser of such size and simplicity of design that it is adaptable for use, not only for stationary land engines, but also for railway locomotives.

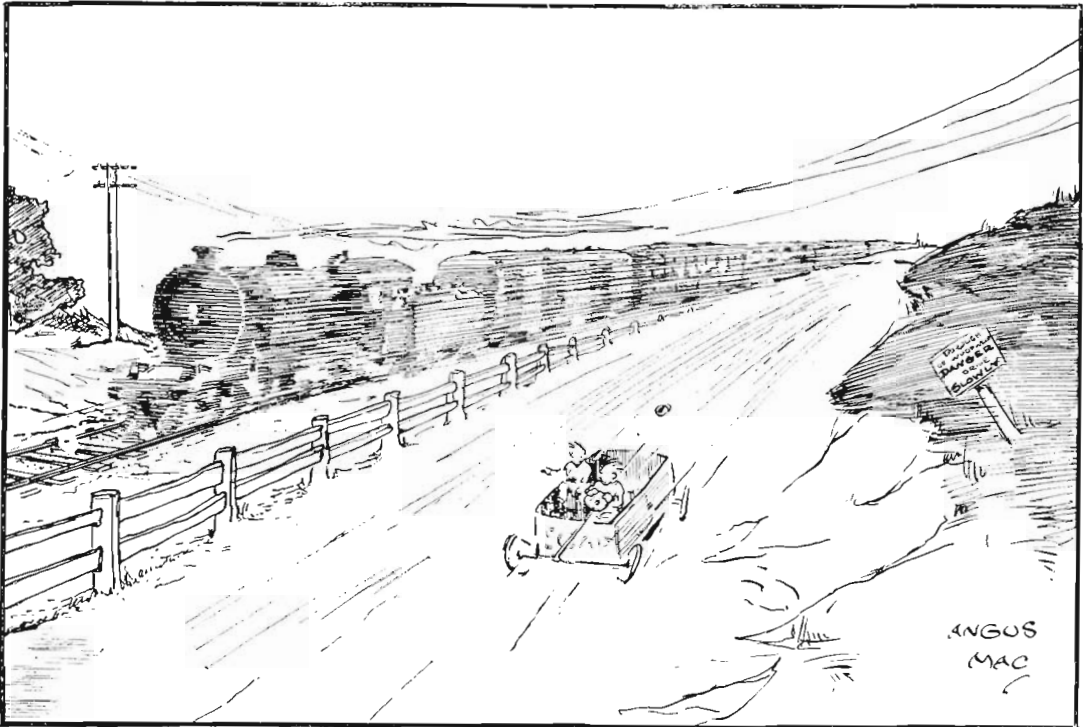
A locomotive known as the Ramsay Condenser No. 1 was built to his design last year by Messrs. Armstrong, Whitworth at Newcastle-

on-Tyne. In trials over the London and North-Eastern Railway the locomotive, despite faults inevitable in an experimental stage, ran successfully. It attained a speed of 60 miles per hour over short runs, and pulled heavy loads.

The following claims are made for the engine:—A saving of 40 per cent. in coal consumption; a still greater saving in water consumption; an increase in power over the corresponding modern locomotive; convertibility of high-speed passenger engine into high-speed goods engine by a single device. The coal saving is obviously a matter of supreme importance. Hardly less important is the water saving.

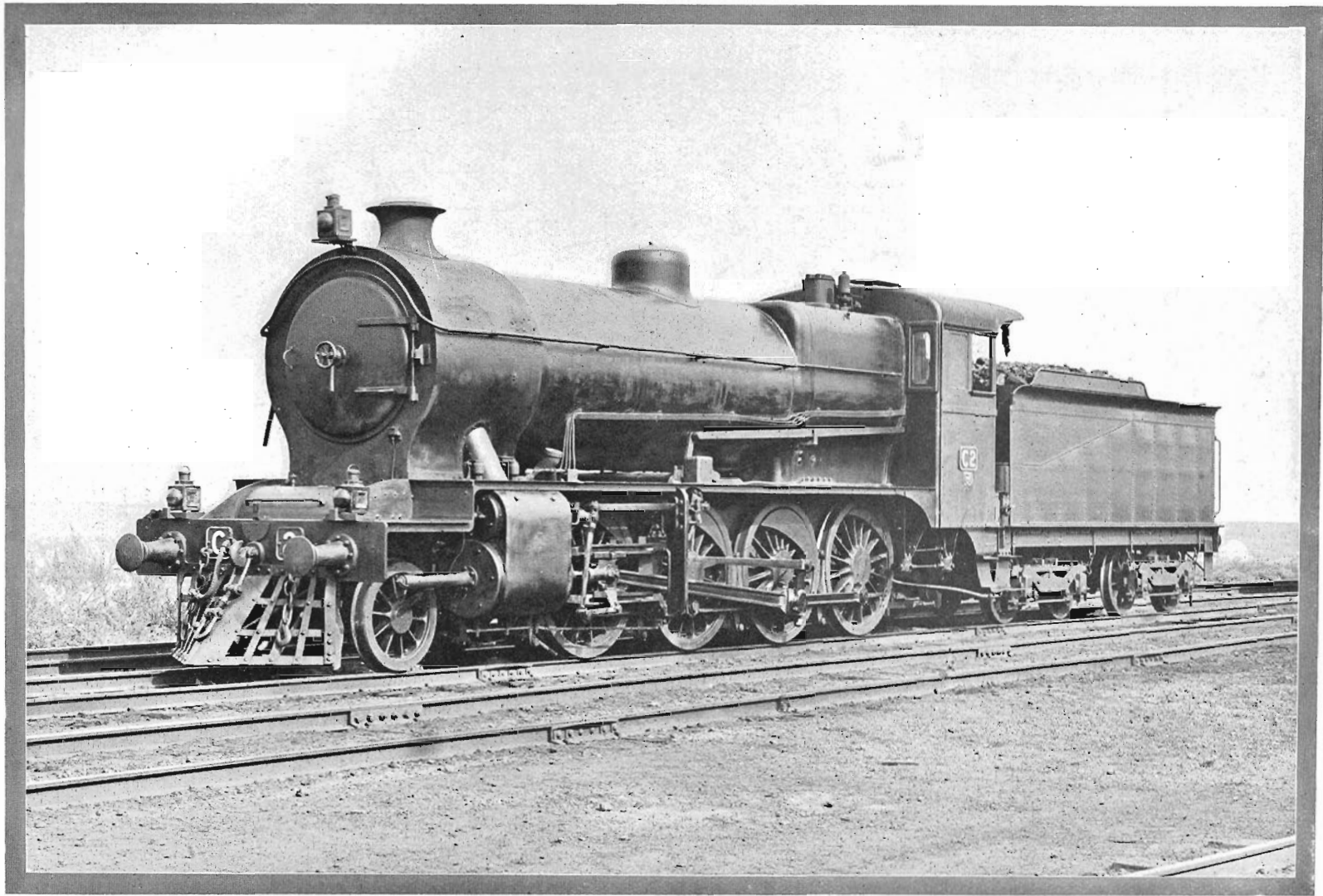
To the British railway companies the great power of the Ramsay engine is perhaps its most appealing merit. An increasing demand is continually being made, says the "Belfast News Letter," on the hauling power of locomotives. Increased power can, in the present engine, be obtained only by increasing its size, and size is strictly limited by the gauge, platforms and bridges of the British railway system. Hence two engines are often found necessary to pull a given load. It is claimed that one Ramsay locomotive can do the work of two, and at less cost.

In effect, the Ramsay condensing locomotive is a self-contained power station on wheels. Steam is passed through a turbine in which it does the work and then into a condenser and is reduced to water. This water is pumped into the boiler again for re-conversion into steam, and so completes the cycle.



Mechanic to "The Speed King"—Let 'er go, Bill! "E's gainin' on us!"

AUSTRALIA'S MOST POWERFUL LOCOMOTIVE—"C" CLASS (VICTORIAN RAILWAYS).



Total Heating Surface, 2421 sq. ft.; Diameter of Cylinder, 22 in.; Stroke, 28 in.; Diameter Driving Wheels, 5 ft.; Grate Area, 32 sq. ft.; Tender Capacity—Water, 4600 gals., Fuel, 130 cwt., Length of Wheelbase, 55 ft. 1½ in.; Length over all, 64 ft. 4½ in.; Total Weight, roadworthy, 127 tons 5 cwt.; Tractive Power, 36138 lbs. (200 lbs. pressure). Built at the Government Railways Workshops, Newport, Victoria.



Cheap Excursion Trips

Melbourne to the Country and the Country to the City

Some time or other we all need a change of air—we require for a time a fresh environment. We are all the same. It is inherent in every human creature from the primitive savage, who is liable at any time to wander to another part of his tribal lands, to the highly civilised person who, after moping around for a time, suddenly determines to go for a trip—a long trip, perhaps. This is altogether apart from the travelling done in obedience to the necessities of business, social obligations, etc.

The Railways Administration knows this. It also knows that many people are not blessed with ample means, and so, in accordance with a practice which is widely followed all over the world, it periodically arranges to run special cheap excursion trains to enable the city dweller and his country cousin to exchange visits.

In this month and February an extensive series of such excursions will be run at the usual extraordinarily cheap fares, and we will see many a country family coming down to go into residence in some seaside suburb—for a time forgetting, in the cool, sparkling waters of the bay, the heat of distant northern plains; or at the theatre, the picture show, or at one of numerous other city diversions, storing up memories which will enliven many an hour in the days to come, and make a similar trip next year eagerly planned for.

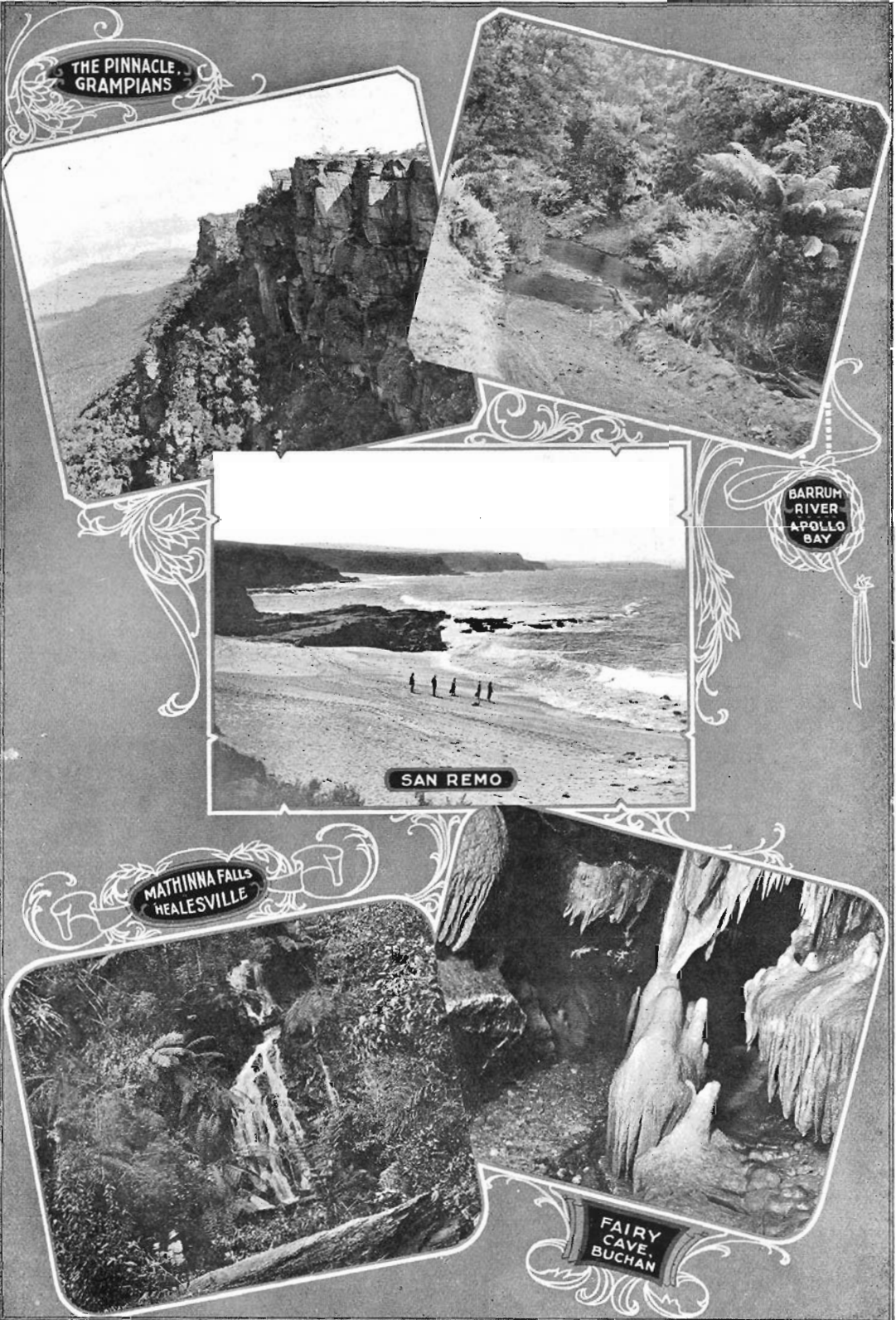
How the children look forward to the sands, where, with bucket and spade, they will make once again the frowning castles, and the seaweed gardens that have delighted the little ones for centuries. We have all made those sand castles.

Hotels and boarding houses will disgorge their Xmas and New Year holiday-makers only to take in another army of pleasure seekers; and in many a suburban home the spare room will be got ready for the welcome visitor.

Simultaneously, the traveller from the city will listen attentively in some country farmhouse while his host tells of fearsome encounters with deadly tiger snakes. "I was having a nap," he will say, "and wakes up hearing the parrot making a row. 'Something wrong,' says I to myself, and I starts to looks up"—and he goes on with gloomy impressiveness—"there, just where you're sitting, is a tiger snake. No, don't move, we killed him—terrible size." Then another day— But why go on? They're all the same. They put you on a horse, and tell you then in a quiet fatalistic way to be careful, as he is a terror to bolt.

But it's a great life all the same. Fresh air, rambling about exploring the hills and valleys, swimming in creeks and rivers, fishing, shooting, riding, what more can a healthy individual want! That's the life on which the real Australia rests.

There is any amount of latitude in the choice we may make. You may go from Geelong by car to Ocean Grove, Barwon Heads, Torquay, Anglesea, and Airey's Inlet, all good, with adequate accommodation. Then there is Lorne, a gem of watering places, backed by delightful hill and forest, river and waterfall, and facing a fine beach. The way to Port Fairy leads through delightful country, rich fat lands with lakes and hills; also you will meet prosperous people in comfortable towns. It is a land of old volcanoes, and wonderfully interesting. Warrnambool



city is a fine place, and Port Fairy is full of charm.

Eastward, we gain access to thriving Gippsland towns, with beautiful country close at hand. Noojee is right in the midst of delightful scenery. So is Walthalla. Sale and Bairnsdale—both fine large towns—are close by the Gippsland Lakes, said to be the finest chain of lakes in the Commonwealth. There the eye is captured by cliffy banks, here grassy shores or timbered ridges, or peaceful islets. There are flocks of waterfowl, and every now and then a dreamy waterside village appears like a spot from some old world country. Beyond, on the ramparts of the Ninety-mile Beach, the rollers of the Southern Ocean crash and boom before the gales, or in calm weather make ideal surfing waters. Further on in Gippsland are the entrancing caves of Buchan, reached via Nowa Nowa. The formations have a purity and beauty hardly to be excelled.

In Southern Gippsland we make contact with stations Lang Lang to Yarram, fine, prosperous, and attractive country it is, too. Right in the south is the National Park, Wilson's Promontory, the most southerly part of Australia. It is a noble reservation, and a recently erected chalet enables the visitor to make an appreciable stay among its wilds and bays exploring and fishing. Adjacent to Yarram there are fish and game, also sailing boats are available.

The midlands contain the famous Daylesford and Hepburn Mineral Springs. Crowds go to Daylesford, which is in pretty hill country, for the waters, which are of high quality and free of charge, and the quantity taken is incredible. However, everyone declares that he feels much better after drinking this mineral water, which is as it ought to be.

The point in our minds is, of course, that cheap excursion trains run here also, and our knowledge of Victoria is sadly incomplete if we miss Daylesford.

To the north-east lies the Buffalo plateau, with its trout-stocked lake, cool air and majestic isolation from the cares and worries of everyday life.

Not far distant are the Alps with their lofty heights and deep valleys, their

forests and streams. In the north-east there are flourishing towns—Benalla, Wangaratta, Yarrawonga, Rutherglen, etc. In the celebrated Goulburn Valley is Shepparton, from which amazingly prosperous irrigated fruit growing areas stretch right through to Tatura and Kyabram.

Then we have cheap trains to and from the north-west, where lie the Gramscians Mountains—a system of precipitous ranges full of grandeur and beauty, some miles from Stawell. Good towns—Murtoa, Horsham, Dimboola, Warracknabeal, and so on—are everywhere, for is not this the rich Wimmera wheat country? Northward are the Mallee and the Murray, names to conjure with—wheat and fruit grow in profusion, and the evidences of prosperity are on every hand.

§ § §

Received at Headquarters

Many humorous letters (unintentionally so, of course) are received by the Department from time to time. There is one from the man, evidently of an engineering turn of mind, who wrote that he had noticed in the "press" that the Westinghouse hose pipes between carriages and trucks frequently burst, thereby causing vexatious delays to trains, and he would suggest that a very simple remedy was available to cope with such cases. "Why not," he went on, "supply all guards with a complete bicycle repair outfit, so that they could repair the blow-outs in a minute or two." The only good point about his idea was that he didn't ask anything for it.

Applications for employment are also frequently unique, to say the least of it. One budding commissioner, in urging his qualifications, said he took a keen interest in detecting others in wrong doing, and would like to start in the Accountancy Branch. Why there, of all other branches, he didn't say.

Another commenced his application in legal phraseology. Some people get their ideas off and from within a bottle. This individual had possibly been reading wills. He wrote: "I, _____, _____ of _____, _____, being of **unsound** mind . . ." "Unsound mind" is certainly startling.



A Bush Idyll

"Wot's the good of worrying, Maria. If yer 'ad a pianner, it would be no good to you."

Poor Maria was big and clumsy, and had lived all her life in the bush, and was just a creature of nature. But with all her clumsiness and apparent stupidity, Maria had a soul hidden away somewhere, and strange fancies and dreams would keep her happy for days. She had gone to a half-time school for a while, and had learned to read and write, but she never made friends with her school mates. Her books were her companions, and she would devour any reading matter she could lay her hands on. And now Maria was fast approaching young womanhood.

And on this bright, spring morning, when all nature seemed full of music, Maria had summoned up all her courage and had asked her mother to buy her a piano.

"I feel as if once my fingers could hold something as would play I could make such lovely sounds," she explained. "But," she added to herself, "I don't suppose as I'll ever have a pianner or even a violin."

As this wild creature of the Australian bush galloped after horses, milked the cows, or performed her household duties, strange unformed ideas would float through her mind; phrases, words, verses would crowd into her brain, to disappear almost as soon as they came. She would hear wonderful voices whispering to her. Beauteous visions would pass before her eyes. Heavenly dreams would entrance her.

"Now, come along, Maria. 'Pon my word, you get stupider than ever. Do hurry up and get them dishes washed, and go after the cows."

So the vision passed, and Maria came back to earth with a sigh.

But the milk tinkling into the bright tin bucket sang once again to her, and as the pale stars peeped out, she heard soft murmurs, and when the gentle moon sailed out from behind a fleazy cloud, all the poetry in her soul leapt out again.

"I can—I must—I will play—or—sing—or do something," she cried passionately. "Oh, what is there inside me. I feel like a bird beating and fluttering its wings against a wire cage. I want to be free—free—to do—TO do. I don't know what I want to do." And the big salt tears ran down her cheeks as she carried the buckets of frothy milk into the dairy.

As Maria was washing up the dishes, the dogs suddenly started barking, and the whole family went to the door, as they knew it was the signal that some one was approaching, and very soon the wheels of a vehicle were heard.

"Good evening; we have lost our way, I am afraid," said a pleasant voice. "We want to go to Gulargumboney. Can you direct us?"

"Well, yer certainly are lost if that's where you're bound for," said the farmer. "Yer right off the track, sure, an' the moon'll soon be gone; yer'd better camp 'ere and I'll show yez the way in the morning."

"Right. That's what we'll do, there are two of us. Can we have a shake down in the barn?"

With true bush hospitality, the farmer answered, "There's a room in the house ye can have, and I suppose you can do with a bite."

"Thanks, indeed we could."

"Well, come in; the missus will make yer a cup of tea, and Tom'll put yer horse into the paddock."

Tea was over, and the young men sat on the verandah smoking and chatting to the farmer.

"I suppose you have not got a piano," said one of the young fellows?

"No we ain't. Maria, my girl, was asking the Missus only to-day to buy her one. She reckoned she could teach herself to play."

"And which is Maria?"

"That one over there. Queer customer she is. Although the Missus says she's clever, but I dunno. "The teacher at school reckoned she was stoopid."

"Indeed; and in what way is she stupid, and in what way is she clever?"

"Well, she never larks about and talks like other girls, she sort of mopes; has day dreams, But the Missus says she has wonderful ideas. Once she found a book full of stuff as she had writ herself; and my old woman said it made her cry, although she didn't understand a word of it."

As Maria herself just then came up to where they were sitting, the young man looked at her with interest. The broad brow, the sensible mouth, the quivering nostrils, the deep-set eyes, the gently waving hair, and the deep flush which covered her face were noted by them. The rough boots, the clumsy gait, the awkward manners were only too noticeable, and formed a sharp contrast.

"Let us have some music," said the younger of the two men, noticing the girl's embarrassment.

"Music! We've only got a concertina and a mouth organ," explained the farmer."

"The very thing. I have my fiddle, and Percy, old chap, you have your flute, so we'll have a concert. Who plays the concertina, and who the mouth organ?"

"Well, the Missus is the best hand at the concertina, and Maria tootles on the mouth-organ."

The "Missus" proved to be a very good player on the concertina, but Maria could not get her mouth organ going. After a while the concertina stopped; then the flute; and the violinist was left alone playing softly, sweetly. Gradually the mouth organ joined in, until the two instruments blended perfectly; and as the old familiar melodies floated out on the wattle-laden, moon-lit night, the soft dews of peace and quietness fell on the rough bushfolk, and not a sound was heard.

"Well," said the farmer at last, "I never thought that you knew so many pieces, Maria. Where did you learn them?"

But Maria was back to earth once more, and was now the blushing, awkward bush girl.

"Come here, Maria," said the violinist, "did you ever try a violin?"

"No, I've never seen one before."

"Well, see here; I'll give you a lesson. Hold that violin so, and the bow so. That's right. Capital. Born to it, by jingo. See, these are the strings, now try what you can do. See, if you can play something."

Hesitating and timorous at first, but gaining courage as she went on, Maria handled the bow as one fairly used to it. And to the astonishment of her family, they recognised the air of "Auld Lang Syne." From that the girl drifted into "Killarney," and "Swanee River." Then she stopped. Her eyes were luminous, her breath coming and going in excited little pants.

She no longer looked clumsy or awkward and shy, as she exclaimed, "Mother, I can play."

"So you can, my girl," answered the mother softly.

"Why, the girl is a genius," murmured both young men together.

"I must say, Maria, as you did very well for the first time," said the farmer in a patronising tone of voice, "very well indeed. I'll buy you a fiddle."

"You ought to have your daughter trained," said the man of the flute. "It's a crime to keep her here."

The visit of the young men was not in vain. Between them they persuaded the farmer to allow them to choose and send out to his daughter a first-class violin, and they also promised him that if ever he sent his daughter to Melbourne to study she would always find friends and helpers in them.

They left their cards—Percy Slack and Miles Stanthorpe. The names conveyed no meaning to the simple bush folk, but city people knew when those two names appeared on a concert programme there was a treat in store for them.

Six months later farmer Hall stood in Miles Stanthorpe's music room with his daughter Maria.

"Yer see as I've brought the girl down, and my Missus's sister as lives at G.—ses you are a teacher of music, so you may as well take Maria in 'and. Wot do yer charge?"

"My fees are £10 10s. per quarter, as a rule, but—er—"

"And how many lessons would the girl git a week for that?"

"Two lessons each of one-half hour's duration, but in this case—"

"Well, I'll tell you what, Boss, I've made up me mind as Maria shall have her chance, and I ain't so poor, and the crops is good; so I'll give yer a cheque for £100, and you give Maria all the lessons yer can a week. Teach her all yer know yerself, make a rattling good player of her, and in twelve months' time I come down and take her home again. But not another stiver will I pay, but the £100."

"Play anything you like, Miss Hall," said the young man to her.

After a moment's hesitation, the girl began in a low, wailing, minor key, it was a weird thing she played, but it suddenly changed into a paean of praise, and the chords were full of joy and throbbing, pulsating passion, as she brought the piece to a finale with a brilliant fantasia.

"Fine," murmured the young man. "Who taught you that, Maria?"

"No one, I think I must have made it up."

"Have you made any more up?"

"Yes, I made this up." And she played an exquisite little river song. Gurgling, laughing and sobbing up and down the strings of her responsive violin.

"I always think I'm by the creek when I play that," she stammered as she finished her song without words.

"Wonderful, wonderful," was the only reply she received from her master.

Twelve months later Maria made her debut in the Town Hall. The young girl pressed the violin lovingly under her chin, and her perfectly shaped hand drew the bow without a tremor. A hush of expectancy fell upon the vast audience, which soon changed to a hush of amazement and wonder, for everyone present recognised the player as a genius. When the last wailing note had died away, a thunder of applause brought her back to earth, and as she bowed her thanks, a loving tender smile flashed down to where a burly farmer sat with his homely looking wife. They were both sobbing quietly, but when, in response to repeated encores, Maria played "The Creek," the old man could contain his feelings no longer. "It's the old creek at home, mother, can't yer see it. The cows is having a drink. There's old Peggy's bell."

"Well, young man, I said, as I wouldn't pay yer a stiver more than £100, but if yer ask for more I won't refuse, you've earned it."

"I do ask for more, sir."

"I thought as much, name yer sum," and the farmer drew forth his cheque book.

"The hand of the woman I love, sir, her heart is already mine."

For a moment the farmer was taken aback, then clapping the young man on the shoulder, he cried heartily:

"Well, young man, I said I wouldn't refuse yer anything you asked, an' so help me God, I won't."



BOOKS AND NEW BOOKS.



Four of a Kind

"Of the making of books there is no end," and soon we shall say the same of the making of books about books. Bookmen, too, are endless—a few are eternal—and of the bookmen also books without end. It is all vastly entertaining. I confess I like not only the book, but the book about it and its author. So do you, and the root of the matter is in you. "The book's the thing," Shakespeare might well have said; but the book it in turn produces can also be worth-while—perhaps a thing of beauty and a joy forever. I suppose that the first book is the greater, being creative, but the second . . . ah, but it may be creative likewise. "Which the pot and which the potter, pray." I'll leave it at that.

The fellowship of booklovers is grandly on the increase. It is a glorious company. Fortunately, there are some readers left: we are not all authors. If you're like me, when the something of a particular book has made you love it or like it—when the radiant work has twined itself all about your soul or senses—you turn gratefully to the supplementary writer for pearls of price or otherwise relating to your favourite book and the genius who made it. To you, the producer of the sequel is equally to be honoured—for behold in him one whom a fellow-feeling has made wondrous kind. Alleluia!

I have before me four books about books and bookmen by bookmen. You perceive how intricate the art is becoming! Two of the four are entirely bookish—the other two are partially something less: they handle politicians, soldiers, etc., in addition. The four of 'em, I have to say, are but an accidental group—not selective. How fine it is that writings on writings and writers are marching from regiment into army!

Never before so delightfully plentiful a catering for lovers of books and for lovers of the genial gossip on books. Booky bits for the billion!

Here is C. Lewis Hind with "Authors and I" and "More Authors and I." S. P. B. Mais has said of them: "You will find all your favourite authors dealt with, if not with deep critical acumen, certainly with humour and freshness. And, best of all, Mr. Hind's book will make you take treasured volumes down from your shelves to read again."

Frankly, I think I like Hind's stuff because it's not too deep and because it's brief and bright. In the two volumes he treats of 110 authors, many of whom he knows as a friend. Some of his chapters are not up to his own standard, but each will tell you something fresh and please you. As you will agree, it's good to read at times for pleasure—merely pleasure—and let profit go to the devil. For what they were originally the sketches are admirable—they were a weekly contribution to a newspaper. It will be a marvel if in these chatty peeps you don't find your man. All the moderns seem there. I turn to No. 55 (first volume) and am interested in learning of H. G. Wells that he began storytelling in the "Pall Mall Budget" under the caption of "Single Sitting Stories." Here is the typical Hind on Wells: "His unresting, exploring mind, so curious and combative, is very orderly. So are his habits—meticulously so. His imaginative schemes, like his housekeeping books, are tabulated and arranged with the precision of an accountant. He once showed me a fixture of pigeon-holes in his study: he indicated the contents of three of these pigeon-holes—they contained the manuscripts of his next three books, neatly typewritten by Mrs. Wells,

each labelled with the year in which it was to appear. H.G. discarded the literary agent some time ago: he is his own agent, and a good one, surely." Later on we get this familiar touch: "Visitors ask themselves when he does his work, for he always seems to have time for pianola playing, for games with his children, such wonderful games, for dancing in the barn, for hockey on Sunday afternoon, and for talks that explore and leap and run. At stated times of the day he disappears."

In gossipy discussing W. J. Locke, our author — invariably good-humoured and generally appreciative — says: "I count myself a Locke man. If I can't borrow a new novel by him, I buy it. I do so because I know that I shall have entertainment." Of George Moore here is a shrewd and graceful passage: "When he was preparing to write 'The Brook Kerith' he discovered the beauty of the Bible, and so deep and fresh was his admiration that he made the Bible a subject of discussion and wonder among friends. You cannot resist a talker who has enthusiasm without rhetoric, understanding without confusion, opinions that are never didactic, and who is always inquiring. One day he will discover the primrose by the river's brim. Then prepare to be charmed."

Shifting from sketches to studies, we have the latter ably in "Some Impressions of My Elders," by St. John G. Ervine, who is nothing if not critical and in the real sense. You need brains to dwell with him and his views. He fills a bigish book with surveys of "A.E.," Bennett, Chesterton, Galsworthy, Moore, Shaw, Wells, Yeats—and himself. Of Arnold Bennett he observes: "Mr. Bennett seldom, if ever, permits his very old people to die placidly. Their disappointments press hardly upon them, if they are not prevented from remembering them by senility or gross disease. Paralysis claims many of them. Age does not beautify them nor bring peace to them, nor do they face their end with undiminished heads. He is remarkably consistent in this view of old age and death, and perhaps it is natural that he should regard it so gloomily when one remembers how completely he is en-

thrilled by youth. But his view is an unbalanced one."

I find the analysis of John Galsworthy—whose "Forsyte Saga" is possibly one of the novels of our century — brilliant. This excerpt is charged with suggestion and challenge: "Mr. Galsworthy makes Stephen More, in his play, 'The Mob,' revile the crowd in these terms—'You are the thing that pelts the weak: kicks women: howls down free speech. This to-day, and that to-morrow. Brain—you have none! Spirit—not the ghost of it! If you're not meanness, there's no such thing. If you're not cowardice, there is no cowardice.' Neither Stephen More nor Mr. Galsworthy appears to know that these characteristics of the mob are the characteristics of weak things. Strong men do not pelt the weak nor kick women, nor do they prevent free speech. It is weak men and timid men and ignorant, frightened men—politicians and officials and gutter-snipes and sinners—who do these things, because they have neither the courage nor the strength nor the intelligence to do otherwise. The mob-instinct of unreasoning chivalry, the natural impulse to take the part of 'the little 'un,' constitutes a very serious danger to Mr. Galsworthy's work: he is becoming increasingly partisan in his opinions and sympathies, with the result that his sentiment is in danger of degenerating into sentimentalism, and he, so commonly considered impartial, is likely to end in a state of hopeless and wrong-headed bias. He is beginning to believe that a weak man is right because he is weak. He is forgetting the truth enunciated, perhaps excessively, by Dr. Stockmann in 'An Enemy of the People,' that 'the strongest man in the world is the man who stands absolutely alone.'"

Alas, I may not trespass further. The wish was to present samples of style from E. T. Raymond ("Uncensored Celebrities") and A. G. Gardiner ("Prophets, Priests and Kings"). Happily, the horoscope of the "Railway Magazine" shows that its life is to be long in the land, and another issue is not far off. Until then, adieu!—Delta.

The Emotionalist in Literature

Scene: The smoking room of a literary club. Discovered reading the "Bookman," a minor poet, critic, etc., who has in his spare time written a couple of novels. Enter to him a well-known novelist.

M.P.: "Hullo, and how's the new novel getting?"

W.K.N.: "Oh, I don't know, it's such a job getting started. There's so much hack work."

M.P. (surprised): "Hack work! but . . . why I've never found that. It's such fun writing."

At first sight, one might be inclined to agree with the minor poet. It is such fun writing. And unless an author enjoys his work he had better abandon it altogether. It is agreeable to think of the novelist returning to his study at the end of the day and pouring out in a fine frenzy of inspiration the troubled waters of his soul. The doctor, the financier, the manager, may go down every morning to their offices and consulting rooms and win success by patient, concentrated work, but it is not thus that masterpieces are produced. The artist loses himself in the "joy of creation," the fires have descended on him, vine leaves are in his hair, and so an elaborate myth has been evolved. The artist has encouraged it by silence. It is, after all, not unpleasant to be acclaimed "not as other men." But it is unfortunate that so many artists should have accepted the myth as truth. For when it has been once assumed that writing is great fun, then follows the corollary that it is easy to write well. Inspiration is what counts. One waits for the divine spark, and when it comes. . . . which is all very delightful, but it is not thus that literature is produced.

Literature, like everything else, is the result of hard work and concentrated effort, and a novel especially demands the quality of endurance. There is an immense amount of hack work. The setting has to be prepared. It is the architectonics that matter. Everyone enjoys the finishing of a house. We all like to walk into a bare room and decide how we shall paper it, where we shall put the divan, what picture we shall hang above the fireplace. We can spend hours working out a color scheme; but someone has to build the house first. The romantic novelist forgets this. His work is wallpaper and cushions; there is no brick and plaster, and though, when we enter a furnished room, we only notice the decoration, we know quite well that the charm of the room depends on the symmetry of its design, on the correct spacing of the windows, the style of the fireplace, the position of the door. The arrangement of these details is tedious, but necessary; without them there can be no beautiful room.

And without these corresponding qualities in literature there can be no good novel. It is a pernicious heresy, this idea that writing is "such fun." And we owe to it the quantity of back-boneless emotional work that passes for prose narrative. There have to be passages of preparation and explanation, scenes have to be

worked up to, incidents have to be dovetailed. It is tedious work; the writer is naturally in a hurry to get on to his big situation. The temptation to scamp the preliminaries is considerable. And if he believes that writing is great fun, and that the moment it ceases to be great fun it becomes bad, he stands a very good chance of yielding to that temptation. And, of course, his big situation loses half of its effect, because it has not been properly prepared. A situation becomes dramatic through what has preceded it; it is thus that an incident is made significant. But it requires work; the required proportion of industry to inspiration is 90 to 10. The emotionalist in literature is like the batsman who attempts late cuts in his first over. One must play oneself in.

§ § §

Fellowship

Did you ever take time to think concerning your relationship to and with others, and their influence with and over you and what it has meant to your present position in life, and how it has been a factor in the development of your character?

We are all of us selfish, and there is plenty of room for its legitimate exercise notwithstanding its being continually deprecated, but the best way to reach our goal is by and with the aid of the other fellow rather than in spite of him. There is, however, a selfishness that is mean and contemptible which we should carefully shun.

Fellowship is one of the finest things in the enjoyment of life, it tends to broaden our sympathies, gives keenness to our intellect, and develops the power to see things from many angles. It makes us approachable and tolerant, for we are brought into contact with others and marvel at the versatility and knowledge which comes from such companionship.

In these days we often hear the golden rule quoted: "Do unto others as ye would that men should do unto you," but as yet it is far from being put into universal effect.

A proper recognition of the rights and privileges of others, instead of this continual arbitrary demand for personal rights, or the rights of particular groups, would tend to solve some of the vexing problems in our midst.

§ § §

Focused Purpose

When a man is lecturing and desires to use a map or any chart for illustration, he uses a pointer; but his auditors do not look at the pointer, but at the places indicated on the map, or the figures and forms on the chart, though the pointer be of solid gold. Principle is a pointer, directing attention to sound business.



WIT & HUMOUR.



Ignoramus: "You just used the expression, 'FIN DE SIECLE.' What does it mean?"

Cultured Party: "It is French, and means end of the century."

Ignoramus: "Then why don't you say end of the century?"

Cultured Party: "Because that isn't French."

First Lady (off for a journey): "I hope we've got the right train."

Second Lady: "I asked the Station Director and fifteen passengers if this train went to Sydney, and everyone said 'Yes,' so I think we're all right."

"That is not papa," said the youngest, as the new photograph was being handed round at home.

"Why not?" asked his mother.

"Because that man in the picture has such a nice smile on his face."

"Smith was injured in a railway accident, and lay insensible for a long time."

"Did the doctors finally bring him to?"

"No. Somebody whispered that Smith had an excellent case, and no doubt could collect heavy damages from the Government. That revived him."

A young gentleman, who has just married a little undersized beauty, says she would have been taller, but she is made of such precious metals that Nature could not afford it.

Teacher: "It is a well-known natural phenomenon that heat expands and cold contracts. Give me an instance."

Pupil: "Please, sir, the holidays. In summer they last seven weeks; in winter only five."

"I'm ashamed of you, Kate, letting that impudent young German kiss you like that! Why didn't you tell him not to?"

"I couldn't, mamma. I can't speak his language."

Isaac: "I sells you dot coat for nine shillings."

Customer: "I thought you did not do business on a Saturday. Isn't this your Sunday?"

Isaac (in a hushed voice): "Mein frient, to sell this coat for nine shillings vos not peesiness; dot vos charity."

Husband (sarcastically pointing to donkey): "That's a relation of your's, isn't it?"

Wife: "Yes, by marriage."

A Sine Qua Non.

Teacher: "What is the principal part of a knife? For instance, why does your father carry a knife in his pocket?"

Young Hopeful: "Please, sir, because of the corkscrew."

Clerk of Court: "Well, gentlemen of the jury, have you agreed upon a verdict?"

Foreman: "We have."

Clerk: "What say you? Do you find the prisoner at the bar guilty or not guilty?"

Foreman: "We do."

The Clerk: "You do! Do what?"

Foreman: "We find the prisoner at the bar guilty or not guilty."

Clerk: "But, gentlemen, you must explain."

Foreman: "Of course. You see, six of us find him guilty, and six find him not guilty."



DANGER AHEAD!

The New Porter: "Could you let's have the red and green oil for the signal lamps, sir?"

The Electrification of the Melbourne and Suburban Railways

Until the beginning of the nineteenth century all traffic on land was handled by animal power. With the advent, however, of Stevenson and his steam locomotive the "Rocket" of 1829, a turning point was reached after which rapid strides were made in steam railway engineering, with electric locomotive design following. In 1835, experiments were made with models operated by batteries. In 1842 a seven-ton battery driven car for the Edinburgh-Glasgow railway attained a speed of four miles per hour. Both steam and electric traction continued to advance, until to-day the latter is actually replacing the former.

In spite of these early experiments, it is principally during the last thirty years that the modern form of electric railway has been developed.

With the growth of communities, the problem of transportation has become a most potent factor of our modern civilisation.

The importance of the Melbourne suburban railways may be judged from the fact that a greater number of passengers are handled at the Flinders Street station than at any other station in the world, and it is only by electric operation that a passenger traffic of such magnitude can be satisfactorily dealt with.

As compared with other motive powers, electric traction possesses a number of marked advantages, such as:—

- (a) Heavy overloads may be imposed on the motor for a short time.
- (b) Great starting ability due to economical distribution of weight.
- (c) Absence of reciprocating parts giving uniform torque.
- (d) Cleanliness.
- (e) Ease and economy of motor control.
- (f) High efficiency.

As far back as 1896 electrification of the Melbourne suburban railways was under consideration, and a scheme was prepared by Mr. A. W. Jones, of the General Electric Co. of America.

In 1898, a select committee, appointed by the Legislative Council, made enquiries into the matter and recommended that no new Melbourne suburban railways be constructed on the existing system until the advantages of electric traction had been more fully investigated, and that some sections be electrified. This recommendation, however, was not adopted, and in 1901 another select committee recommended that the report of an expert be obtained. This suggestion was supported by the Commissioners, and in 1907 Mr. Tait, the chairman, reported on conclusions formed during his visit to Europe and America, as to the requirements of the Melbourne situation, and recommended that Mr. C. H. Merz be asked to investigate and report.

The scheme outlined by Mr. Merz provided for a power house at Yarraville, with seven 12,000-volt 3-phase 25-cycle 3750-kilowatt turbo-generators, the current to be transmitted to the sub-stations at the same pressure and there converted into direct current at 800 volts for distribution to the trains through a conductor rail.

This scheme, however, was not undertaken, partly on account of the financial outlook and partly through a desire to await further developments in the operation of electric railways abroad.

In 1910 the Government appointed the Metropolitan Traffic Commission to consider and report upon the transport arrangements of the metropolis. This commission and the Parliamentary Standing Committee recommended the electrification of the Melbourne suburban lines and the consulting engineer was asked to review his original scheme.

At this time the controversy as to the relative advantages of the single-phase and direct-current systems was at its height, and the opportunity was taken by Mr. Merz to recommend that alternative tenders be invited for these two systems, so that the most advantageous could be determined for an electrification of this magnitude.

Comparison of the tenders for the two schemes revealed a saving on both initial and annual costs in favour of the direct-current system, which was accordingly adopted.

In this scheme electrical energy is generated at the power house at Newport at 3300 volts 3-phase 25-cycles by turbo-generators, of which there are six in "A" power house ranging in capacity from 12,500 to 14,000 k.v.a., or a total of 78,000 k.v.a. (equal to 105,000 h.p.).

The pressure is transformed at the power house to 20,000 volts, and thus transmitted through underground cables to the nearer sub-stations, and through underground cables and overhead lines to the most remote sub-stations, where it is converted to direct current at 1500 volts for distribution to the trains.

The scheme as now completed comprises the following:—

Number of miles of single track electrified	349
Number of route miles electrified	145
Number of traction sub-stations	16
Number of miles of underground 20,000-volt cables . .	144
Number of miles of overhead 20,000-volt transmission lines	104
Number of electrically-equipped vehicles—	
Motors and driving trailers	405
Trailers	305
Parcels coaches	3
	713
Number of electric train miles, year ending June, 1923	5,827,887
Number of electric car miles, year ending June, 1923	28,834,832

While a comparison of the importance of different electrified systems is difficult, the Melbourne system can be regarded as the most important of its kind in the world to-day. The only system which, when completed, will compare with and possibly surpass it in magnitude, is that of the now approved electrification of the Chicago Lake Shore lines, for which the 1500-volt system with overhead equipment has been decided on.

It is interesting at this stage to consider how the decision which was originally arrived at to adopt the direct-current system, compares with later electrification decisions.

The results of commissions in England, France, and Holland have been to recommend the adoption of the 1500-volt or 3000-volt direct-current system.

The electrification of the Chicago Lake Shore railway, which has previously been referred to, is at 1500 volts direct current.

The South African railway electrification, which is at present being carried out, is at 3000 volts direct current.

In addition to the above, 1500-volt electrifications are in progress in Brazil, Japan, New Zealand and India.

Trucks Well Used Mean Money Saved.

The Department has entered upon another grain season, when its resources in trucks and equipment will be heavily taxed to move the harvest to the seaboard.

Last season, January was the heaviest month, and the Department then secured an average mileage per truck per day of 28.8, and an average tonnage per loaded truck of 9 tons 12 cwt. Somewhat similar conditions obtained during February and March.

This year, however, the harvest is approximately 4 weeks later than usual, and the heaviest traffic is expected to offer during February and March. The yield is estimated to be in excess of last year. In this season, as in the last, the Department has set itself the task

of securing an average of 30 miles per truck per day, and 10 tons per loaded truck. Experience shows that the Victorian railway man can give as enthusiastic service in a good cause as anybody, and we are looking forward to the figures for this season to reveal the best record that has yet been put up. As a matter of fact, it might easily be that we will have the gratification of looking at results showing something like 35 miles per truck per day, because it is surprising what can be achieved when everybody does a little and does it in the spirit of mutual co-operation.



Loading Wheat at a Mallee Station.

After allowing for vehicles otherwise needed, under repair and so on, we find we have about 18,700 with which to carry on. If this number is inadequate, we must provide more, and do you know what this means? It means £400 per truck, for that is the price of a new vehicle, and if, as may easily happen, the number constructed is fairly large, the expenditure would be very heavy, and on the shoulders of every one of us there would be resting an additional financial burden.

But we do not need to build more trucks if we use those that we have to the fullest extent. Everybody can help, both the patrons of the Department and the railway men, and some of the outstanding points for the latter are the following:—

- (1) Do not order trucks in excess of requirements.
- (2) Do not order trucks before they are required.
- (3) See that all inwards trucks are promptly unloaded.

- (4) Make sure that no avoidable delay takes place in loading.
- (5) Promptly place empty trucks at the disposal of the Depot.
- (6) Compile rolling stock returns correctly, so that those responsible for the distribution of trucks may be in possession of all necessary information.
- (7) See that the report on trucks delayed is dully filled in and sent to the District Superintendent by the first available train after completion.
- (8) Carefully scrutinise yard checks and truck record books to keep all overtime trucks under review.
- (9) Invite co-operation of consignors and consignees in loading and unloading.
- (10) When trucks have arrived, advise by the quickest possible means those consignees who live at a distance.
- (11) Arrange for the unloading of inwards trucks where such a course is necessary.
- (12) Make sure that trucks are safely and securely loaded, and as far as possible up to the fullest cubic or tonnage capacity.

Briefly do those things calculated to give trucks the biggest loads and to keep them in running. Patrons, as well as railwaymen, are interested, and can help, and if they do, both will benefit. Consideration and understanding on both sides mean real money and better service.



The Deed

Grant us the will to fashion as we feel,
Grant us the strength to labour as we know,
Grant us the purpose, ribbed and edged with
steel,

To strike the blow.

Knowledge we ask not—knowledge **Thou hast**
lent,
But, Lord, the will—there lies our bitter
need,—
Give us to build, above the deep intent,
The deed, the deed.

—John Drinkwater.

The Petrol Rail Motor Car

For a considerable time past the Commissioners have appreciated the great desirability of giving improved passenger service on many of the small or more remote branch lines where, on account of the paucity of the passenger traffic, mixed trains with their slow schedules have always been the rule.

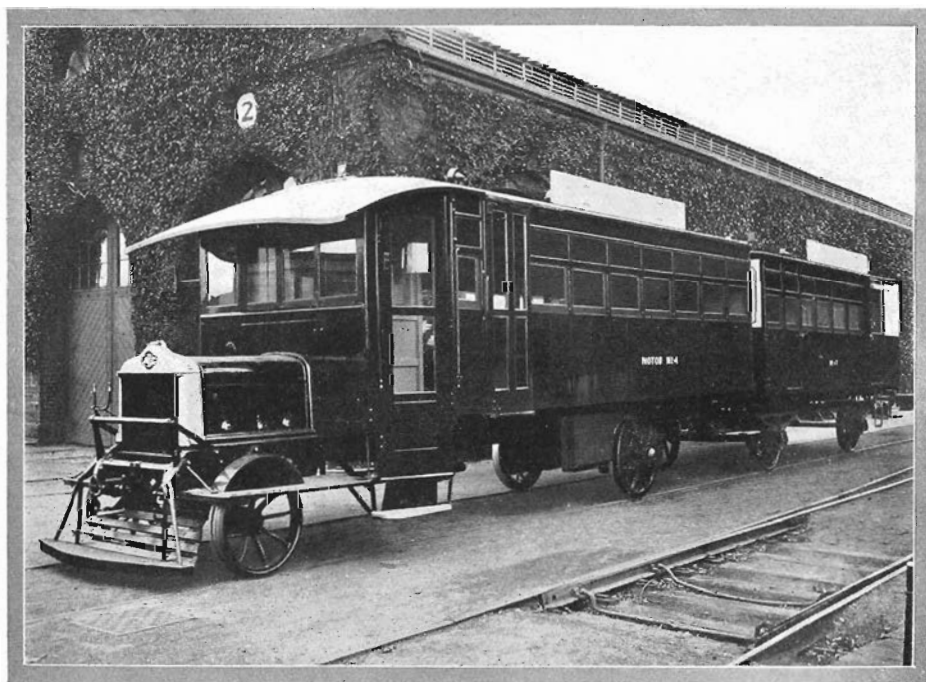
The solution appears to have been found in the Rail Motor Car. A trial of such a car was made at Mildura a considerable time ago, and its success was immediately followed by the provision of similar cars on a number of other lines, and the policy of making such provision is being further extended as means and opportunity permit.

- (7) Castlemaine—Maldon;
- (8) Frankston—Morningside;
- (9) Echuca—Deniliquin.

These Cars, of which an illustration appears in this issue, have ordinary commercial chassis fitted with a body built at the Newport Workshops, and are adapted to draw a trailer constructed at the same shops. The motor is of 45 horse-power, and the maximum speed 35 miles per hour. The regular passenger seating capacity of the Motor Car is 37, and of the trailer 12.

Provision is also made for the carriage of up to 40 cwt. of parcels and luggage. Electric light is used, and heating is provided for.

Petrol
Rail
Motor
Car and
Trailer



So far the following lines have been provided with Rail Motors:—

- (1) Mildura—Merbein—Red Cliffs;
- (2) Shepparton—Numurkah — Tocumwal;
- (3) Cobram—Nathalia—Katamatite;
- (4) Elmore—Cohuna;
- (5) Benalla—Yarrawonga;
- (6) Ouyen—Murrayville—Pinnaroo;

While the standard of comfort in these vehicles is not, of course, that which is reached in the luxurious cars which have made our lines notable, it is still reasonably good, and by the people along the lines served by these cars any slight loss of comfort is forgotten in the pleasure of being able to make journeys by rail in a much reduced time.

Bird's Eye Impressions of a Country Railway Staff

The S.M.—One of the few favoured residents with a Mr. to his name. Much sought after to fill official positions in sporting clubs, recreation societies, etc. An object of terror to lad porters during their first month in the Service. A target for those countless "billet-doux," commonly known as "please explains," the majority of which he dexterously passes on to his subordinates. A supposed "fount of all knowledge," and an inquiry bureau for townsmen and cockies, and is expected to give reliable advice on such variant matters as—filling up of income tax returns, a knowledge of all the latest market prices, and of all the best cures for sick horses, cows, etc.

The R.S.M.—The super S.M.; and the commercial traveller on the job; a position tacitly admitted by landlords, by charging him the highest tariff rates.

The A.S.M.—An S.M. in embryo, hardly credited with the comprehensive knowledge of his senior officer, but with great possibilities. Not yet qualified for the "handle" to his name, and hardly as much in demand for filling public positions.

The Cierk.—The S.M.'s right hand man and the Beau Brummel of the staff. A favourite with the town's elite, and a leading member of the younger set.

Operating Porter.—The popular member of the station staff—hailed familiarly by his Christian name everywhere (if single). An object of many glad eyes. The station's handy man.

Porter.—Also very popular with all. Much sought after by rest of staff, when a lady needs a cream can or box of eggs, etc., lifted from her conveyance to the station. A cheerful cleaner-up, etc.

Lad Porter.—The "butt" of the staff, who exercise their ingenuity in giving him impossible "freak" jobs. "Swallows" everything he hears for the first month, and then swings round to the other extreme by not believing a thing.

Signalman.—The lord of the signal box. Always neat and natty. An object of admiration to small children as they watch him pulling the levers or exchanging the magic staff.

Shunter.—The devil-may-care, but a conscientious worker in all weathers and conditions. Outsiders watch him performing his risky calling with a shudder, and breathe sighs of relief when he safely reappears after a dive between trucks. His flow of language

is always greatly admired as he admonishes a luckless signalman for making the wrong roads.

Guard.—An adventurer into far places, and consequently an object of envy to the youth of the town, who regard him with interest as he takes the truck numbers, etc., which feeling changes to awesome admiration as he gives the right-away signal.

Engine Driver.—The premier position de luxe. The ambitious climax to which every small boy aspires. A halo of romance emanates from him as he moves around his engine.

The Fireman.—The man behind the shovel. A worthy assistant to the Driver. A recipient of countless hand-waves (not according to regulations) from fair admirers in the country, as his train thunders past home-steads.

The Cleaner.—They also serve, etc. Works while others sleep. His existence is practically unknown to the general community; and if mentioned at all, is vaguely quoted as doing something at the station.

The Ganger.—The overseer of the line. A familiar figure as he propels his man-power "Ford" along, or leads his men in the various back-breaking jobs of weeding, chipping, etc.

The Repairer.—The ganger's henchman, and a conscientious worker. The facetious object of "Government Stroke" jokes from passing travellers, many of whom would probably last less than a day at the same job themselves.

J. RAHILLY.



"No one can cheat you out of success except yourself."—Emerson.

Things do not turn up until somebody turns them up.

Success lies in the man, and not in the stuff he works on.

He who is to win the noblest successes in the world of affairs must continually educate himself for larger grasp of principles and broader grasp of conditions.

—Hamilton Wright Marie.



Personal.



Our Visitors

We were pleased the other day to welcome Mr. Alex. Bloom, enginedriver, Queensland Railways, Toowoomba, as a visitor to the Institute. Mr. Bloom was spending a holiday in Victoria, and he expressed himself as being delighted with our scenery, especially the country he had seen up in the Healesville and Narbethong districts.

Wedding Bells

Mr. B. Ross, Clerk, Yarraville, and popular member of the V.R. Military Band, was married recently. His colleagues in the Band, as well as his many friends, extend their good wishes for the happiness of the young pair.

With smiles and hand-shakes a little ceremony was performed in the Bookkeeper's Office, Accountancy Branch, on Wednesday, 12th December last, when, in the presence of a number of his fellow-officers, Mr. Reg. Parker was



Mr. R. Parker.

presented with a beautiful English dinner service, a set of cutlery, and a silver vase.

In making the presentation on behalf of the staff of the Branch, Mr. T. F. Brennan, Chief Accountant, referred to the popularity enjoyed by Mr. Parker among the members of the staff, and spoke in high terms of praise of his ten years' service in the Department. Mr.

Parker was one of those to whom his fellows were proud to point as an early volunteer in the service of his King and Country, he having served for over three years in the 59th Infantry Battalion, A.I.F., on his return from which we were pleased to welcome him suffering no apparent ill effect. In conclusion, Mr. Brennan wished him and his wife great happiness, health and prosperity in his new sphere, and hoped that the articles which were offered for his acceptance would serve as a reminder of the friends he had made in the Branch and of their good wishes.

Mr. A. Williams, Assistant Accountant, supported Mr. Brennan, reiterating his own and the staff's good wishes, and stating that he had watched Mr. Parker's work and progress during his period of service, commended his excellent conduct, both as an officer and a man, and prophesied that a continuance of these qualities would go a long way towards success, both in the married state and in his official state as an officer of the Department. Mr. Beulke, the Bookkeeper, in a brief speech, spoke of the conscientiousness and honesty shown by Mr. Parker in the execution of any duties he was called upon to perform. Mr. Parker suitably responded.

An Engagement

Congratulations and best wishes for their future happiness are extended to Mr. Kevin Coyle, of the Accountancy Branch, and his fiancée, Miss Catherine Taylor. Mr. Coyle is well known in cricketing circles, and has many times stood behind the wickets in Interstate Railways matches.

Presentations

Mr. Geo. Habgood, Clerk at Warragul for some years, was presented with a silver cigarette case recently on the occasion of his transfer to the Accountancy Branch, Melbourne. Mr. Habgood had been most popular with very body, as was evidenced by the large gathering of Railwaymen from each Branch of the Service, who were present at a social evening held for the purpose of bidding him "au revoir."

An interesting function took place in No. 3 Class Room, Victorian Railways Institute, on the 14th December, the occasion being a presentation to Mr. E. F. Hally, Instructor of the Class in Station Accounts and Management, of

a travelling suit case and fountain pen from the students who had attended this class during the year just closed. Mr. Falloon, one of the students, in handing over the articles to Mr. Hally, gracefully referred to the high esteem in which he was held by the whole of the students, who regard him as a most obliging teacher, sparing no pains to help them with their lessons. Several of the students spoke of the interesting, cheerful and gracious manner Mr. Hally had always practised in presenting his subject to them, and his willingness on all occasions to unravel knotty points.

Mr. Hally suitably responded, giving excellent advice to them for their future welfare in the service.

Mr. M. Magher, Fitter's Assistant, who had been stationed at Traralgon depot for some time, has recently been transferred to Seymour. On the eve of his departure he was presented with a travelling trunk, wallet and tobacco pouch by his fellow employes. Mr. Ward, Depot Foreman, in a few well-chosen remarks, made the presentation, and Mr. Magher suitably responded. "Mick," as he was familiarly called, will be greatly missed by the local sporting bodies, as he was captain of the football club, which team was successful in annexing the premiership of the North Gippsland League last year; he was also a prominent member of the Railway Cricket Club, and a pedestrian of no mean order. We wish him all the best of luck in his new location.

Mr. F. Tomlins, Weigher, Transportation Branch, Warranbool, on the occasion of his transfer from there to Korumburra the other day, was presented by his Railway colleagues with a beautifully mounted silver pipe and tobacco pouch. In bidding him "au revoir," his many friends made complimentary reference to his good qualities as a comrade.

Promotions

We desire to congratulate Mr. J. A. Watkins, Block and Signal Inspector, on his promotion to Class I, and transfer to Head Offices; Mr. L. C. Bromilow, Clerk, Transportation Branch, Head Offices, promotion to Class I, and Mr. M. Enright, Train Running Officer, promotion to Class I.

Retirements

Mr. J. J. TIERNEY, Supt. of Passenger Train Service.

John Joseph Tierney, Superintendent of Passenger Train Service, retired from the Department on December 31st, 1923. Mr. Tierney joined the Department on April 2nd, 1879, and

was first employed as an assistant on the first section of the North-Eastern line, where he controlled the signalling of trains under the system then known as "The Morris Block" single line working.

Subsequently he was employed at Castlemaine, where he had as an associate Mr. H. J. Cadwallader, who recently retired from the position of District Superintendent of the South-Western District. From Castlemaine Mr. Tierney took up duty as a relieving officer, and continued in that capacity for 15 years, during which he gained a wide and varied knowledge. Mr. Tierney's forte lay in the direction of juggling with time tables, and as a relieving officer his aid was frequently sought by the then administration in compiling time-tables. From the relieving staff he transferred to the position of Stationmaster at Flinders



Mr. J. J. Tierney.

Street, where, surrounded by time-tables, coaching guides, etc., he carried on the responsible duties allotted to him with conspicuous ability for 12 years, after which he was appointed Time-Table Officer, and subsequently Superintendent of Passenger Train Service.

Mr. Tierney leaves the Department full of honours. His ability and industry demonstrated that if there were any positions worth while in the Department he would succeed to one of them. He has at all times, when the occasion demanded, borne himself with dignity and courage. In his young days he fought hard and conquered adversity and prejudice, thus he rose to one of the best positions that the Department can offer its sons.

When Mr. Tierney handed over the responsibilities attached to his office as Superintendent Passenger Train Service, and left his job, the Department lost a man of ability and integrity. There is some compensation, however, in the fact that Mr. Tierney was a man who gave his wide knowledge freely to those associated with him, and although his job will be hard to fill!

the young officers whose privilege it was to work with him should be able to carry on the good work of their mentor. It is understood that Mr. Tierney will spend a couple of years travelling before settling down to a less strenuous job.

I am sure that every reader of this sketch will join with the present writer in wishing Mr. Tierney many years of sunshine and happiness.

Mr. J. M. COLES, Supt. of Station Service.

The story of the growth and development of the Victorian Railways from the pioneering days of the Hobson's Bay Company to the wonderfully organised State-owned institution of to-day is an epoch of national progress and achievement and historical romance. One of those intimately associated with that



Mr. J. M. Coles.

growth is John Mellier Coles, who retired on 19th November last from the position of Superintendent of Station Service, and whose going severs one of the few remaining links with the past. He was stationed at Richmond when only two platforms, level with the street, were sufficient, and saw the first train from Gippsland to Melbourne pass through in 1879.

Mr. Coles, who joined the railways with the Hobson's Bay Company on 27.4.1876, served as Clerk and Stationmaster prior to entering the Head Office, and had 47 years' uninterrupted service. Devotion to duty was an outstanding part of his character, and was accompanied by ability and energy in a high degree.

Mr. Coles, who for very many years has been the senior staff officer in the Transportation Branch, will be remembered as one who tempered justice with mercy, and while

demanding strict adherence to duty from subordinates, at all times sympathetically listened to every man and boy who approached him. It was his anxiety to assist any who displayed a genuine desire to advance in the Service. Many officers, now prominent in the Department, remember with warm appreciation the kindly inspiration and guiding influence of Mr. Coles in the days when they were fortunate enough to work under him in the Transportation Branch.

Mr. Coles still exhibits to a marked degree keen mental acumen and wonderful physical vitality. Time has dealt kindly with him, and his active participation in the recent reunion cricket match between the Head Office and the Relieving Staff rendered it difficult to believe that he had reached the retiring age. He has been satisfied to work—hard and long—and has earned the gratitude of many and the esteem and goodwill of all, and we extend to him our hearty good wishes for the future welfare of himself and his wife and family.

Mr. E. J. WRAITH, District Rolling Stock Supt.

Mr. Wraith attended a recent conference of Rolling Stock Officers for the purpose of officially saying good-bye to the Railways.

Mr. Deasey apologised for the unavoidable absence of Mr. A. E. Smith (Chief Mechanical Engineer). Personally, He (Mr. Deasey) owed a great deal to Mr. Wraith, and he was sure that others would voice his sentiments when he said that it was with deep regret they had lost the services of such an able officer. Mr. Wraith first joined the Service on 16th October, 1882, as Cleaner, and in course of service was promoted to District Rolling Stock Superintendent.

Mr. Deasey referred to Mr. Wraith's long and honourable career, and wished him long life, health and prosperity, to enjoy his well-earned rest.

He then called on Mr. Ryan to supplement his remarks.

Mr. Ryan expressed regret that the time had come for Mr. Wraith's retirement. He had been a good officer, and his history showed that he rose from the ranks to the highest position which it was possible for him to attain. When his vision failed he set to work to improve himself, and as a result, he reached the high position which he filled with credit to himself and the Department. Mr. A. E. Smith (Chief Mechanical Engineer) would have liked to have been present to bear testimony to his sterling qualities, and had recommended him for further extension of service, which was proof of the high regard he had for Mr. Wraith. He wished Mr. Wraith long life, health and prosperity.

Messrs. Ahlston, Taylor, Scorer, Heffey and Thornton supported the previous speakers, and Mr. Deasey then presented Mr. Wraith with a

pair of Zeiss field glasses from his brother officers as a slight token of the esteem in which he was held.

Mr. Wraith, in responding, stated that he was pleased to hear the good things said of him. He had always held the good fellowship of the staff and brother officers, and could say during the whole of his career that he had had no bad feeling shown him. He thanked all concerned for the very nice present and the good wishes with which it was accompanied.

Mr. A. ROGERS, Signalman.

We have pleasure in presenting to our readers a portrait of Mr. Arthur Rogers, retired Victorian Railwayman, formerly well known as a Signalman in the Melbourne Yards, and equally well known as an antiquary.



Mr. A. Rogers.

He says he first became connected with the V.R. on October 6th, 1879, as a number-taker of cars and waggons at Spencer Street, under the late John Sadler, Yard Inspector, a position now known as Superintendent of Melbourne Yards, and retired on March 6th last, holding a position as Special Class Signalman, No. 1 Box, Spencer Street, the pivot of our Victorian Railways system, having completed 43 years' service, 34 of which was spent in the handling of passenger trains in the Metropolitan area.

Many incidents might be related of his doing the right thing at the right time, subject to regulations, for which recommendation on more than one occasion has been recorded—his object at all times being to keep the wheels moving so as to avoid detention to trains. One of many will suffice. A collision between a Show train and Coburg passenger train occurred on September 4th, 1912, at Franklin Street Junction, blocking all traffic at a busy time, viz., 4.58 p.m. The Officer in Charge of Train Movement (Mr. Miscamble) now third Commissioner, hastened to the scene. It then devolved on the Signalman to carry on, pending the arrival of a Traffic Officer.

Word was immediately sent to Flinders Street and North Melbourne signal boxes to hold all trains at platforms, to await orders. Down trains which had started were side tracked and returned to Flinders Street, a shunting engine being used for first movement, trains then not being under electric traction. The 5 p.m. Sydney Express was now approaching, and was detained for three minutes for the purpose of obtaining the Stationmaster's approval to allow it to depart via the goods lines to North Melbourne Junction at slow speed, in charge of a shunter, who acted as pilotman until it again reached the main line. Had this not been done, some hours' detention would probably have occurred. Suburban traffic was subsequently resumed by way of goods yard, passing behind North Melbourne Station. To make matters more complicated, the big crane portion of breakdown equipment made its first appearance, and whilst proceeding to the location of the accident the lowering of jib had been overlooked, with result that all overhead electrical wires were dismantled, necessitating other means of communication. Valuable outdoor assistance was rendered (leaving a man short in the signal box) by Signalman (now Inspector) Jackson. This will suffice to show some of the problems of which signalmen are faced when immediate action is necessary at busy centres.

Back from Sick Leave.

Mr. M. A. Curlett, of the Chief Mechanical Engineer's Office, who is also a Councillor of this Institute, and Hon. Secretary of the V.R.M. Band, as well as a very active member of the Sports Committee, has resumed duty after being off for 2½ months with a broken ankle, which he sustained whilst playing tennis. His many friends in the sporting and other sections of the Institute and Department will be pleased to hear of his recovery and his resumption of duty, so that he may again take an active part in the boxing and wrestling section of the Institute's work.

The Last Mile Post

Among his many friends, both in the Department and elsewhere, keen regret is felt at the death, on December 5th, after a short illness, of Mr. Joseph Thompson Tatchell, Railways' Auditor.

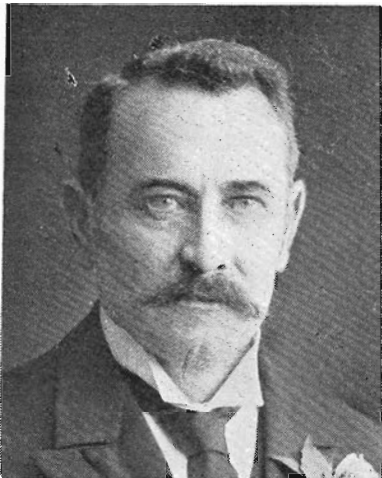
The late Mr. Tatchell was born at Sebastopol, near Ballarat, on June 19th, 1860, and joined the Victorian Telegraph Service on September 13th, 1875. During 1893 he was transferred to the State Audit Office, where he was allotted the duty of supervising Railway Accounts, and some few years ago, upon the services of Mr. Shields being withdrawn from the post, he was appointed Railways Auditor.

Among Railway officials of all grades he was highly esteemed by reason of his uniform kindness, tact, and general ability.

Mr. Tatchell, in his day, was a prominent member of the Australian Natives' Association, of which he was Chairman of the Metropolitan Committee in 1906. It was in that year that the first All-Australian Exhibition was held, and he was prominently identified with its organisation.

The Exhibition, which was opened by Lord Northcote, then Governor-General of the Commonwealth, was most successful, and it is an acknowledged fact that the manufacturing community benefited largely as a result of it.

Among many other activities, Mr. Tatchell displayed a keen interest in the municipal af-



Mr. J. T. Tatchell.

fairs of Elsternwick, where he resided for many years prior to his death. He was also a very able speaker, enthusiastic bowler, and a writer of distinction.

Our sincere sympathy goes out to the widow, daughter and two sons who are left to mourn his loss.

Mr. E. Garner, of the V.R. Military Band, sustained a loss by the death of his mother. Sincere sympathy is extended to Mr. Garner in his bereavement.

We desire to extend to Mr. William Phelan, Vice-President of the Institute, our deep sympathy with himself and family in their recent sad bereavement by the death of his sister, who passed away after a painful illness.

Retreat

(Seventeenth Century.)

How calm and quiet a delight

It is alone

To read, and meditate, and write,
By none offended, nor offending none;
To walk, ride, sit, or sleep at one's own ease,
And pleasing a man's self, none other to
displease!

—Charles Cotton.

DEPENDABILITY.

To be dependable—to be singled out as one who accomplishes things—is a tremendous asset.

A man may be faithful or industrious, or even capable, and still not be dependable.

For the faithful man may be incompetent, he who is capable may possess erratic tendencies which minimise his efforts and the industrious man may be a blunderer.

But the dependable man is he who can at all times be depended upon to do that which is set for him to do as it should be done.

He has learned by experience how not to do things, and with this has come naturally the knowledge of how things should be done.

Like every other quality, dependability can be acquired. Like everything else that is desirable, its acquisition requires effort. But the reward is worth the struggle.

Praising the Sea

O chiming monotonous change!
O changeless melodious beat!
O reflux rhythymical range
Of fairy invisible feet!

—Francis Coultts.

KEEP ON

Courage yet, my brother or my sister!
Keep on!

There is nothing that is quelled by one or two failures, or by any number of failures,

Or by the indifference and ingratitude of the people, or by any unfaithfulness.

—Walt Whitman.



The LADIES.



Woman and Her Arts

(By Matron)

While wishing my dear readers the compliments of the season, and a very happy and prosperous New Year, I desire also to express the hope that what I have to say from month to month in this column meets at least with the approval of the wives and mothers. I fear that I too often preach a little above the heads of the girls, and should I be blamed for this, I could advance the excuse that I am myself the mother of three grown-up girls, and very careful of their welfare and training. I may be like a mother hen sometimes, extremely careful of her chicks, so careful that I become fussy. But, my dears, I mean well, so if I talk more of conduct than of fashion, that is because I am old enough to set the one above the other.

I am, perhaps, old fashioned, but I adhere to the opinion, that woman's natural sphere is the home. When I say this, do not think for one moment that I object to women entering Parliament, practising the professions, conducting businesses, and so forth. No avenue in professional and business life should be closed to women, for they should be permitted to prove themselves to the limit of individual ability. They can help to make the wheels of the world go round, and in many spheres of intellectual and professional activity, women are as well suited to the requirements as are men. I need not pursue that line further than to say that, in point of intelligence, women generally are equal to men. That is proved every day. What also is proven every day is that women are far superior to men in homemaking. A good woman is priceless as wife and mother. I think the sweetest sight in the world is that presented by a young mother suckling her infant. A fine spectacle is that showing a middle-aged woman managing her household serenely, and, therefore, comfortably. And I like to see the older women in the evening of life revered by husband and loved by the members of the family. These are not platitudes—at least they are not intended as such—but come from the heart. So you will not exclaim when I add that I shall dearly like to be made a grandmother. I love babies. It has been well said that children are the flowers of life. We are sometimes inclined to consider them as thorns.

And as I grow older, I esteem more the women who teach their daughters not only

to dress well, but also to behave well. I believe in encouraging and developing family affection. We are not a demonstrative family, and do not kiss easily, but we love quietly and deeply, and are never unkind critics one of another. We may speak our minds freely at times, but without malice. We may even flare up into a quarrel, but we soon forget and forgive. We love our home with its big garden and its tiny paddock. Perhaps you will imagine that we are exceptional people. Not at all. Merely homely people. John and I are getting old, and as we sit together in the evenings, we often remark that home is the best place in the world. Any good woman can make it so.

I am bound to add that the young women of the present day are good home-makers, so far as my experience goes. We are perhaps more pleasure-loving to-day than we were yesterday, but, speaking generally, the young women I meet will make good wives and mothers, when they settle down in earnest. A "good time" is not necessarily a riotous time.

Afflicted with Nerves.

The woman with highly strung nerves should take as much rest in tranquil surroundings as she is able, make good meals of wholesome food, and refuse to allow her nerves to be tried or set on edge by small and negligible incidents.

Worry is the worst enemy of the woman with a nervous temperament. She is inclined to magnify molehills into mountains.

Any amount of cream, fresh butter and eggs should be included in the woman's diet. A glass of milk in the middle of the morning is to be recommended, while she will benefit if she goes back to childhood's fare of bread and milk and milk puddings.

She should try to eat a good breakfast, and must not on any account miss her noon meal. It is the meagre diet indulged in by many busy women, which is so often the beginning of nerve trouble.

A biscuit if she feels hungry between meals, and milk and biscuits by her bedside at night are wise precautions. The less tea and coffee drunk the better.

Lack of sufficient rest and sleep is often a cause of an outbreak of nervousness. Early to bed cannot be too highly recommended, but it does little good if the patient persists in reading far into the night. Lying with closed eyes and tranquil mind even for hours until sleep comes is benefiting to frayed nerves.

Advice from Japan.

The Japanese sage, Hokusai, left a parchment filled with advice to women. This was of late translated into English by the Japanese poet, Komai. A portion of it reads as follows:—

What the wise wife will avoid:—

The ways of women who have their hearts always full of jealousy and envy of others.

The idle visiting of temples and shrines.

Cherishing resentment against others on account of your own ill fortune, without repenting of and correcting your own mistakes, even when trifling.

Ridicule even of trifles seen or heard, calumny and backbiting.

Speaking too freely and indiscreetly to others of important matters.

Neglecting filial piety and fidelity, and forgetting the profound gratitude due to masters and parents.

Disrespect towards your husband through self-assertion, contrary to the laws of heaven.

Envy of others who enjoy prosperity without considering the ways and means by which it was attained.

Scorn and insult toward those who have fallen into poverty through their fidelity and honesty.

Indulgence in pleasures, music, sight-seeing, and play-going.

Such ill-temper and jealousy as make women heedless of the scoffing of others.

Making light of others through a too high conceit of women's apish cleverness.

Negligence of parents-in-law, and ignoring the fact that such conduct arouses public censure.

THE INNER MAN—AND WOMAN.

Beef and Spaghetti.

One pound beef, chopped or ground, 1 onion, 1 cup of cooked, diced potatoes, $\frac{1}{2}$ pound spaghetti, 1 pint. strained tomatoes, 1 cup cheese (grated). Brown the meat and minced onion in a small amount of fat. Add the spaghetti cooked and drained, and the potatoes also. Add these and set back on the stove, where it can simmer till ready to serve. Just before serving add grated cheese.

Simple Sunday Dinner.

Roast filet of veal with dressing, brown gravy. Boiled potatoes, canned corn, bread, butter, custard pie, tea.

Dressing for Veal.—Two cups of bread crumbs, half-cup minced onions, good sprinkling of poultry seasoning, pepper and salt to taste, tablespoonful of butter, melted. Mix well and place in filet. Veal needs to be well cooked.

Old-Fashioned Chili Sauce.

Wash, peel and cut into small pieces 30 large, ripe tomatoes and eight medium-sized onions. Sprinkle over these a large handful of salt, and let remain over night. In the morning, drain all the liquid from the mixture and cover the tomatoes and onions with cider vinegar. To this add 5 finely-chopped green peppers, 2 cups brown sugar, $\frac{1}{2}$ teaspoon white pepper, 1 teaspoon allspice, $\frac{1}{2}$ teaspoon cinnamon, $\frac{1}{2}$ teaspoon curry powder, $\frac{1}{2}$ teaspoon red pepper. Let simmer for 4 hours, and add more spices if desired. Bottle and seal.



Kill the Deadly Fly

The common house-fly is thought to be the most frequent carrier of disease germs now known. It can and does carry from one place to another the germs of tuberculosis, typhoid fever, summer complaint, and very probably other contagious diseases.

The fly does this by walking in filth, then flying into the house and walking over food and milk.

Flies breed in manure, and a fresh crop is hatched every ten days. If there were no manure heaps there would be very few flies.

Flies swarm in the filthiest places, and each and every fly is covered with filth as well as germs. When flies crawl over food they leave a trail of filth and germs behind them.

These germs grow rapidly in milk, on food, and even in the dust of the room. Then somebody eats some of the infected food and gets sick. Perhaps the fly walks over the nipple of the baby's bottle or falls into the milk, then the baby gets summer complaint, and everyone wonders how he caught it. The flies gave it to him by carrying the filth from the garbage.

Therefore it pays—

1. To keep flies out of your house.
2. To kill every fly you see.
3. To cover your food.

Get rid of flies by killing them early in the season, before they have time to breed.

Clean up all heaps of garbage around your house. See that the garbage is covered; it attracts flies.

Put fly screens on your windows.

Don't leave food lying around or throw greasy papers in corners of the works.



WHAT DOLLS THINK

It is true we're stuffed with sawdust
And can never learn to walk;
It is true we have no organs,
And can never learn to talk;
It is true we're only dollies
And dollies must remain,
But we're free from faults and follies
That might cause our mothers pain.

Can you tell us when your ever
Saw our faces spoiled with frowns?
And we're sure you never heard us
Make a fuss about our gowns!
Then we do not tease the kitty,
We are always kind in play;
And we think 'twould be a pity
For a doll to disobey!

When the parlour clock strikes seven,
Not a fretful word is said,
As our little mothers tell us
It is time to go to bed.
So you see, though we are dollies
And dollies must remain,
We are free from faults and follies.
That might cause our mothers pain.
—Helen A. Walker.

WHAT HAPPENED TO GIPSY

"Meow! Meow." Where could Gipsy be? Gipsy was Josie's big black and white cat. She had a beautiful basket where she slept every night. But now she had been gone a day and a night, and it was almost night again and no Gipsy.

Josie was almost ready to cry for her lost kitty, when she heard a soft little "meow." She thought the sound came from on top of the bay window, so she ran upstairs as fast as she could go, and looked out on the roof, but Gipsy was not there.

Another "meow"—such a sad little noise. "Oh, she must be shut up in the attic!" cried Josie, and away she flew upstairs, looking everywhere.

First she opened two or three cupboard doors, but kitty was not there. At last she made up her mind to be very brave and went into all the dark corners, for she could still hear the little "meow," but she could not find Gipsy. She called mother to help her.

"Mother, I can hear Gipsy crying, but I can't find her, and I know she is afraid she will have to stay another night without me. I'm afraid she's almost starved. Do hurry, please, mother!" Mother came very quickly. "Now dearie, take hold of my hand, and stand very still a moment. We will listen once more."

"Meow! Meow!" That sounded as if kitty must be in the "company room," as Josie called it.

Away mother and Josie went to the front room.

Mother and Josie listened again. "Meow! M-e-o-w!" Where could that kitty be? The "meow" sounded out of doors. They looked out of the window. "Meow!" That little cry seemed to come from right beside their feet now. Then mother thought of something.

"Josie, did you come up here when the men took off the window casing to fix the place where the rain came in?"

"Yes, mother, I watched them all the morning."

"Did Gipsy come with you?"

"Yes, Gipsy and I came up together, but she only stayed a little while."

"Where did she go when she left you alone?"

"I don't know, mother. I thought she went downstairs."

"Well, dearie, run for the carpenter as fast as you can, for I think Gipsy must have gone into the hole beside the window when the man had the board off and they didn't see her, but nailed the place up again and shut her inside."

Oh, how Josie ran to the carpenter's house! But he was on another street, building a house.

Away Josie flew. She ran so fast that her shoestring came untied, and it seemed almost a year before she could get it tied again. At last she found the new house, and asked the carpenter to hurry as fast as he could to her home.

"What is the matter?" he asked.

"Oh, you built my kitty into the house, and we didn't know it till now. Do hurry, please, and unbuild her!"

The carpenter laughed, and followed Josie. He had to go fast to keep up with those little flying feet. At last they reached the "company room." The carpenter put his ear down close to the window and listened.

"I guess you're right, little miss," he said.

Then he worked fast to get the nails out, and, as soon as he pulled one of the boards back ever so little, Gipsy's head peeped through. She was in such a hurry to get out. A minute more and she scrambled into the room and ran to Josie.

Josie nearly choked her hugging her so tightly. Then Gipsy gave one more little "meow," just to tell Josie how hungry she was.

"Poor Gip, I was so glad to see you, I almost forgot you were nearly starved," said Josie.

Then mother and Josie and Gip went downstairs and found some warm milk and a nice soft basket; and the carpenter said he didn't often have a chance to build kitties into his houses.



Horticultural Notes for February

FLOWER GARDEN.

Dahlias that are sufficiently advanced will require to be securely fastened to sticks so as to prevent destruction from the wind, and to those who intend to grow for show purposes, a reminder is necessary with regard to the choice of heads to carry the show blooms. With **Chrysanthemums**, a light mulching now and again will prove beneficial, but too much watering and manuring must be avoided. These will also require staking. This is the best time of the year to sow **Cosmos**. Many gardens have them already in a very advanced state, but a sowing made at the present time will yield better results than those sown earlier. A little trouble taken with **Pansies** just now will bring its reward. Place the seed in well-prepared ground, which should receive a good soaking prior to the seed being put in. Sow lightly and mulch. When the young plants come up (which they will do very quickly) and are large enough, they can be pricked off into their permanent positions. They will respond readily to bone dust, and bloom profusely during the Winter. **Delphiniums**, **Foxglove**, **Campanula**, **Gypsophila**, **Paniculta**, **Hollyhocks**, **Larkspur** and **Stocks** may be treated in the same way, with an assurance of success. The principal work with **Roses** this month will be budding, and this should be done after rain.

That most valuable of Winter flowers, the **Iceland Poppy**, should be sown now, and when the seedlings are large enough, transplant them into their permanent quarters. **Petunias** and **Verbenas** must be pegged down, as they are apt to be damaged by the wind. Liberal waterings both at the roots and overhead are necessary to the well-being of the plants. **Mignonette** should be sown now, and it will be found that the early roots will do better than those sown later. **Stocks** are worthy of extensive cultivation. They do excellently

in new ground, but are not successful in low-lying or faultily-drained ground. Thrip will probably be troublesome, and tobacco powder on the inside of the leaves will be found to assist in destroying this pest.

The saving of seed from the annual flowers is very simple. Look over the garden for the plants bearing the choicest flowers, and mark one or more of these, so that the blossoms may not be picked. Remove some of the buds, so that comparatively few flowers are left to mature. When these



With Flowers made a place of Beauty.

have ripened off, rub out the seeds on a clean surface, blow away the chaff if there is any, and wrap the seeds in paper, marking plainly the variety and year. In the case of the **China Asters** and similar composite flowers, do not leave any blossoms on the plant which are not double to the centre. Their beauty depends on the full effect this doubling gives, and imperfect flowers, too often appear in plants from the cheaper grades of seeds. This is especially true of the beautiful comet type. Too much stress cannot be laid on the value of mulching during the hot weather, as it is of the greatest assistance to the welfare of the growing seedlings.

THE FERNERY.

Watering.—Particular and constant attention to watering must be uppermost in the mind of the gardener during the hot weather. Ferns grown in pots soon show signs of neglect in this direction, and the young tender growths wither very quickly. Hanging Baskets of *Adiantums* and *Nephrolepis* must be sheltered from the dry, scorching winds, and will do all the better if given a plunge in water once a week. **Tuberous Begonias** will need staking and tying, and, maybe, a move into larger pots. If so, they should not be overfed with liquid manure, if they are newly potted, but once established they will appreciate this assistance. **Fuchsias** are a decided acquisition to the bushhouse, and when planted against supports will lend greatly to the decorative effect.

Hydrangeas should be blooming well, and liquid manure twice a week should be given them. The most important point in their cultivation is to get the cuttings struck as early as possible in the season. Select strong shoots which do not contain flower buds, put them into thumb pots in sharp sandy soil; place them in a propagating case, and keep close until the plants are rooted. Do not let the cuttings flag, and they should be rooted in about a month's time. As soon as they are rooted gradually harden them off, and put them into a cool house. When the roots are showing well round the pot, re-pot the plants in 5-inch pots, and grow them on for a while under glass. It is most important that the wood should be thoroughly ripened or else the plants will not bloom. After they are ripened off in the Autumn, keep them cool and dry until you wish to start them in the Spring. The pots they are in will be plenty big enough for the first year. As soon as they flower, feed them with weak manure water once a week to help them in colour.

Cinerarias, **Streptocarpus**, **Calceolarias** and **Primulas** should be sown this month. The latter require a considerable amount of care to raise them successfully; they do best in shallow pans or boxes filled with light soil till they are large enough for removal.

THE KITCHEN GARDEN.

A good planting of early **Potatoes** may be made, and they should be fit for digging in the Autumn. Rich soil will ensure good results. **Celery** always repays any little extra attention that is bestowed upon it. Well established plants need very frequent watering. The latest batch should be kept from the sun until the new roots are made, and the soil should be kept well hilled up around the plants. During the growing season liquid manure of any kind may be applied, or a light dressing of soot may be scattered. Keep the main stems of **Tomatoes** tied up, and pinch off all lateral growths. **Tomatoes** to be grown properly require to be gone over frequently and all the useless growth removed. They should be thinned when they are too cramped, as this prevents bad setting and

deformed fruit. Instead of continually saturating the soil with water, which often means excessive foliage of an unhealthy colour, give each plant the benefit of a light mulching with stable manure; this will not only keep the roots moist, but help the plants to make growth. A tablespoon of superphosphate of lime pricked into the soil round the plants as far as the roots is not only safe but also a most excellent aid in the direction of large crops of well-flavoured fruit. Apply this only to such plants as have already set for the first truss of fruit, and repeat the dose a few weeks later.

The main crops of **Swedes** and **Turnips** may be sown about the middle of the month. As soon as any plants of **Cabbages**, **Cauliflowers** are ready, they may be planted out. A few **Carrots** may be sown now. **Improved Red Intermediate** is a splendid Carrot. Another sowing may be made of **French Beans**. It is not advisable to transplant **Lettuces** and **Radishes** at this time of the year, but a frequent sowing should be made of them, and they may be thinned out as the seedlings come up. **Brussels Sprouts** sown now will come in very useful during the months from May to September. As the various crops become exhausted, do not allow worthless plants to continue drawing nutriment from the soil; immediately a **Bean** or **Green Pea** is gathered, **Cauliflower** or **Cabbage** cut, remove the stems, and without delay proceed to dig.



A Friend

God made the fairy flowers,
And gave them colors rare,
And perfumed all their petals
To breathe upon the air;
He robbed the trees in grandur,
And clothed with green so cool
Tall ranks of nodding rushes
Reflected in the pool!

He gave the sun its glory,
He gave the birds a voice
To fill the day with singing
And make the air rejoice;
He gave the river movement,
And laughter to the rill,
Made shade to drape the valley
And light to crown the hill!

These all made glad my spirit,
But could not reach my heart,
And so the Master Workman
Resorted to His art:
Moulded a vessel shapely,
And turned it on the wheel,
And gave it power of loving
And fitted it to feel.

To share in joy and pleasure,
To sympathise in pain,
He modelled it with patience,
And polished it again;
And smiled to see it glowing,
And perfect at the end,
And, loving me so dearly,
He gave to me—a friend!

—Narcissus.

First Aid and Ambulance Work

The rise and progress of the movement for rendering First Aid to persons in distress, and who have suffered from the effects of accidental injuries, forms a marked feature, during past years. There is no more beneficent movement, especially in relation to the great question of "Man's duty to Man."

The foundation of all successful Ambulance work is naturally found in the adequate training of those who profess to render assistance in case of injury. Unless such training is afforded, and what is more to the point, properly appreciated, no success can possibly be attained in First Aid work. A typical course of First Aid Instruction includes, first of all, a knowledge of the anatomy and physiology of the body. The amount of instruction of this kind is such as may be obtained in any of our Classes, supplemented by clear demonstrations by the aid of diagrams or by the aid of models of the anatomy of the human frame. In this way the student first of all acquires a distinct knowledge of the organs of the body whose welfare he may be called upon to guard, in case of injury. After such a systematic course of instruction, a training may be given regarding the various classes of injuries, and the best modes of treating them.

It must be understood that, in the majority of cases, the duty of the Ambulance Student is that of placing the patient under such conditions that pain is saved, if not life itself, pending the arrival of a medical man. It is true that in some circumstances, where medical aid is not available, the student may require to undertake further duties.

It is therefore my object under this heading, not merely to indicate the treatment proper to be followed in the case of various accidents and emergencies, but likewise in appropriate cases, to detail the further measures, which in cases of emergency, any layman may be called upon to bring into general practice.

A few general hints may here be given regarding the general principles on which Ambulance work may be conducted, leaving the more particular details proper to each class of injury to be treated in the succeeding issues.

The rules, according to which First Aid help can be successfully rendered, may be said to follow the lines of ordinary common sense.

It is needful, in the first place, to warn the Ambulance Student that, whilst other people may lose their heads in face of an accident, he, of all persons, must endeavour to keep as cool as possible. Excitement on his part will probably render him unfitted to give that aid, which may imply the saving of life itself. In the second place, it is his duty to prevent all crowding around the patient, and by enlisting the services of bystanders to keep the patient as free from annoyance as

possible, whilst in connection with this part of his duty, he should be able to direct the efforts of persons willing to help in the way of removing the patient safely and quickly to some place where appropriate treatment can be carried out. The next rule impresses upon him the duty of at once sending for medical assistance.

It is a notable fact that, in many cases, to send for a doctor after an accident has occurred, is a matter which escapes the attention of the bystanders.

In sending for a doctor, try to give him some indication of the nature of the accident, so that possibly he may arrive better prepared to render assistance than if he were left in ignorance of the nature of the injury. As far as possible, the circumstances under which the accident occurs should be duly noted, for example, the position in which the body is found, and other details, such as a person of ordinary intelligence can readily appreciate.

It is not necessary here to enter into detail regarding the treatment of ambulance cases at large, seeing that the details applicable to one case may not be applicable to another.

As a rule, it is important to place the patient in an easy position on the ground, and in the majority of cases, the rule should be followed that all clothing should be loosened from the neck and chest.

Whether the head should be kept high or low is a matter for recognition of the particular ailment or accident from which he is suffering.

A very important matter in connection especially with the case of broken bones, for example, is seeing that the patient is not roughly lifted to his feet or moved in any way at all until they are secured.

It will be readily understood that the act of setting on his feet a man who suffers from a broken bone of his leg would have the effect, probably, of driving the broken end through the skin, and of converting a simple accident into a very serious one.

Finally, with regard to the administration of stimulants, by way of recovering persons. This is a subject which may be made the subject of a general observation.

There are a large number of persons who seem to regard a bottle of brandy or whisky as the one recognised remedy to be administered in all and sundry emergencies.

Later on, it will be shown that, in certain emergencies (as in the case of a man stricken with apoplexy), the giving of stimulants may produce fatal result. Therefore, the caution

is extremely needful in recognition of the tendency to rely upon stimulants for the general treatment of all accidents and emergencies. I might say here, that, when in doubt, give no stimulants at all. Any good effect which may be produced by a stimulant may, in all probability, be far more readily and more safely produced by keeping the patient warm.

This last feature is, indeed, one of the most important points in connection with the treatment of "shock" which accompanies or follows almost all accidents.—F. W. Kaiser.



Safety First

CARELESSNESS—THE GREATEST ENEMY OF SAFETY

It is quite generally assumed, by persons who have not studied the matter from the practical end, that accidents are attributable, for the most part, to the absence of safety devices in places where danger is known to exist, but closer examination has shown that a wider view of the subject must be taken than this, and that we must recognise many other causes also—notably, ignorance, carelessness, unsuitable clothing.

There is a widely prevalent belief that the installation of protective devices on machinery is all that there is to the safety of employes. This view is erroneous. Safety devices are merely capable of preventing accidents to a limited extent. This has been demonstrated in plants that were safeguarded to the extreme by the most modern devices, yet accidents continued, but, of course, in a reduced number. However, the first step to safety must necessarily be safeguarding of dangerous machinery. The quality of the workmen is equally important. Intelligent workmen will labour in places of poor physical condition without accidents, whereas an inferior class of labour, under the most perfect conditions, will produce a large number of accidents.

Carelessness is a factor in accidents, and is the cause of many avoidable injuries. In fact, it can safely be said that carelessness in some form or other is responsible for more accidents than any other specific cause. Carelessness sometimes takes the form of downright recklessness, although it is more frequently manifested as merely thoughtlessness or indifference. Every workman should be thoroughly impressed with the fact that his safety, and the safety of his fellow-workmen, depends on his own carefulness. He must consider the result of every movement when he is engaged in work of a hazardous nature, when he is operating a machine or in a dangerous occupation. A workman who is reckless in his movements is a more dangerous factor around the premises than an unguarded machine. **THE BEST SAFETY DEVICE IS A CAREFUL MAN.**

No man can tell what the future may bring forth, and small opportunities are often the beginning of great enterprises.—Demosthenes.

A man at work is worth two in the hospital.

When you finish a job, leave everything safe.

Graciousness a Courty Virtue

There is one virtue which no man or woman in the business world should neglect to cultivate. It is graciousness.

A service rendered with graciousness is magnified to the person served until it seems—as indeed it is—a far greater service. Graciousness isn't toadyism; it isn't a fawning upon superiors and condescending to inferiors.

The true graciousness is not an assumed thing, put on and laid off like a garment. It is a trait of character, which grows as it is cultivated. It is courtesy, kindness, helpfulness, understanding.

Be gracious always—because it is an attribute of the gentleman and gentlewoman everywhere.

And if that is not reason enough, then be gracious, because it pays.—E. M. Statler, in "Folks' Magazine."



Gathering Cloves

Cloves are now cultivated in many of the tropical regions of the earth. A clove tree begins to bear at the age of ten years, and continues until it reaches the age of seventy-five years. There are two crops a year, one in June and one in December.

The tree is an evergreen, and grows from forty to fifty feet high, with large oblong leaves and crimson flowers at the end of small branches in clusters of from ten to twenty. The tree belongs to the same botanical order as the guava. The cloves, which are the undeveloped buds, are at first white, then light green, and at the time of gathering bright red.

Pieces of white cloth are spread under trees at harvesting time, and the branches are beaten gently with bamboo sticks until the cloves drop. They are dried in the sun, being tossed about daily until they attain the rich dark colour which proclaims them ready for shipment.

In England and America they are used almost wholly as a condiment, but in France they are used largely in the manufacture of certain liquors; and to some degree they are employed in medicine for their tonic properties.



EDUCATIONAL NOTES.

Mr. G. A. Curtis, Instructor in Mechanical Drawing, Resigns

It is with very sincere regret that the Council of the Victorian Railways Institute has received the resignation of Mr. George A. Curtis, who, since 1920, has occupied the position of Instructor in Mechanical Drawing. The services rendered by Mr. Curtis have been extremely valuable. He has combined with an expert knowledge of his subject a rare gift of that kind of personality which influences a student in the direction of putting forward his best efforts towards improvement. We are very sorry that this moment has come, but as the resignation has been brought about by increasing pressure of Departmental duties, we can only assume that the position which Mr. Curtis fills in the Department is increasing in importance, with corresponding and well-deserved benefit to himself.



Mr. G. A. Curtis.

Mr. Curtis became an apprentice fitter at the Phoenix Foundry, Ballarat, in 1902, and in 1905 secured appointment as apprentice fitter and turner at the Newport Workshops. He was one of the first batch of apprentices tutored at the Working Men's College under the new system for the education of apprentices, and followed up his studies even after leaving the College, with the result that in 1914, after only three years as a journeyman, he was promoted as a mechanical draughtsman in the Rolling Stock Drawing Office. In April, 1921, he was, on account of his engineering knowledge, chosen as third member of the Suggestions Board, then in course of formation, and just two years afterwards, following upon the trans-

fer of Mr. E. Richard, Chairman of the Board, to the position of Assistant Superintendent of Refreshment Services, he was made second member. There is no question at all that whatever success the Board has attained has been due in no small measure to the expert knowledge, tireless endeavours, and urbane personality of Mr. Curtis. Recently he was appointed by the Commissioners as their representative on the Working Men's College Council, and we feel not the slightest doubt that in making this choice the Commissioners have done wisely. We cannot imagine anybody better fitted to fill this responsible position.

To fill a vacancy caused by the resignation of Mr. R. Cornall, as instructor to the Maryborough Safe Working and Westinghouse Brake Class, a ballot was taken by those interested, and Mr. Palmer, who was selected, was recommended to the position by the local Committee.

Institute Classes for the Year

The Educational Classes for the year 1924 will commence on Monday, 28th January, and comprise Oral Classes at Melbourne, Ararat, Bendigo, Ballarat, Benalla, Colac, Geelong, Korumburra, Maryborough, Seymour, Stawell, Wonthaggi, and Wodonga; and Correspondence Courses, which will apply to the whole of the State.

The Oral Classes include Accountancy, Applied Mechanics, Algebra, Bookkeeping, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English (Arithmetic, Grammar and Geography), Mechanical Drawing, Safeworking, Shorthand, Station Accounts and Management, Typewriting, Modern Languages—French, German, Italian, etc.—Economics, History, Psychology and Literature.

Correspondence Courses include English, (Arithmetic, Grammar and Geography), Algebra, Shorthand, Safeworking, Station Accounts and Management, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction. With such exceptional opportunities given to Railway employes to gain knowledge, every unit in the Service should not only be thoroughly conversant with any intricacies arising out of his particular class of labour, but should also be able to speak correctly, and write with grammatical accuracy.

The V.R. Institute invites you to participate in the golden opportunity it offers in its educational classes and correspondence courses.

By doing so you have everything to gain and nothing to lose. Increased knowledge will add to your success and happiness, for it makes your job easier through understanding more about it; you are better equipped with information when promotion is at hand; and as an efficient unit your work will be more interesting, and you will have the satisfaction of knowing that you are doing your part—without undue effort—in everything that conduces to a contented and satisfied army of workers, efficiently equipped to serve the needs of our great Victorian Railways Industry—Victoria's largest industry.

Engine Working and Westinghouse Brake

The following is the classes' syllabus for the half-year ending 25th June, 1924:—

- Feb. 6.—The Air Brake; Locomotive Boiler.
13.—Ordinary Triple Valve; Boiler Mountings.
20.—Q.A. Triple Valve; Injector.
27.—Improved Triple Valve; Engine Parts.
Mar. 5.—Triple Valve Defects; The Slide Valve.
12.—The Ordinary Air Pump; Piston Valves.
19.—The Improved Air Pump; Heat and Steam.
26.—Air Pump Defects; Combustion.
Apr. 2.—The Ordinary Brake Valve; Breakdowns.
9.—The Equalising Brake Valves; Preparing Engine.
16.—The Isolating Cock; Lubrication.
23.—Revision.
30.—Governor and Slack Adjuster; S.F. Lubricators.
May 7.—Momentum; Valve Gears.
14.—Communication Gears; Breakdowns.
21.—Locating Defects; Superheaters.
28.—Testing Brakes; Speed Recorders.
June 4.—Non-Automatic Brake; Breakdowns.
11.—Hand Brakes; Breakdowns.
18.—Train Handling; Engine-working.
25.—Revision.

Note.—Melbourne Classes.—The subject shown for each Wednesday at 7 p.m. is repeated on the Thursday at 10 a.m., so that students working shifts may attend either morning or evening class. In addition to the subjects shown, the Red Book and Regulations affecting enginemen are also dealt with. Cleaners are cordially invited to join this class, and firemen are recommended to join and complete the six months' course before promotion takes them to a country district or lessens their opportunities for regular attendance.

Classes at Country Centres.—The foregoing syllabus also applies to the Engine Working and Westinghouse Brake Classes that are held at Ararat, Ballarat, Benalla, Bendigo, Geelong, Seymour, Stawell and Traralgon.

Station Accounts Classes

The Station Accounts and Management Classes established at the beginning of last year have certainly justified their existence in supplying a long-felt want and giving, par-

ticularly to employes in the country, an opportunity of obtaining the necessary information to qualify for future promotion.

A competent instructor was obtained from the Railway Department, who prepared papers for the Correspondence Course as well as to promulgate a method of teaching for the oral classes, and, judging by the results, both systems have been highly satisfactory. At the end of the term there were 249 students on the Correspondence Rolls, this being an increase of 45 for the quarter, and 177 in the Oral Classes.

During the year 26 candidates from the Oral Classes and 10 who had been taught under the Correspondence Course, were successful in passing for Stationmaster, and five from the Oral Classes and six from the Correspondence Course were successful in obtaining their certificate for Assistant Stationmaster.

Twenty-eight students presented themselves for the annual examination, and a much larger number would have attended but for the fact that the shifts worked were not suitable.

A pleasing feature of the Classes is that students who have obtained their S.M.'s Certificate still keep up their interest and attend regularly.

Singing

The social activities of the Victorian Railways Institute comprise a side of the life of the Institute that should be thoroughly understood by every railway man. To enable the department of Singing to make a strong appeal to all who are desirous of learning, we publish the following particulars—

The Council of the Institute has engaged the services of Mr. Gregor Wood and Madame Gregor Wood as instructors in this branch of art so that members of the Institute, their wives, sons and daughters can receive instruction in the art of singing and voice production within the Institute at rates cheaper than can be had elsewhere.

This, we consider, is an inducement of first class importance, but the strongest inducement is that the instructors, Mr. and Madame Gregor Wood are singers and teachers of the front rank. The splendid feeling existing between teacher and student is proof that everything possible is done to help the young aspirant towards the goal of his ambition. The first term of the year 1924 commences on 29th January, and all particulars may be had at the office of the Institute.

Social Accomplishments

Instruction is given by most competent instructors.

Terms:

- 1st Term.—28th January to 5th April.
2nd Term.—14th April to 21st June.
3rd Term.—30th June to 6th September.
4th Term.—15th September to 22nd November.
Pianoforte.—Mr. R. W. Brown. Monday, Wednesday, Saturday.

Pianoforte.—Monday, Wednesday, Saturday. 12s. Tuition in class; 24s. Private Tuition. Mr. R. W. Brown (Royal College of Music London).

Singing, Voice Culture.—Tuesday, Thursday, Friday. 12s. in Class; 24s. in Private Tuition. Mr. and Madame Gregor Wood.

Orchestral String Instruments (Violin, Bass, 'Cello, Viola).—Monday, Friday, Saturday. 12s. in Class; 24s. in Private Tuition. Miss Dorothy Taylor (Diploma Music, Melbourne University).

Dramatic Art, Elocution and Public Speaking.—Monday, Friday, Saturday. 12s. Tuition in Class; 14s. Private Lessons. Miss Winifred Moverley.

Students on entering classes at commencement of each Term must present their official receipts to the Instructors for registration purposes.

Tuition Fees must be paid in advance at General Secretary's Office.

Employees of the Department receiving instruction or attending Society rehearsals may obtain a Free Card Pass, available from the station (home) to Flinders Street and return.

Boxing, Wrestling, Physical Culture and Gymnastics.

Instructors within the Gymnasium for the 1924 season are:—

Physical Culture and Gymnastics.—Mr. W. Meeske.

Wrestling.—Mr. W. Meeske.

Boxing.—Mr. L. Copeland.

Honorary Assistant Instructors—

Physical Culture.—Mr. G. S. Corkhill.

Wrestling.—Mr. B. Potts.

Boxing.—Mr. J. Suter.

Boxing.—Monday, 8 to 10 p.m., Thursday, 8 to 10 p.m. Seniors, 12s. per term, 40s. per season; Juniors (18 years and under 21), 10s. per term; 30s. per season.

Wrestling.—Tuesday, 8 to 10 p.m., Friday, 8 to 10 p.m. Juniors (under 18 years), 7s. 6d. per term; 20s. per season.

Physical Culture and Gymnastics.—Wednesday, 8 to 10 p.m. FREE.

Season will cover a period of 43 weeks from first week in February until the last week in November.

Terms:—

1st.—4th February to 12th April.

2nd.—21st April to 28th June.

3rd.—7th July to 12th September.

4th.—22nd September to 29th November.

Personal Training and Exercise (at all hours when classes are not at work), 10s. per season.

Rent of Lockers.—2s. per season.

Hot Baths, Shower or Plunge, 9d.

Bath Accommodation and Gymnasium Equipment unequalled in Australia.

Free travelling facilities granted students on application to Head of Branch.

Students on entering classes at commencement of each term must present their Official Receipt to the Physical Director for Class Registration purposes.

TUITION FEES MUST BE PAID IN ADVANCE AT THE GENERAL SECRETARY'S OFFICE.

FINEST GYMNASIUM IN THE STATE.

NOTE—THE FIRST PHYSICAL CULTURE AND GYMNASIUMS DEMONSTRATION WILL BE HELD IN THE INSTITUTE HALL, 1st MARCH, 1924.



The Jack Suter Benefit

An enthusiastic gathering, including a number of ladies, filled the Institute Hall on the 7th ult. to witness the Jack Suter Benefit Boxing and Wrestling performances and acrobatic displays, and listen to musical items, all of which provided excellent fare, Mr. Suter himself receiving a rousing reception; while the audience showed its warm appreciation of each item on the program. Thus, it could be described as one of the best shows seen at the Institute for some time. The items rendered by Uncle Joe's Banjo Party received repeated encores.

Messrs. Billy Meeske and Tom Charles gave a clever display of sensational acrobatics and Mr. Reg. Brown provided some brilliant piano music. Mr. Grant Allen showed a comic moving picture, which depicted so many droll situation of persons that the audience was kept in a simmer of laughter. There was a special prize promised to the boy who would give the best all-round exhibition of boxing. The prize, which was donated by the members of the Sports and Social Committee, was awarded to Paddy Thompson, who gave a very polished exhibition of the noble art. Mr. G. Dowsett officiated as ringmaster, and referee of the boxing; Mr. Bert Potts the wrestling; and both gave the utmost satisfaction. Mr. C. Angelo refereed the Meeske v. Potts bout.

The V.R.I. Sports and Social Committee, together with Mr. A. Galbraith, General Secretary, carried out the whole of the arrangements. Mr. F. W. Kaiser, Ambulance Officer, was in attendance to assist the athletes.

Wrestling.

Lightweights—Harry Vaughan v. Tom Bolger. After a very willing go, with each gaining a fall, Ref. Bert Potts declared the bout a draw.

Lightweights.—H. M. Walker v. C. Angelo. Angelo always had the upper hand, but Walker, with his clever defence, got out of some tight corners. Angelo secured one fall, and was declared the winner.

Cruiserweight.—Billy Meeske, Cruiserweight Champion of Australia, v. Bert Potts. After a very interesting bout, Meeske secured one fall, and was declared the winner. Potts appeared to be right out of condition.

Boxing.

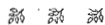
Bantamweight.—Harry O'Brien v. Ern Newton. This was by far the best bout of the evening. The first round was a very even round, with both showing some clever defence. The second round was Newton's, which he won by good short left leads. Newton appeared to tire towards the end of this round. The third and last round I would give to O'Brien. The first half of round was very even, but at the last minute O'Brien scored well with both hands. O'Brien was declared the winner. The margin in his favour must have been very small.

Featherweight.—Paddy Thompson v. Tom Bryant. This was a very clever bout. Bryant is much like the Harry Stone type—you never knew what he was going to do next. Thompson was declared the winner on points.

Featherweights.—A. Mahony v. Fred Slade. Slade turned the tables on Mahony this time, boxing mainly with his left hand, which was never out of Mahony's face, who has got more of the caveman's style. Slade was declared the winner on points.

Lightweights.—S. Kelly v. Reg. Lowe. Kelly had too much height, weight and reach for Lowe, who played a waiting game, instead of getting into it, like he did for part of the last round. Kelly gave a much improved showing, and won on points.

Middleweights.—Wally Nias v. T. Daniells was the sort of bout the crowd liked. There were a few good rallies just before the end of the second round. Daniells hurt his wrist, but he finished the round.



Victorian Railways Institute Musical Society

Good singers who can read music should make application for membership in the choir, as it is felt that this excellent body of singers should have the support of the whole railway clientele. A concert which was recently given, and which is here referred to, reflected great credit on all concerned. On this particular occasion the entire programme was given from within the ranks of the Society, with Mr. and Madame Gregor Wood lending their aid to help finish the year with a snap.

Mr. Gregor Wood being conductor of the Society, is, of course, seldom heard at these concerts as soloist, but his great popularity on this occasion, the result of some splendid singing, proves that we should hear more of him. He and Madame Gregor Wood made a fine pair in their duets, as well as being excellent in individual items.

The concert was on first-class choral lines, and the other artists, namely—Mrs. Lloyd Roberts, Miss Muriel Burston, Miss Edna Johnson, Mr. William Davey, Mr. Joseph G. James, Mr. Ronald Fuller and Mr. George Mitting—gave such valuable aid that the standard was raised to a respectable degree. Mr. Reg. W. Brown, the capable accom-

panist of the Society, gave two pianoforte solos in a manner exceeding previous performances. Mr. Gregor Wood as conductor is to be congratulated upon a most successful year. The Society resumes rehearsal on Tuesday, 12th February.



Victorian Railways Military Band

On Sunday, 11th November, 1923, Armistice Day, this band gave a number of selections at the Anzac Hostel, North-road, Brighton; the items rendered included the following:—March, "National Honor"; selections, "Iolanthe," "The Wren," "A Toi," "Maid of Mountains," "Down South."

The programme was greatly appreciated by the large number of invalid soldiers who are inmates of this Hospital and their friends, and it is pleasing to note that this Band saw fit to provide an afternoon's entertainment for the unfortunate inmates who are practically all handicapped to such an extent that they cannot be moved about.

In the Botanical Gardens on Sunday, the 25th November, 1923, the Band gave a recital in aid of the Eye and Ear Hospital. The following programme was rendered:—"Faust," "Don Giovanni," "Romeo and Juliet," "Christopher Columbus," "Iolanthe," which was of a high musical standard, and greatly appreciated by the large number who attended the Gardens in spite of the warm day and counter attractions.

Mr. Jones, M.L.C., spoke on behalf of the appeal for funds, and in a short speech put the financial position of the Hospital before the public in a most concise manner, as well as stressed the importance of the necessity of financially assisting our public charities, which are unfortunately all facing an overdraft, and he would not like to see in this country, what he had seen in other countries, i.e., "This ward closed account of strained finances," and through this the unfortunate public have no means of obtaining relief of their sufferings.

The following nurses from the Hospital assisted by taking charge of collection boxes:—Misses Scott Young, Nixon, Richardson, Bennett, Leitch, Nicholson, Smith and Birrell, also members of the Band—Mr. McIntyre, Drum Majors G. Meah and F. Petterson—and as the result of their efforts, coupled with that of the Bandsmen, who rendered a long programme in spite of the sweltering weather conditions in the Rotunda, the sum of £34 2/1 was received. This may be considered a very satisfactory response from the public in assisting the work of such a noble institution in this work of attending diseases of the head.

There was a large number of bandsmen present, and it was pleasing to note there were only a few absentees, and this in itself points to the success of a Military Band performance, as it is essential a full band should be in attendance.

Amendment of the Constitution of the Institute

Special General Meeting of Members

A well attended special General Meeting of members of the Victorian Railways Institute was held in the Concert Hall on Monday, 10th December, 1923, at 8 p.m.

The President, Mr. J. S. Rees, was in the chair, and in opening the proceedings stated that they had been called together in accordance with clause 74 of the By-laws to give consideration to several proposed amendments of the Constitution as follow:—

(1) "To Provide for Education of Members' Children."

Clause 2 now reading:—

"Objects.—The objects of the Institute shall be to promote the intellectual, social and physical well-being of the members of the Institute, and to keep Officers and Employes of the Victorian Railways in touch with Railway practice and development throughout the world."

Amendment to read:—

"Objects.—The objects of the Institute shall be to promote the intellectual, social and physical well-being of members of the Institute, to provide educational facilities for Members' Children who reside at places where such facilities are not reasonably available, and to keep the Officers and Employes of the Victorian Railways in touch with railway practice and development throughout the world."

(2) "Alteration in the Date of Closing of Financial Year."

Clause No. 66 now reading:—

"The financial year shall begin on the first day of April in each year and end on the thirty-first day of March following."

Amendment to read:—

"The financial year shall begin on the first day of July in each year and end on the thirtieth day of June following."

Consequent on this alteration being adopted, the date of Annual Meeting will need to be altered from May to July (vide clause 63).

(3) "Alteration in Rate of Membership Subscriptions."

It is proposed to amend Clauses 49, 50 and 51 of the Constitution to make provision for the collection of membership subscriptions at the following rates:—

	Proposed Rate.	Existing Rate.
	p.a.	p.a.
Metropolitan Adult Members	10/-	8/-
Metropolitan Junior Members	5/-	4/-
Country Centre Area Adult Members	8/-	6/-
Country Members and Centre Area Junior Members	5/-	4/-
Ex-Permanent Employes	5/-	8/-

He proposed to take the questions as set out in the business sheet distributed throughout the Hall, and would call upon the Councillors who had been nominated to move them.

Question 1—To provide for the Education of Members' Children. Clause 2, Page 1, Objects.

Mr. W. Phelan moved that Clause 2 be amended as indicated by the President. He pointed out that the clause as amended would enable the Council to give the benefit of its educational facilities to the children of employes stationed outside the Metropolitan and Country Centres where technical and High Schools are not available, thus giving to country members at outback stations as nearly as possible equal facilities in this respect to that of Metropolitan Members. Mr. Evans seconded the resolution, which, on being put to the meeting, was carried unanimously.

Question 2—Clause 66. Mr. D. McCullagh moved that Clause 66 be amended to read:—"The financial year shall begin on the first day of July in each year and end on the thirtieth day of June following," and consequent on this alteration, Clause 63, Page 18, Meeting of Members be amended to read:—"The Annual Meeting of Members of the Institute shall be held on such day of August in each year as may be fixed by the Council."

These amendments would not have any effect on the members of the Institute. We have found that in the past the closing of the Institute financial year, differing as it did from the department's year, caused some confusion in meeting our financial obligations. Mr. F. Towers seconded the propositions, which on being put were carried unanimously.

Alterations in Rate of Membership Subscription, Clauses 49, 50, 51, page 12 of Constitution and By-laws, Subscriptions.

Mr. A. E. Hyland moved that Clauses 49, 50 and 51 be amended to permit of membership subscriptions being collected half-yearly and yearly at the following rates:—

	Per annum.
Metropolitan Adult Members	10/-
Metropolitan Junior Members	5/-
Country Centre Area Adult Members	8/-
Country Centre Area Junior Members	5/-
Country Members	5/-
Retired Permanent Employes	5/-

He said:—The previous motion has been described by the mover of it as quite formal. This is not one of that nature, but it can be said of it that the increase is so trifling that it is hardly worth describing as anything other than a formal request to members to assist the Council.

The Institute has been 13 years in existence, it having been opened in January, 1910, with an accumulated subsidy of £4347 and a membership of 4330; the fine suite of rooms covering a floor area of 11,538 square feet, were generously granted by the Commissioners. Its activities commenced with two class-rooms and a library containing 10,000 volumes.

At this moment it has 10 class rooms, all fully occupied with early evening and late evening classes, as well as a large number of day classes.

Country Centres with buildings containing Class, Reading and Billiard rooms, have been established at seven leading Railway Depots, whilst 16 class Centres are in existence, at which class rooms are in active operation. At Bendigo a new brick structure is being erected at the entrance of the Railway Station. A similar spirit of progress was in evidence at 10 other Centres. In Melbourne there are 34 classes of instruction. The Commissioners build these magnificent suites of rooms and equip them for educational purposes. It was each member's privilege to draw from all these Centres as well as to take advantage of its educational facilities offered through its correspondence courses.

There are now 10,500 members, and we anticipate a larger increase in the future. Members mean added responsibilities.

The Library contains 30,000 volumes. The Commissioners' subsidy now exceeds £5000 per annum, and it can be claimed that they are looking after the Institute's welfare ungrudgingly.

We say that the members should view the work of the Institute in a spirit of independence with a strong desire to help themselves. After all the increase will only mean twopence per month to senior members.

Mr. Phelan seconded the motion, which, on being put, was carried by an overwhelming majority.

Messrs. Alex. E. Wotherspoon and B. Marton-Stanton sang several songs and duets during the evening, encores being frequent and enthusiastic. Mr. J. Madden presided at the piano.

A humorous moving picture, entitled "Spooks," was shown to the accompaniment of simmers of laughter right throughout its passage.

A Generous Friend of the Institute

MR. J. C. M. ROLLAND.

"Edgarley," Willaura, Vic.

Dear Sir.—I should like your Council to again allow me the pleasure of forwarding my cheque for Five Guineas as a prize for one of your students who may be held worthy as a genuinely keen and enthusiastic learner in some of your classes very specially devoted to actual Railway work. I will not attempt to impose

any conditions, your Board of Examiners having been more than successful in awarding the previous prizes as I should have liked.

I have had more and more opportunity as the years go by of learning of the Institute's widespread influence, the last occasion being a trip on the "Reso" train in charge of Mr. Richard.

I enclose herewith cheque for £5 5s., with all good wishes.

Yours faithfully,

J. C. M. ROLLAND.

Secretary,
Victorian Railways Institute, Melbourne.

The Council was keenly appreciative of Mr. Rolland's sympathy with and practical support of the educational activities of the Institute, and directed the General Secretary to write a letter of thanks accordingly.

A Question in Electricity

A.W.G. asks:—"Electric Power is the rate of working." Could you explain what electric work is? Answer.—Whenever a resistance is overcome by a force, work is done. It is immaterial what form the resistance takes, whether it be the resistance to motion of a railway car or the electrical resistance of a cable carrying a current of electricity. In the first case, it is termed Mechanical Work, and in the second Electrical Work, and in both cases it represents an expenditure or transformation of energy. As energy cannot be totally destroyed, the energy expended, or work done, in overcoming the resistance of a circuit is only altered in form and appears as heat. (If there are motors or lamps in the circuit some of the energy will be transformed into mechanical work, or light, as the case may be, and in every instance this transformation of the electric energy into some other form of energy represents work done in the circuit.)

Electrical work is measured in terms of a unit based upon a given consumption (transformation) of energy in a given time, the unit being the kilowatt hour. It represents the work done in a circuit in one hour when the product of the pressure in volts and the current in amperes is equal to 1000, or kilowatt hours =

$$\frac{\text{Volts} \times \text{Amps.} \times \text{Time in Hours}}{1000}$$

1000

The kilowatt hour is also called the Board of Trade unit, and is the unit upon which all charges for the supply of electric energy are based.

"Rulo" submits four questions for which we are finding full answers that will appear in our next.

We should be pleased to keep this column or page of the Magazine fully employed, and shall endeavour to answer to meet the wishes of questioners in every possible way.

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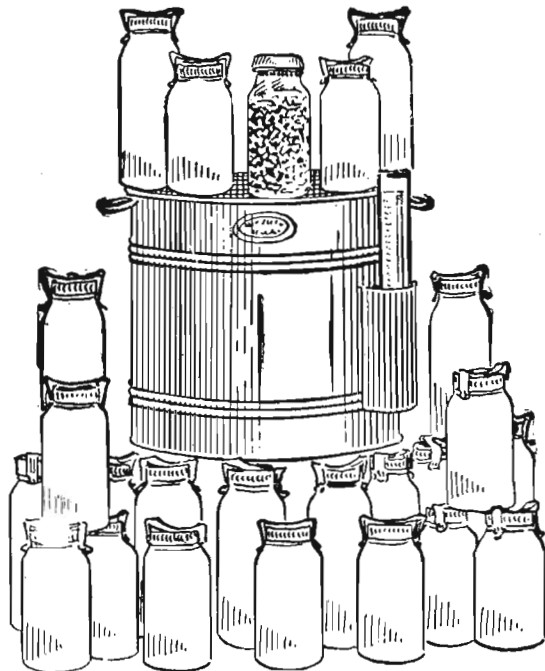
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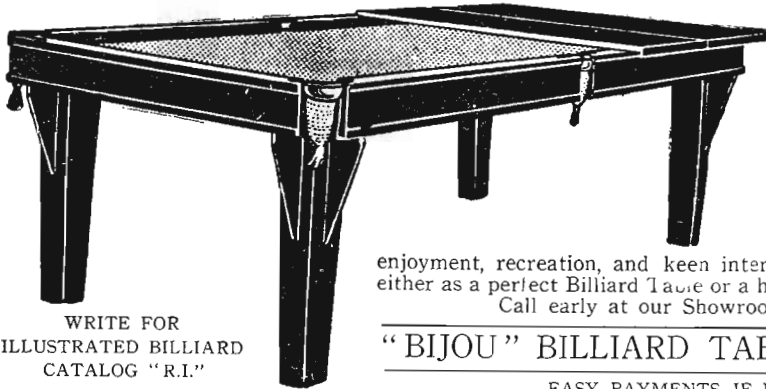
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(Signed) W. J. LINDSAY.

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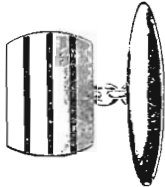
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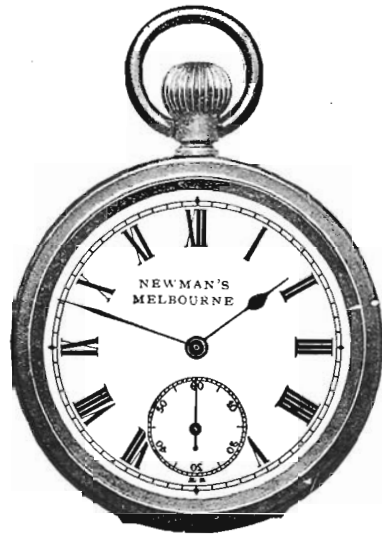
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TABLE E60—Railway Regulations Assurance.

Sum Assured, £100.

Bonus for 1913	-	£1 12 6
" " 1914	-	1 15 0
" " 1915	-	1 15 0
" " 1916	-	1 15 0
" " 1917	-	1 15 0
" " 1918	-	1 15 0
" " 1919	-	1 15 0
" " 1920	-	1 15 0
" " 1921	-	2 0 0
" " 1922	-	2 0 0

£117 17 6

TABLE A—Whole of Life Assurance.

Sum Assured, £100.

Bonus for 1913	-	£2 10 0
" " 1914	-	2 15 0
" " 1915	-	3 0 0
" " 1916	-	3 0 0
" " 1917	-	3 0 0
" " 1918	-	3 0 0
" " 1919	-	3 0 0
" " 1920	-	3 0 0
" " 1921	-	3 5 0
" " 1922	-	3 5 0

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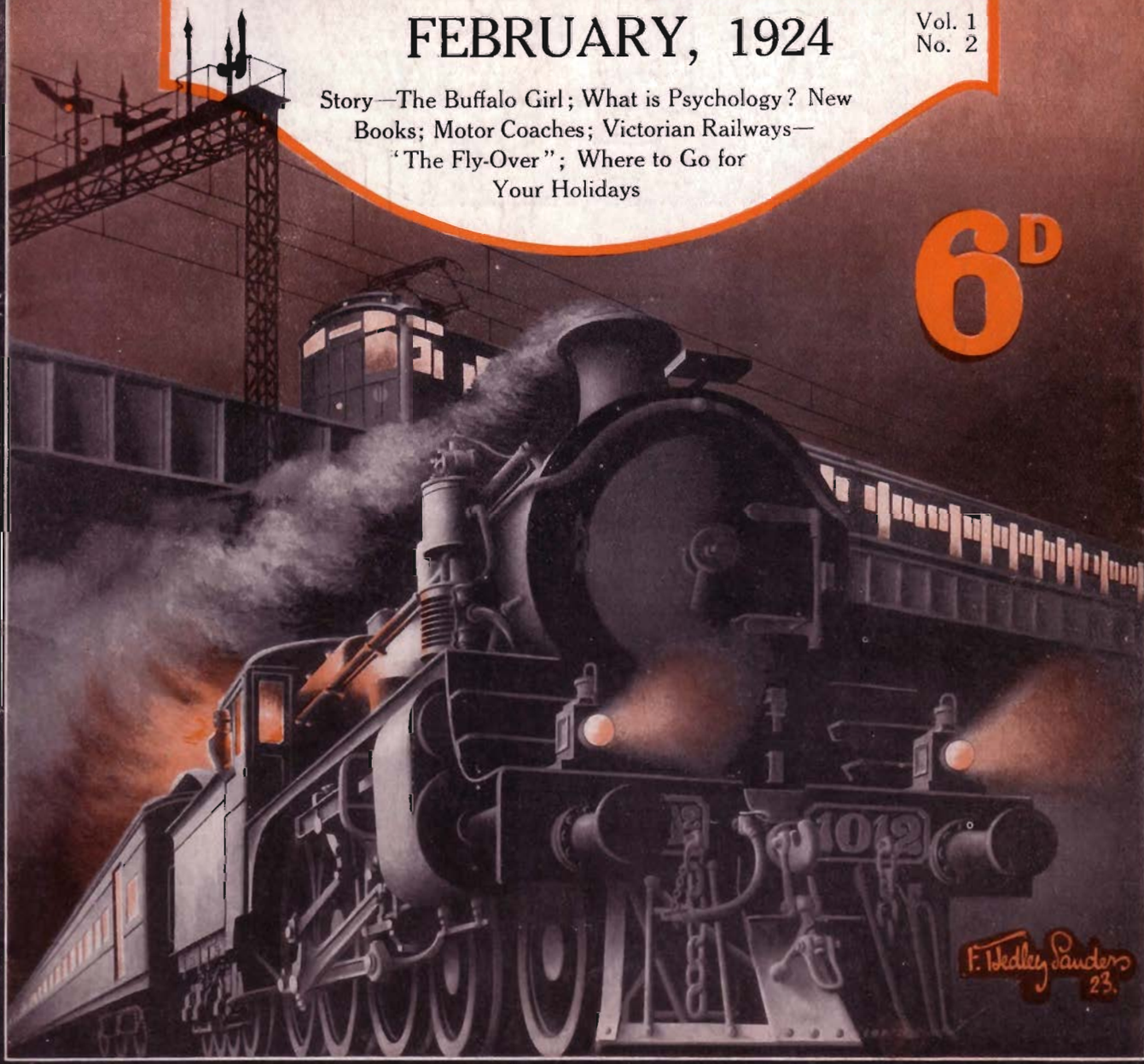
THE VICTORIAN RAILWAYS MAGAZINE

FEBRUARY, 1924

Vol. 1
No. 2

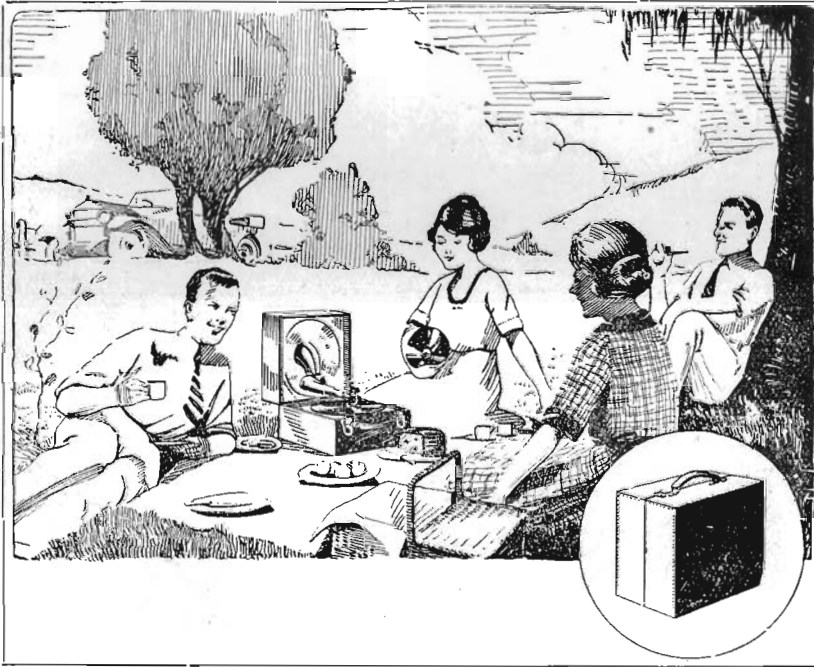
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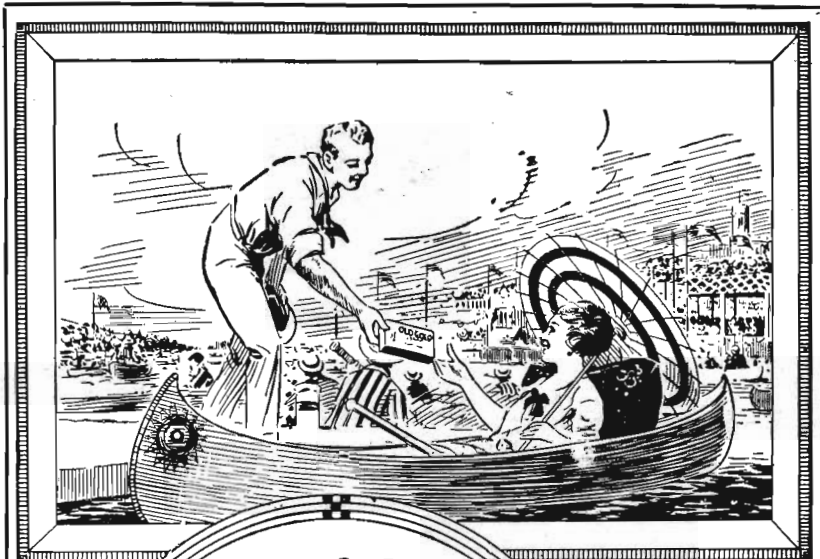
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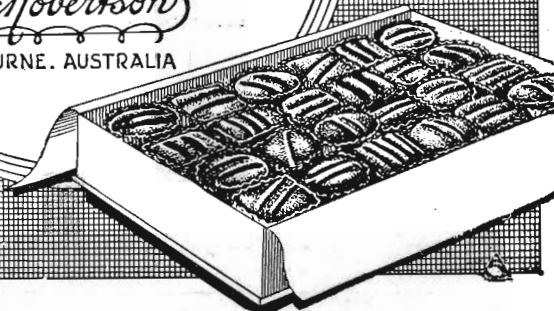
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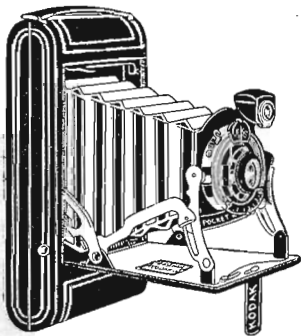
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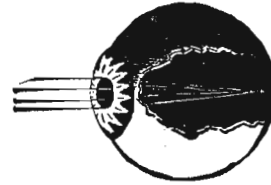
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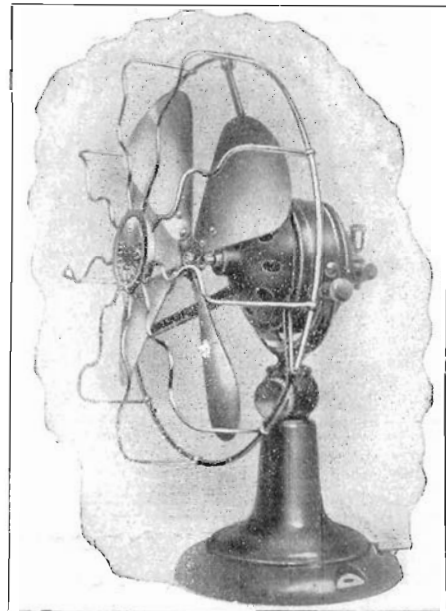
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The Victorian Railways Magazine

Vol. I.—No. 2.

Melbourne, February, 1924

Published Monthly
Price: SIXPENCE

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* * *

Articles and reports on matters of interest to
employes, short stories, verse, etc., photographs
and pen-and-ink sketches, suitable for reproduc-
tion, are invited from employes and others willing
to help. They should be sent to reach the Editor,
"Victorian Railways Magazine," Room 6, Railway
Institute, Station Buildings, Flinders-street, Mel-
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Correspondence relating thereto is carried free
over the Victorian Railways.

* * *

Matter for publication should bear the signa-
ture of contributor, and should state whether it
is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express
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accepted as coming from the Administration,
unless this is specifically stated.

* * *

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FLINDERS STREET STATION, MELBOURNE

Broaden Your Outlook.

The Railways and Life Generally.

MANY a man and woman goes along from day to day more or less unconsciously accepting the thought that the railways are a concern apart from other affairs. Even railway men, who by their occupation ought to know better, err in the same way. This should not be. The railways enter more into every detail of our life than any other activity in this broad land. Hardly a thing we touch, or eat, or use in any way, but at some stage of its preparation has been handled by railways, here or elsewhere.

That bread you eat—just think of this—railway trucks carried the artificial manures and the agricultural machinery up to the wheatfields, and the rails bore the wheat or possibly the flour to the baker, whose raisins and currants and other commodities came the same way. That grilled steak, so luscious and tasty, and those chipped potatoes that go so well with it—same thing—most likely the railways carried them. That woollen underwear, your boots and shoes—a host of things—owe something to the railway; and in the country the list is longer. Drapery, cotton goods, all manner of groceries, building material, and so on, are handled in increasing quantities.

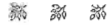
This is not said with the object of boasting. That's the last thing in the

world to be desired. There is nothing to boast about. The railways are merely carrying their portion of the load of civilisation, although it chances that circumstances make it possible for them to render perhaps a somewhat more extensive service than other activities, which are efficiently bearing their part of the burden also.

All we wish to demonstrate is that the railways are an intimate personal part of our everyday existence, and we cannot afford to recognise any barrier which separates the public from the administration or the staff. Every patron of the railways, and every railwayman should give serious thought to this, and when he first sees what the service means to him, and the other realises that his job does not end with selling tickets, waybilling goods, shunting, signalling, or driving engines, but is just a link in a wonderful chain—just a stage in a complex but marvellous series of operations, planned to serve them as well as anybody else, then just so soon will we closely approach that degree of friendly co-operation so vital to getting the best results from this community property in which we all are sharing.

We can't stand off and criticise the other fellow. Affairs of to-day link us all so closely together that everybody in and

out of the service is in the same team; we all have our places; and we all must play; and if the game is being badly played, we should acknowledge our responsibilities; and, in a friendly and reasonable way, help each other to improve it.



What is Psychology?

It would be interesting to collect answers to this question from the first hundred people one met at random in the street. Most of them would probably start off fairly confidently, especially those who knew least about it, and took it to be something allied to magic or fortune-telling. But most people would find themselves beginning to hesitate when asked to give a clear and definite account of what the word means. We have to thank the newspaper and the modern novel for this familiarity with the word and haziness as to its real meaning.

At the same time the study of psychology has flourished greatly in the last ten or twenty years. As a subject of University study it is as old as astronomy or physics, or any of the natural sciences. In fact, it goes right back to Aristotle. But in modern times it has adopted new methods, and has pushed out in so many different directions that it is impossible for any single man to keep abreast of them all.

Psychology has become a very "popular" subject. There is a large demand for it outside the ranks of the professional student. One reason is that its subject-matter, unlike the subject-matter of geology, or chemistry, or neurology, is readily grasped by the average man, and needs no lengthy training for at least some progress to be made. Another reason is that most people are more interested in themselves than in things as far removed from us as atoms or stars seem to be. And psychology is, very largely, a study of ourselves.

The present interest in psychology is also due to the fact that it has become so much of an applied science. It is being applied to education, to advertising

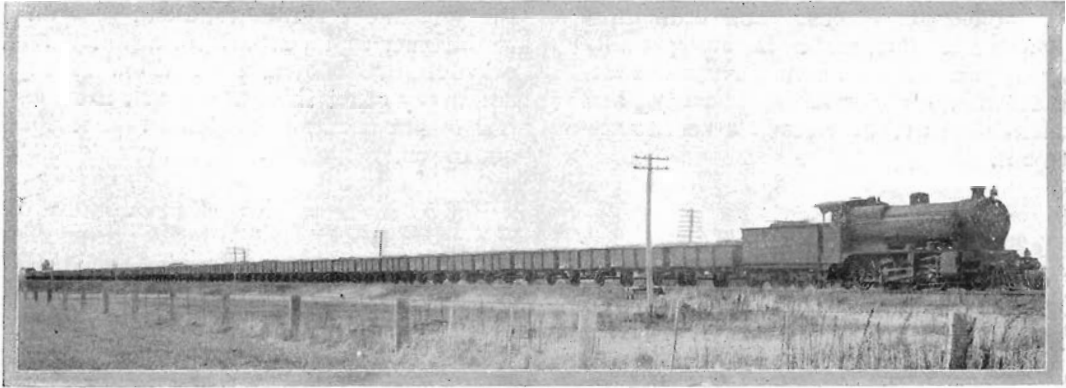
and salesmanship, to selecting people for the jobs most suited to them, to crime, to fatigue, and output, to insanity and nervous breakdown, to national decay, and many other things. In fact, there are few of our modern problems that it does not touch.

But in itself psychology is a study of human thought and behaviour, and seeks to get at the laws underlying these things. It helps us to gain a better understanding of ourselves, and of other people, and of the social life which man has gradually built up to satisfy the needs and desires of his nature.

All serious-minded people, whether students or not, should know something of the methods and facts of psychology. The very popularity of the subject has made it possible to place on the market books on such subjects as "the memory," "the will," and so on, which are often the relics of outworn or untried theories, and are written by those without an all-round psychological training, whose main recommendation is a blind enthusiasm for their pet subject or theory.

If you are at all interested in finding out what psychology has to say in explaining your own experience or the behaviour of other people, you are cordially invited to attend the W.E.A. Class in Psychology, held at the Railway Institute. These classes are run in conjunction with the Melbourne University, and the tutor who conducts the class lectures regularly in psychology at the University. A start will be made from the beginning of the subject, the treatment will be made as elementary as possible, and an attempt made to arouse an interest which will lead to a further study of psychology.

The course of 24 lectures will shortly commence, in a room at the Victorian Railways Institute, at 8 p.m., and continue weekly thereafter. A fee of 6/- covers the whole course, and text books will be provided. You are invited to come and judge whether you will be sufficiently interested to attend regularly. It will be a big advantage to start at the very commencement of the lectures.



Things We are Talking About

Bringing in Wheat for Shipment

Consisting of 59 trucks of varying tonnage carrying capacities, a Guard's Van, and hauled by a "C" class engine, our illustration shows a wheat train ex Bendigo, on the up-side of Gisborne station, carrying 9566 bags of wheat, on the way to Williamstown Pier, for shipment. Gross weight behind the engine, 1212 tons.

Wheat Traffic

The following figures in regard to the handling of the wheat traffic are of interest. Up to 1st February, 3,137,000 bags were despatched from country stations. Up to the same period last year the figures were 3,987,000 bags.

At the date mentioned the Department was thus 850,000 bags behind last year's performance. Earlier in the year the difference was over 1,000,000 bags, so that the leeway is gradually being overtaken. The main cause for the apparently less satisfactory result was the lateness of the season.

In many districts, the crop was still being harvested, when in an ordinary year it would all have been carted to the railway, and either sent away or stacked in the station yard for later despatch. It is expected that the estimate of the wheat

crop will be more than realised in hauling wheat to flour mills and the seaboard. The demands on the truck supply will accordingly continue to be heavy until well into the middle of the year.

Goods Traffic

In our previous issue there appeared a short article, entitled "Trucks well used means money saved," and co-operation was invited, in order that during the current busy season the Department might reach an average mileage of 30 miles per truck per day. So far this mileage has not been reached, and some of the factors which help to prevent its attainment are:—

- (1) Truck doors not being properly fastened.
- (2) Insecure loading of trucks; particularly with loading, such as hay, straw, chaff, etc., and
- (3) Rough shunting.

When doors are not properly fastened they become strained and trucks often have to be delayed for re-loading, or, after being unloaded, for repairs. Similarly, with insecure high loading, trucks have frequently to be shunted off at stations short of destination to permit of the load being adjusted.

With rough shunting, trucks are knocked about, and damaged, and when next seen by the Train Examiner, are carded NOT TO GO, which, of course, means delay. A good proportion of such instances are avoidable if reasonable care and forethought be exercised, and if our railwaymen are anxious, as we feel sure they are, to have the gratification of achieving (the objective of) 30 miles per truck per day, every effort should be made to eliminate from the handling of the goods traffic the adverse factors just mentioned.

Number of Trucks in Traffic, Etc.

Following on what has just been said, it is perhaps not always fully realised how much time is occupied by a truck on one particular journey. The Department has just over 20,000 trucks; usually at least 1000 of these are under repairs, leaving roughly 19,000 trucks available for traffic. Traffic, however, does not balance itself; the loaded trucks going into a particular district are not always sufficient to meet the needs of outwards loading. Coal, wheat, firewood, stone, and sand are commodities which will at once suggest themselves as being classes of traffic in respect of which this condition obtains. Empty trucks have, therefore, to be supplied, and before any payable load is available, one, two or more days are taken up with unprofitable empty haulage.

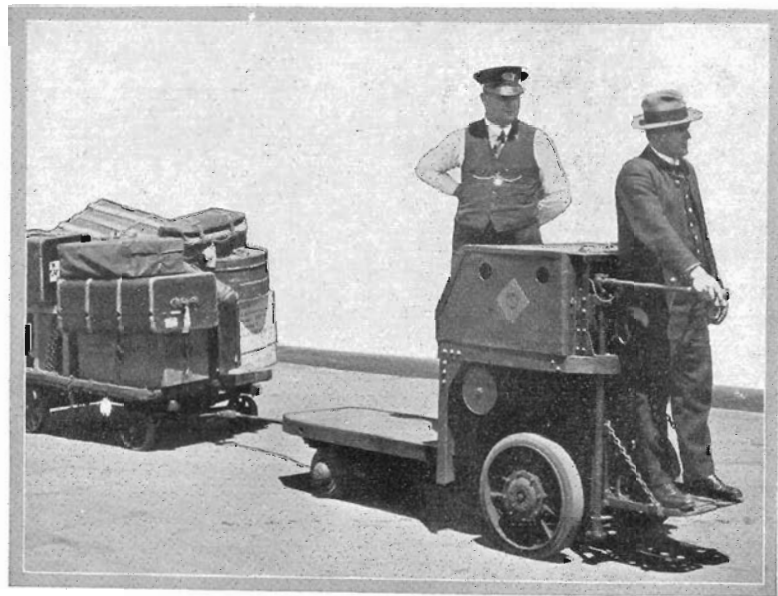
Then up to 24 hours has to be allowed for the truck to be loaded, and subsequently one, two or more days for it to travel to its destination, after which the unloading and clearing may take another

day. It thus takes anything up to 5 or 6 days for a complete "turn round," and this is an average which works out fairly closely with the whole of the goods rolling stock. This means that on any one day not many more than 4,000 trucks can be loaded. Recently 4690 were loaded, and this constituted a record.

A prompt supply of trucks and satisfactory transit are essential to the proper carrying on of the industries of the country, so we should do our utmost to see that the very best possible use is made of the available truck supply.

"Motor Platform Trolleys"

One of the most satisfactory means for handling parcels and luggage at busy



Electric Trolley.

metropolitan stations is the motor platform trolley, a handy little vehicle, driven by electric motors, which receive power from storage batteries concealed in the body.

They may be seen any day hauling long strings of a dozen or more trollies piled high with luggage, parcels and milk cans. How the business was ever transacted without their aid in the past is a puzzle.

One of their great advantages is the speed and facility with which luggage is transported up the steep ramps incidental to any large station. Their method of operation is very simple, and they cannot be moved under power unless the driver is standing on the driver's platform.

In other parts of the world they are in extensive use in warehouses, store-rooms, large workshops, and other places where heavy parcels of goods are required to be moved from place to place. The saving in time and relief of congestion at parcels and goods depots where they can be used, is enormous.

For some time the one existing double suburban passenger track between Spencer Street and North Melbourne has been insufficient to satisfactorily carry heavy service, and to enable full advantage to be taken of the two "up" and two "down" lines over the Viaduct, but apart from the question of finance, the task of providing increased and better facilities has been beset by many problems.

Some very heavy preliminary works had to be undertaken, such as the provision of offices for the Superintendent of Melbourne Yards and his staff, the demolition of the shipping sheds at Spencer

The Fly
over
North
Melb'ne.



More Suburban Passenger Lines Between Spencer Street and North Melbourne

The "Fly-Over"

One of the most important works in hand at present is the re-arrangement of tracks and the provision of additional suburban lines between Spencer Street Viaduct and North Melbourne, and this work is being carried out stage by stage, so that traffic will not be unduly interfered with. About £340,000 is involved in these improvements, and this will give some idea of the magnitude of the work.

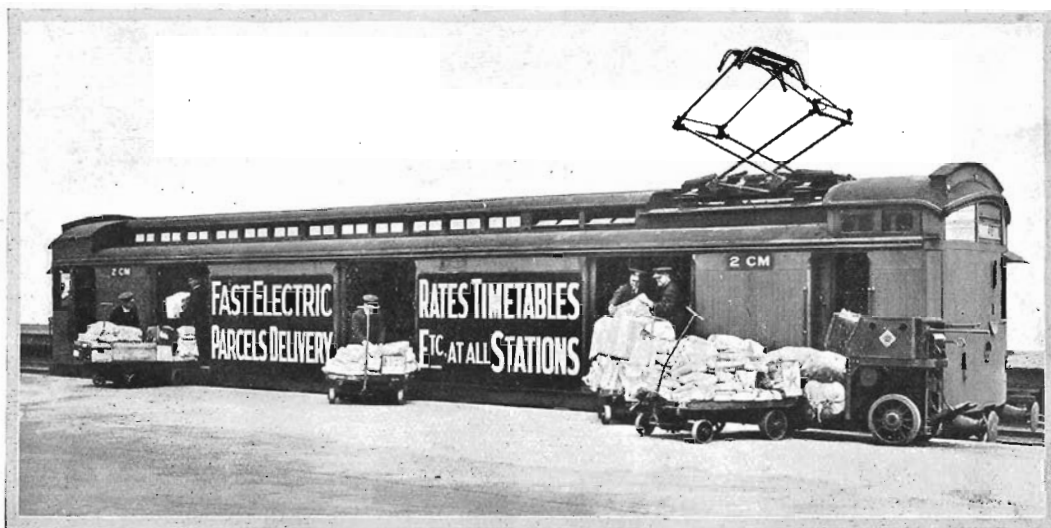
Street (which first necessitated the erection of new sheds at Montague), building two new passenger platforms near the site of the old shipping sheds, and so on.

The first step of the final phases of the scheme has now, however, been completed by alterations to the tracks between North Melbourne and Kensington, to convert certain goods lines into passenger lines, properly equipped with signals, joining them up at North Melbourne and Kensington with the already existing passenger lines, and run them overhead across the Williamstown lines, thus enabling the Brighton line trains to run through to Essendon and vice versa.

without the necessity to cross the Williamstown lines on the level. This abolishes completely an involved and time-consuming operation, and will assist more and more as the service grows to secure safety, expedition, and economy.

The "Fly-over," as it is called, is a spectacular feature of a monumental engineering undertaking.

are taxed to their utmost conveying people to and from business in the city. Thus they do not interfere with the highly-organised train services, and are enabled to have a clear run, with a consequential quick service. Members of the railway staff travel on these coaches for the purpose of facilitating unloading at the different stations, where the local staff is in readiness for the arrival of the



Motor Parcels Coaches

In 1921 the Commissioners authorised the construction of vehicles which are now known as "motor parcels coaches." These coaches are 59ft. 9in. long, and are fitted inside with an electric motor, and also with a pantograph on the top exterior, thus travelling by their own power. The coaches were first utilised on the Melbourne-Williamstown and Essendon-Sandringham lines, and from the very first have proved efficient in every way.

The motor coaches are loaded at No. 1 platform, adjacent to the Central parcels office. This also contributes to the expeditious handling of parcels, and apart from the elimination of the inconvenience to passengers by the presence of these trollies on the foot-ways, the time occupied in loading, conveying and unloading trollies at distant suburban platforms is now saved.

The coaches run before and after the periods when the various suburban lines

coach. The consignments are handed over at the destination station, and are conveyed direct to the parcels office, thus eliminating exposure, and also counteracting the risk of being stolen by pilferers, who might frequent stations whilst goods are lying uncontrolled on platforms.

The invoices containing particulars of each consignment are handed over to the staff at the destination station along with the parcels, and safe custody is established. This has practically overcome the difficulties attendant upon invoices arriving after the delivery of a consignment.

The service has now been augmented, motor parcels coaches now serving the Mordialloc, Frankston, Box Hill, Reservoir, and Heidelberg lines. Consignors of parcels have greatly appreciated the advantages associated with the efficient transport provided by the coaches, and the Commissioners are pleased that the innovation has met with such cordial approval.

New Electric Lifts at Head Office

When the Victorian Railways Head Offices were built in 1888-9, four hydraulic lifts were installed — two passenger and two freight, the passenger lift being capable of carrying 8 persons at the speed of 150 feet a minute. These lifts operated from the basement to the roof of the building, and served three floors and the roof, on which, in 1912, a third floor was built.

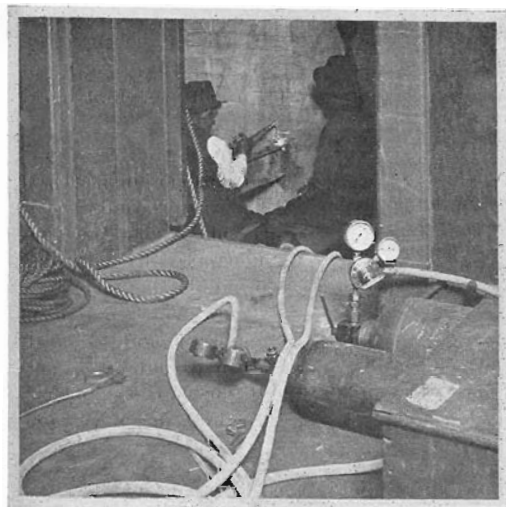
In 1921, it was decided to add another floor to the building, and to replace the hydraulic lifts by electric elevators, converting the northern goods lift to passenger work also, which is now in use. It is fitted with dual controls, and carries 16 persons at a speed of 200 feet a minute — the maximum permitted speed for dual control lifts, and at the corresponding position at the south end a freight lift, capable of carrying one ton at the speed of 100 feet a minute is now installed. It is expected that by May all four lifts will be in service. The whole of the gear, with the exception of the ropes, has been manufactured in Australia.

Three of the lifts will be operated by attendants, and the fourth will be under dual control, i.e., operated either by an attendant or, in the absence of an attendant, automatic action is secured by pressing an electric push-button, the change-over being effected by a two-way switch in the motor-room. The motive power is obtained from a three-phase, 25-cycle circuit, at a pressure of 440 volts. The lifts travel 94 feet from basement to the fourth floor, serving six floors. The standard space of 2 square feet per person has been slightly exceeded in the size of the car.

The winding gears are drum-driven machines, fitted with worm gears. Modern safety devices have been installed for the three passenger lifts, the principal one of which is a speed governor, which is of the centrifugal ball-type, driven by a special rope passing over a drum attached under the car. When a car attains excessive speed, the action of the governor is such that the brake-shoes are instantly applied, which action opens the switch which controls the motor: thus

the car is stopped within 4 to 6 feet, or almost instantaneously. A slack rope switch is provided, so as to operate should any of the ropes break. Limit switches are installed at the top and bottom of the lift well to prevent over-run.

The hydraulic lift wells are being used for the new lifts, except the old girder-work, which has been replaced. In some cases it was necessary to cut the old girders, and instead of sawing or chiselling the metal, use was made of oxy-acetylene for cutting purposes. Our illustration shows a girder being cut by this process. In the foreground there



Oxy-Acetylene Cutting

may be seen two cylinders, one of which contains oxygen, the other acetylene, each charged to a pressure of about 200 lbs. per square inch. This pressure is decreased by means of reducing valves to about 20 lbs. per square inch, the pressure varying with the thickness of the metal, before entering the pipes connecting the cylinders to the mixing chamber of the cutting blowpipe. The moisture for cutting consists of 7 parts of oxygen to 1 of acetylene. The acetylene is used principally for preheating the metal, and the oxygen does the actual cutting at a temperature rising to approximately 6,000 deg. F.

The Layman and Railway Signalling

The arm chair critic usually speaks more from the lack than the abundance of knowledge on the subject under discussion. Railways have always been a subject upon which the layman is willing to expound his theories, which, fortunately for the travelling public, are not carried out in practice; and the daily press is ever ready to throw open its columns to criticisms of railway operation and policy, about which it knows little or nothing.

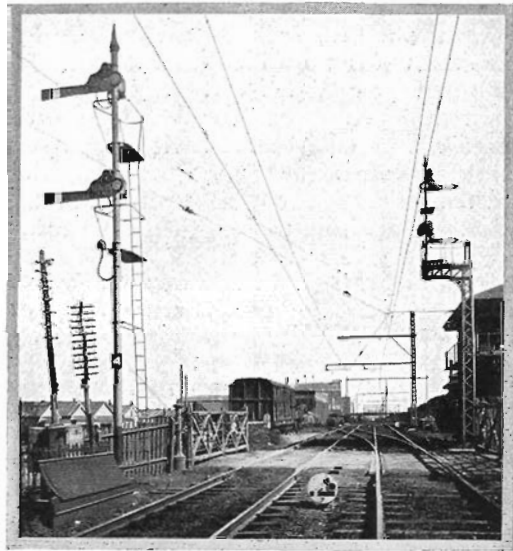
One branch of railway work that the average layman does not theorise too often is that of railway signalling, but at the same time he thinks he knows more about the subject than he really does, and the same remark may apply to many railwaymen. This opinion may be confirmed by remarks on signalling matters frequently expressed in railway carriages.

The signal post, with its arm or arms, and the signal box are familiar objects to all railway travellers, but very little is known about what lies behind the signal arm, except that a signalman comes into the picture somewhere. Nowadays, it is not even necessary for a signalman to be there, and travellers glibly remark that such and such a signal is "automatic." Incidentally, the automatic signal has taken away a guide to intending passengers that a train is approaching their station, and that a spurt may be necessary to catch it. Thus progress is not always an unmixed blessing!

Behind the signal arm lies the whole science of railway signalling, a science that has been evolved by many brains, and by the mistakes of others. The path to a certain place is said to be paved with good intentions, and in the same way it may be said that signalling has been brought to the high standard of to-day by the errors of yesterday. The primary function of a signal is to tell trains when to go and the speed permissible. In order that this function may be carried out under safe conditions, it is necessary to have the interlocking of point and signal levers and a "block" system.

The interior of a signal box contains most of the apparatus required for the safe operating of trains, but the visitor to

a box sees only the exterior of the apparatus, and some years of study would be necessary before one became competent to give constructive criticism on signal engineering, which has become so intricate that there is ever a greater tendency to specialise in its various components.



Do you know what apparatus is required to operate these Signals?

In earlier days it was necessary to make provision against errors of signalmen and others in the operation of the signal and block apparatus, and now that that aim has to all practical and possible purposes been achieved, it is to guard against enginemen's possible errors that attention is being paid. Automatic train control is being developed to that end, and such apparatus is under test on many railways, so that in the near future most highly developed railway systems will have this additional safeguard for the movement of trains.

The earlier systems of signalling were not designed to cope with a heavy service of trains, and therefore systems giving a close headway for trains had to be provided. When seconds became precious, quick-operating points and signals were necessary, and the power interlocking frame came into being. All this has necessitated the use of highly complicated and delicate apparatus, and it is

therefore well to remember that when a signal arm moves or a change of colour is displayed in a colour-light signal, a multitude of operations all in correct sequence has taken place.

The system of signalling being installed in the Melbourne suburban area is probably second to none elsewhere. The latest practice in signal engineering has been adopted, and the whole of the scheme was designed and carried out by the staff under the Chief Engineer of Signals and Telegraphs, Mr. F. M. Calcutt. That the system has proved its worth there can be no doubt, and it has played no small part in the success attending the electrification of the Melbourne suburban lines. In addition to the power and automatic signalling in the suburban area, there has been an installation of single-line automatic signalling between Upper Fern Tree Gully and Belgrave, which was the first of its kind to be installed in Australasia.

There are many features of these installations that are of particular interest to the layman—and in this term I include all railwaymen not thoroughly conversant with railway signal engineering. Many a signalman does not know what path or paths along which electrical energy has travelled when he moves a lever and the power operated signal responds, and his duty does not require him to have this knowledge; in the same way, the engineman takes the signal displayed as sufficient guarantee that he may or may not proceed, without having to know what safeguards against accident have been provided. Nevertheless, as most railwaymen and laymen are ready to increase their knowledge of railway work, it is the writer's intention to give from time to time some particulars of the systems in use on the Victorian Railways, and at the same time to avoid as much as possible the technicalities of the subject, in the hope that some light will thereby be thrown on what lies behind the signal arm.

Railway Revenue

The railway revenue for the period from July 1, 1923, to February 14 aggregated £7,266,997, compared with £7,041,950 for the corresponding period of 1922-1923, an increase of £225,047.

Passenger traffic figures improved by £116,400, and goods by £164,127. There was, however, a decrease of £118,354 in the live stock returns.

The increase in passenger receipts was contributed principally by suburban traffic, due mainly to the expansion of the suburbs, which was rendered possible by the fast and attractive electric train service.

Goods business generally has shown a steady increase, notwithstanding the fact that the transport of the wheat harvest is three to four weeks later than last year, and that a large proportion of the wheat yield has yet to be carried.

The heavy decline in live stock earnings is mainly due to the depleted flocks and herds of the State in consequence of past dry-weather conditions.

Longer Trains

More Extra Cars for Suburbs

Extra composite cars are being brought into use by the Railway Commissioners to cope with the rapidly-growing traffic at peak periods. As fast as the cars can be turned out at Newport, they are being utilised.

In about a week's time, all trains running on the Sandringham-Essendon line will have extra composite cars at peak periods, thus increasing the carrying capacity by 16 per cent.

The next lines to receive attention will be Williamstown and Dandenong, Frankston and Box Hill, and the platforms on these routes will be extended as soon as possible. Many of the platforms are already of sufficient length.

Altogether 88 new suburban cars were included in the rolling stock construction programme. It is expected that half the number will be available by Easter, and the remainder by the end of the year. At holiday times the cars can be used on country excursions, and for this purpose are equipped with gas as well as electric lamps.

Visit of British Fleet

The Railway Department is making arrangements for the issue of Cheap and Holiday Excursion Tickets in connection with the visit of the British Fleet to Melbourne. The Fleet is timed to arrive in the Bay on the morning of 17th March.

Cheap excursion tickets will be issued from Bendigo, Stawell, Camperdown, Wangaratta, Sale, Leongatha, Wonthaggi, and intervening stations towards Melbourne by special trains only, on Friday, 14th, and Saturday, 15th March. From all other Victorian stations these cheap tickets will be issued by ordinary trains on the 12th, 13th, 14th, and 15th March. These tickets will not be available by inter-State expresses, and will only be available for return from 17th till 29th March.

Holiday Excursion tickets will be on issue from all stations to Melbourne from 14th till 20th March, inclusive, available either way by all usual trains.

The Way to do It

The following is from a station-master:—

For many years, it has been the custom for Merino residents to join with Casterton in running an excursion to Portland on January 5th. Last year a number of people informed me, in the course of conversation, that they would not take the trip, as the train was always so crowded. I then thought that a considerable increase in revenue would probably occur if this objection could be overcome. As there was no room for additional cars on the Casterton train, I placed full particulars as to guarantee, etc., before some of the leading townspeople, and pointed out the benefits to be gained by running a train of their own. As a result a special was arranged this year on January 12th, and revenue derived was £66/2/10; 261 passengers travelling. This was an increase of about £26 over the Merino takings last year, and had the weather for the week prior to the running of the excursion not been so unsettled, there is no doubt that the

takings would have been increased by another £25. Local people are well satisfied with the trip, and it is intended to run this train annually.

Victorian Railways Magazine

An illustrated monthly Magazine, price 6d. Guaranteed net circulation, 10,500. Not a technical Magazine, but one to appeal to everyone, whether connected with the Railways or not.

Issued by the Victorian Railways Institute, and officially recognised by the Victorian Railways Commissioners.

Size.—Crown quarto (9½in. x 7¼in.), 64 pages, including cover—inside front, and inside and outside back of which are available for advertisements, outside back in two colours.

Paper.—72 lbs. quad crown art.

Cover.—In two colours.

Printed Size.—Literary Section, 7½in. x 5½in. Advertising Section, 8in. x 6in. Two columns wide, each 16 ems wide.

Body Type.—10 point old style.

Closing Date for Advertising Copy.—15th of each month.

Copy Changes.—Monthly, if desired. If no new copy or notification of change is received by the due date, the previous advertisement will be repeated.

Advertising Section occurs before and after Literary Section.

Advertisements must be either full page, half-page, quarter-page, one-eighth-page, or one-sixteenth-page.

No reverse blocks accepted. Half tones up to 133 screen can be printed.

All blocks and stereos must be supplied by Advertiser.

All enquiries in regard to Advertising must be made to the Advertising Manager, Victorian Railways Advertising Division, Room 222, Spencer-street. Phone: Central 6414; Railways 139.

Visitor: "How does the land lie out this way?"

Native: "It ain't the land that lies, sir; it's the land agents."

The following appears on p. 251 of "Nesfield's Grammar":—"The driver of the engine played a sweet symphony with the steam whistle, then he caused it to whoop wildly, and finally made the steam hiss and puff like Vesuvius in a state of eruption; but all was in vain, the cow still held the line."

Transportation District Notes

Seymour District.

Mr. J. Fitzpatrick reported that the season, so far as the North-Eastern and Goulburn Valley districts were concerned, was somewhat late. The yield was turning out much better than anticipated, more especially in the Dookie area, where 56 bushels to the acre were being obtained. The cartage of wheat was still proceeding. The fresh fruit traffic was much later than last year, due to the cool weather experienced. The stock traffic was being well maintained. In certain sections of the Goulburn Valley the fattening of sheep was being resorted to on a fairly large scale.

Maryborough District.

Mr. Morris stated that in the Maryborough district the anticipated wheat yield would be exceeded. Harvesting was in full swing. The fruit crops were good, and a very heavy yield was expected. Live stock was in splendid condition, and there was an abundant supply of fodder.

Geelong District.

Mr. T. J. Lane reported that there was a plentiful supply of grass in the Geelong district, and that the dairying prospects were excellent. The stock were in good condition. The onion production would be light. The hay crops were satisfactory. The potato yield would be up to the average, and the same remarks applied so far as the fruit crop was concerned.

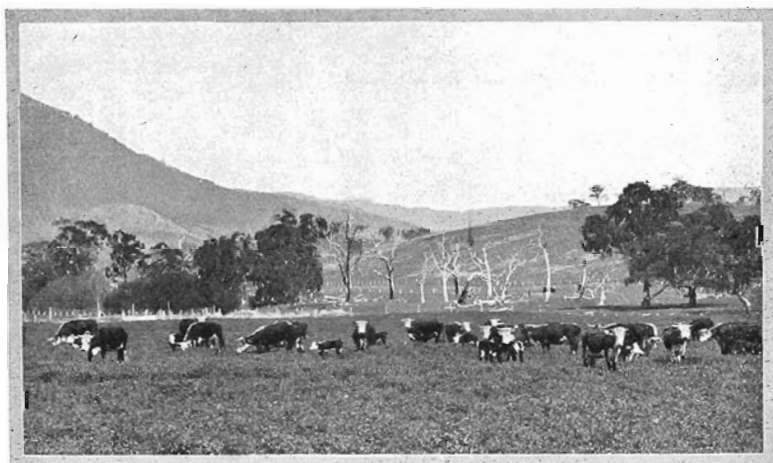
Dandenong District.

Mr. H. T. Robertson, who was relieving in the Dandenong district, stated that the agricultural prospects were very good. There was a falling off, however,

in the cream and butter traffic, due to the dry weather conditions and depletion of stock last year. A good rainfall has recently been experienced. The onion and potato crops were exceptionally good, and very heavy yields were anticipated. Some of the potato crops would, it was thought, average 10 tons to the acre. The beet and maize crops were also exceptionally good.

Bendigo District.

Mr. W. Tredinnick reported that there was an abundance of grass in the Bendigo district, and that the stock were in good condition. The cream traffic was heavier than last year. The estimate sup-



Hereford Cattle, Bindi Station, Bruthen

plied recently of the wheat yield was 3,345,000 bags, but it was now considered that the estimate could be advanced by 10 per cent., as the crops were turning out much better than expected. The fruit crops were also good.

Ballarat District.

Mr. T. W. J. Cox stated that the wheat season in the Ballarat district was somewhat late, and stripping operations would probably not be completed until about the end of February. The crops were much heavier than anticipated, and



Gippsland or the Alps for Your Holiday

Taking the main eastern line through to its terminus at Orbost (two hundred and thirty miles from Melbourne), the country beyond Warragul is of great interest to the tourist. Breaking off at Warragul, and taking the branch line train to Noojee, one passes through wonderful forest country, where the trees, it is claimed, equal in dimensions those of the famous Yosemite Valley of California. Fine streams flow through-out this area, thus there is a beautiful and diversified forest section, increasingly popular with city dwellers and others. The lovely Glen Nayook is not far distant from the terminal station. Looming up in the distance are the Baw Baw Mountains, ranging in altitude up to 5000ft., rising above the surrounding highlands.

To reach the Gippsland Lakes the train may be either taken to Sale or Bairnsdale, both large and prosperous towns, and the trip made by a steamer, a distance of seventy miles, via the former route and twenty-five miles by the latter. It is not generally understood that this unique excursion may be made over close on 100 miles of smooth water, if the regular routes of the steamer be taken. In addition to the charm of lake travel, there are the wonderful sporting opportunities. The lakes teem with an infinite variety of fish, and are alive with wildfowl. At Lakes Entrance visitors are afforded special facilities to see the surrounding country. Well-equipped motor cars and launches are available, and short excursions are arranged daily. Sea bathing can be enjoyed in either the quiet waters of the lakes or where the rougher elements prevail, off the sands of the Ninety-Mile Beach. Should the

tourist wish to reach the Buchan Caves by the most direct route, the train should be taken past Bairnsdale to Nowa Nowa, from whence motor cars run through to Buchan, the journey occupying a shade over an hour. Several caves are now prepared for public inspection, the more notable being the Fairy, Royal and Blackwood; at least ten hours could be pleasurably employed in inspecting the subterranean wonders, and, in addition, the country to the north of Buchan will interest those who desire to see something of the Snowy River district.

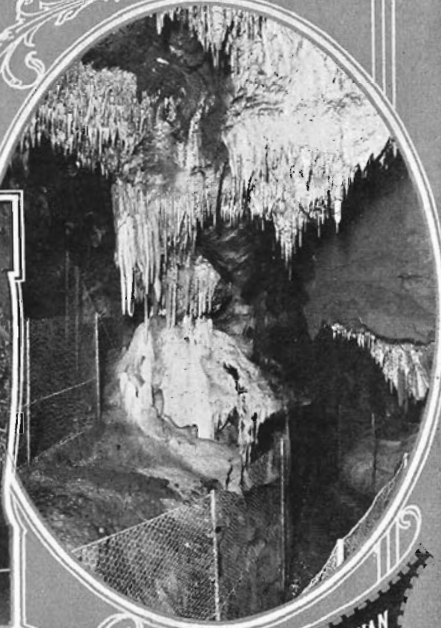
Returning from Buchan, one of the most beautiful trips in the district is across Lake Tyers by launch, and on the road from Nowa Nowa railway station to the jetty one passes through a short stretch of forest country, where the bell-birds are numerous and keep up a constant chime. It is claimed that Tyers is the gem of all the lakes, and reminds many of the charms of some of the remoter reaches of Sydney Harbour.

Turning now to the southern portion of Gippsland, down still south from Foster, lies the Wilson's Promontory, with its marvellous coast-line and its hill-crested ridges running up to 2,500ft. Within an area of 100,000 acres will be found splendid specimens of the native fauna, including emus, bears, kangaroo, wallaby, and a few deer, in care of the National Park Trust. Difficulty of access and the want of accommodation are being gradually overcome, and the erection of a well-equipped chalet has provided a long-felt want, for parties of up to twenty-five persons, who can be housed with reasonable comfort.

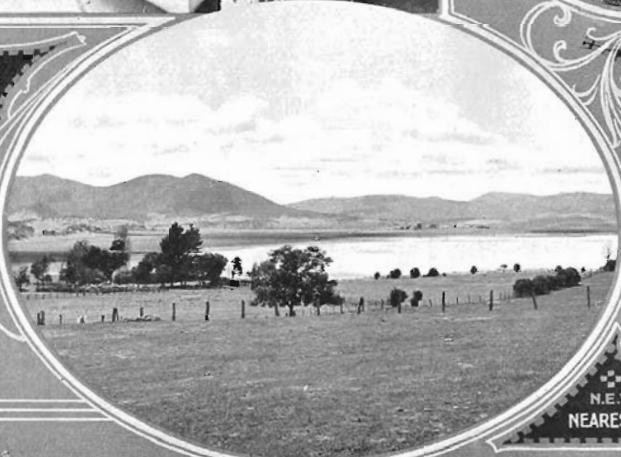
SEALERS' COVE
WILSON'S PROMONTORY
NEAREST STATION BENNISON



TARRA FALLS-YARRAN



TAMBO RIVER
MOSSIFACE



FAIRY CAVE-BUCHAN
NEAREST STATION
NOWA-NOWA

LAKE OMEO
N.E. VICTORIA. ALT. 2400 FT.
NEAREST STATION BRUTHEN

In the same district lies Yarram, a fine progressive town, not far from Corner Inlet. The main attraction to the locality is the magnificent Tarra Valley, about fifteen miles by road from Yarram, where the forest country and beautiful streams call for unstinted admiration. Many thousands of young trout hatched locally are released annually in the streams nearby. Diversity may be obtained by taking a fishing launch out on Corner Inlet, when a whiff of sea adds to the zest of many sportsmen.

Turning again to Northern Gippsland, and taking Bruthen as a starting point for the 140-mile motor trip to Bright, along the Tambo Valley to the old mining town of Omeo, and thence up and up till an altitude of 6000ft. near the summit of Mt. Hotham, and on a falling grade for the remaining thirty-five miles into Bright. The route is full of interest and thrill, and is generally open from November to April; but the wonderful climax is when one reaches the top of the road at Hotham, and the outlook takes in Mounts Feathertop, St. Bernard, Loch, Cape Fainter, all over six thousand feet, while in the distance the mighty Bogong, 6508ft., is within sight.

Some day we will awaken to the fact that on these Alpine slopes the possibilities of winter sport are unbounded. Miles of fine ski-ing country only awaiting enterprise to step in and provide facilities. It is not generally known that the European record for a ski runner is approximately a mile per minute, and that for the leap through mid-air about eighty feet.

Easter Holidays

For Easter Holidays, Holiday Excursion tickets will be on issue to and from all stations from Tuesday, 15th, till 22nd

April, available for return from 18th April till 22nd May; and Cheap Excursion tickets will be on issue to and from Melbourne on the 12th, 13th, 14th, and 15th April, available for return from 18th April till 22nd May. These Cheap Excursion tickets are not available by inter-State expresses.

On the night of Thursday, 17th April, special train at Cheap Excursion rates will be run from Melbourne about 9.30 p.m. to Bendigo, Ballarat, Colac, Traralgon, and Leongatha.

Reserved seat specials will be run on 17th and 18th April from Melbourne, at 10.0 a.m. for Sale and Bairnsdale and at 10.25 a.m. for Colac, Camperdown, Terang, and Warrnambool.



Cowes, Phillip Island,

The Value of a Smile

Nobody ever added up
The value of a smile;
We know how much a dollar's worth,
And how much is a mile.

We know the distance to the sun,
The size and weight of earth,
But no one here can tell us just
How much a smile is worth.

Honour and justice, reason and equity, go a very great way in securing prosperity to those who use them; and in case of failure they secure the best retreat and the most honourable consolation.—E. D. Ingraham.



The Buffalo Girl.

By "O.K."

When Jack Blank left his chair in the Transportation Branch of the Railways Department to enter upon his annual holidays, he was a tired young man and out of health. Jack, in common with many of his comrades in the service, was a very enthusiastic official, and had worked himself pretty well to death, as the saying is, in order that he might move up at least one rung on the ladder of promotion. And now he was getting away from routine, feeling glad of temporary idleness, and wondering whether he would find interesting acquaintances on Mount Buffalo.

He did not intend going to the top of the mountain at once, but rather thought of spending a few days resting and rambling about the foothills, and perhaps fishing for trout in the mountain streams. A quiet chap, and rather shy and studious, Jack did not desire to stay at an hotel, or large guesthouse, until he had got rid of a fit of depression induced by voluntary overwork and indifferent health.

So he had advertised in a newspaper for board and lodging in the Buffalo district, and now he was going on to Porepunkah to become a paying guest, on what, he had been assured, was a pretty farmlet set on a foothill of the famous mountain, and offering boundless opportunities for leisurely sightseeing. The letter answering his advertisement had been evidently written by a bush girl, who was something of a naturalist, for there was a short description of flora and fauna, and the quaint remark "Mum and I love birds and flowers, and we are hoping that you are a Nature lover, too." The correspondent had signed herself as "Daphne Deering." An intriguing name, and a fragrant one, but at the time Jack was not in the mood to savour it. Girls had not impressed him very deeply as

yet, and he had been so eager to climb the ladder of promotion that he had not thought of any particular girl as a desirable partner for life. Jack, you will perceive, was rather self-centred.

It was after 10 o'clock one dark night when Jack arrived at the small station of Porepunkah. When the train went on its way to Bright, he found that he was the only passenger on the platform, and seemingly there was no one to meet him. Jack, tired by the journey from Melbourne, and feeling out of sorts, was inclined to be fretful, and to complain of the arrangements made for him by one Daphne Deering. He took up his bag, and was about to make for the township when he saw a pair of mountain ponies dash up to the entrance to the station, and then come to a sudden stop at the command of the girl seated in a light buggy. By the light of the lamps, it could be seen that the girl was wondrous fair, and had a cheerful face, jewelled with blue eyes as radiant as stars. She was muffled in wraps, for the night was rather cold in that mountain region, and the journey to and from the station was to cover several miles.

"I hope you are Mr. Blank, and that you are not very much annoyed at my lateness," exclaimed the girl, in a voice that Jack was to find wonderfully soothing. "I was coming quickly down to the station when a man hailed me. His wife has become suddenly ill, and he asked me to drive him to the doctor's. I could not refuse such an appeal. How could I? And I am sure you will forgive me."

"Of course," replied Jack; "please do not explain further. But I shall be glad to be on the way to your place, for, to tell the truth, I am tired, and am not very well just now. But don't think I am an invalid. I'll be alright in a day or two."

"I hope so, indeed, Mr. Blank," said the girl, her intensely blue eyes full of sympathy. "And now if you will climb up beside me we will soon be on our way to Merriwa. That's our little place, you know. There's a kettle boiling, and some supper laid on the kitchen table, if you don't mind having a meal there. Mum and I were sitting by the fire, and we thought you would be comfortable there, until you felt inclined for bed."

"I am sure everything will be lovely," replied Jack, who was already feeling invigorated by the champagne air of the mountains; "and let me assure you that my mother and I often sit by the kitchen fire on a winter's evening. Our kitchen is our favourite room; for it was built large, and mother has made it very comfortable. There's only the two of us," he added inconsequently.

"And there are only the two of us," said Daphne, "so that's something in common, isn't it? But I must ask you to sit tight for a mile or two as we have to cross the river several times, and I drive too fast for conversation. When we get out of the timber and away from the river I hope you will talk if you feel like it. If not, just rest yourself as well as you can in this rickety conveyance."

It was certainly rough driving for a few miles, but Jack began to enjoy himself quietly. The air was full of sweetness, and keen enough to be bracing. The scent of the bush flowers and the friendly sound of running water were stimulating. And Jack was content to sit beside a pretty girl, who drove her willing ponies along at a rattling pace, and was companionable, although silent. He found himself thinking of Daphne, and congratulating himself that for a fortnight at least he could command her company, for he knew now that she would wish him to share her pleasures in that alluring countryside. He knew it as certainly as if she had told him in so many words.

"Well, we are out of the woods now for awhile," said Daphne, letting the reins fall softly on the backs of the ponies, "and I need not trouble to watch the ponies for the rest of the journey. They know the tracks as well as I do, and, indeed, on a dark night, I never attempt to guide them, even crossing the river. They are

very surefooted, and have been driven by me for many years, ever since I was a mere baby. Dad taught me to drive when I was six years old. He died when I was seven."

Daphne was silent for awhile, and then she went on: "Dad was fatally injured while trying to save a man who had become dizzy when looking over a precipice from a ledge on the mountain. The man was saved, but Dad fell on some rocks, and never spoke again. He was a guide, you know."

Jack touched the girl's arm sympathetically, and she added, "Mum and I have lived on the little farm ever since that dreadful time. We sometimes take a paying guest. You might think it rather pretentious referring to our infrequent boarders as paying guests, but we do try to make them feel as if we were entertaining them for themselves, and not merely for their money."

"I understand you very well," said Jack, "and I am sure you are not in the least pretentious about it. Money would not pay for such service as you give."

"What do you mean by that, Mr. Blank?" Daphne raised her fine eyebrows.

"I mean that you are already lifting a load from my spirit," replied Jack, "and you cannot put that in your bill, can you?" He spoke wistfully.

"Oh, it's the beautiful air and scenery we have up here that revives you city people," said Daphne. "One simply can't feel tired and sick in our part of the country. You will be singing to-morrow morning."

"I have a song in the heart, already," said Jack, lightly. Which saying was surprising for a young man who a few hours previously was feeling sorry for himself.

Then lights from a cottage set in a large bush garden, full of sweet scents, began to twinkle through the gloom. Daphne imitated the night birds, the owl, curlew, and mopoke, and presently there seemed echoes.

"That's mum," explained Daphne. "We always greet each other like that when I

am returning from a night drive. Mother and I are friends with all the birds, and even the shy lyre birds come to our kitchen door when snow is on the ground. When I feed them they sing for us. I must take you to where we will hear the lyre birds sing their own songs, and imitate all the other bush birds. When you are going through the undergrowth, you may see and hear them running away swiftly. But if you wait long enough they will settle down again and sing ravishingly. And to-morrow you will see the waterfalls and the brooks. You may have a flower-scented bath in Crystal Brook. Mum and I will join you in a picnic, if you care for that, and we can see something of the scenery."

"There's Mum now, standing at the door to welcome us."

And standing at the doorway of the farmhouse, Jack saw an elderly Daphne, a sweet-looking woman, whose face, illuminated by the lamp, was full of friendliness.

"My mother's name is Daphne, too," said the girl.

"It's a sweet name, and this is a sweet place," said Jack, slowly. "I'm going to love the name of Daphne."

Mrs. Deering wondered why the young people were silent as they entered the house. On the daughter's face was an enigmatic smile. The young man appeared as if he had seen a vision. Jack, looking out on the stars from the tiny window of his bedroom, inhaled the sweet smells of the garden, and murmured over and over again the flowerlike name of Daphne

"Thou art like a flower," he quoted. Then he laughed lightly, and turned quickly into the room. "There is magic in moonlight," he said to himself, "and the Buffalo girl has bewitched me."

Which, as the saying is, was a true bill.

I saw Daphne the other day in Jack's house. She wore on her bosom a tiny daughter. Her name also is Daphne.

The End.

Nibbles from Ford.

A suitable place of business, clean and dignified in appearance. Absolute cleanliness throughout every department. There must be no unwashed windows, dusty furniture, dirty doors.

* * *

No manufacturer can say: "I built this business"—if he has required the help of thousands of men in building it.

* * *

It is the product that pays the wages, and it is the management that arranges the production so that the product may pay the wages.

* * *

We get some of our best results through letting fools rush in where angels fear to tread.

* * *

That which one has to fight hardest against in bringing together a large number of people to do work is excess organisation and consequent red tape.

* * *

Railroads have gone to the devil under the eyes of departments that say: "Oh, that doesn't come under our department. Department X, 100 miles away, has that in charge."

* * *

There is far too much loose talk about men being unable to obtain recognition. With us every man is fairly certain to get the exact recognition he deserves.

* * *

Men will work with the idea of catching somebody's eye; they will work with the idea that if they fail to get credit for what they have done, they might as well have done it badly or not have done it at all.

* * *

I think that every man in the shaking-down process of our factory eventually lands about where he belongs.

* * *

All of our people have thus come up from the bottom. The head of the factory started as a machinist. The man in charge of our big River Rouge plant began as a patternmaker. Another man overseeing one of the principal departments started as a sweeper. There is not a single man anywhere in the factory who does not simply come in off the street. Everything that we have developed has been done by men who have qualified themselves with us.

* * *

If we have a tradition it is this: Everything can always be done better than it is being done.

* * *

Scarcely more than five per cent. of those who work for wages, while they have the desire to receive more money, have also the willingness to accept the additional responsibility and the additional work which goes with the higher places.



BOOKS AND NEW BOOKS.



More Studies and Sketches Modern Men Who Matter.

By DELTA

Heigho! here we are again, as Peter Doodey might have said to the nut that wouldn't be chewed. And here, because we're here—(hear, hear!). With more books on bookmen, too, for a precious addition to our list simply cannot be overlooked, so admirable a compilation of worth and worthies it is. Name? Yes, sir, you shall have it: "Gods of Modern Grub Street," by A. St. John Adcock; hot from the press, and with thirty-two expressive portraits by E. O. Hoppe. But first to our left-overs.

E. T. Raymond flourishes a nimble nib. His judgments on modern men have put him right in the boom, and everywhere his verdicts are quoted. Than the Preface to "Uncensored Celebrities," you could not have a better guide as to his genially-cynical approach and attitude towards personages and personalities. Consider a sample passage: "In the political world, as in all others, the war has created new standards, and the following sketches, slight though they be, are designed to assist the process of re-valuation. They are not meant for the hero-worshipper. The Hero as Politician, always rare, is not discoverable just now by the present writer. 'The Man' of the newspaper articles has still to appear, though he has been regularly announced every three months or so. For the most part one can only say of political things that they have got themselves transacted somehow. But while, like the angry ape, certain politicians have played 'fantastic tricks before high heaven,' others have emerged with credit from the supreme test, and still others have meant exceedingly well."

I take it that most of us are interested in peeps behind the scenes of those few

mighty organisers who are doing for the press what other born monopolists have done for oil, and commodities generally, in cornering and trustification. There's Lord Beaverbook, with Lord Rothermere greatest among Bosses in newspaperdom. This is how Raymond glimpses him when midway between mister and monarch: "Sir Max, as we must now call him, grew rapidly in political stature. He was one of those members who are seldom heard in the House, but are constantly felt in the lobbies. Even before he obtained control of a newspaper he exercised considerable influence through journalistic friends, who shared his week-ends and his lightning trips between this country and Canada. Quite impervious to a rebuff, possessing a remarkable talent for finding the weak side of every man, amazingly frank in manner, and extremely subtle in method, he hustled his way into the inner circle of the 'Die-Hards.' His part in the plot that dethroned Mr. Balfour was undoubtedly considerable, and later he threw the whole weight of his influence on the side of the Ulster extremists. In due course his ambitions for direct newspaper influence were gratified, and in three or four years the mysterious visitor from Canada has attained a power none the less formidable because it was largely exercised from behind cover."

In "Prophets, Priests and Kings," A. G. Gardiner, the delightfulest biographer of them all, limns Lord Northcliffe, the founder of the school of Big Bosses: "Sir George Newnes had touched the great heart of humanity with 'Tit-Bits,' and Mr. Harmsworth, now a man of twenty-one, felt that here was a field for his genius also. He, too, would tell men that the streets of London, put end to end,

would stretch across the Atlantic, and that there were more acres in Yorkshire than letters in the Bible. Why should he conceal these truths? Why should the public thirst for knowledge be denied? And so, in an upper room in the neighbourhood of the Strand, 'Answers' came to birth, the prolific parent of some hundred, or, perhaps, two hundred—I am not sure which—offspring, ranging from the 'Funny Wonder' to the 'Daily Mail,' all bearing the impress of the common mind in an uncommon degree, the freedom from ideas, the love of the irrelevant and the trivial, the admiration for the flagrant and the loud, the divorce from all the sobrieties and sanities of life. The fate of the 'Times' was long in doubt, and the secret of its new control was carefully concealed. But one day it appeared with several columns describing the dress at some society 'function,' Lady Midas' wonderful creation from Worth's, and the Duchess of Blankshire's rapturous pearls, and I knew the touch of the masterhand. The marvellous 'office-boy' had no more worlds left to conquer."

You see that Gardiner never bowed the knee to Baal, otherwise Northcliffe. Distinguished journalist as he is, he finally let editorships slide to give us celebrated books. His dissection and diagnosis of contemporaries show shrewdness and wit joined with lucidity of manner and charm of style. Where he touches the really great he is almost great himself. Look at the tremendously condensed sentences on Thomas Hardy, and ask is there anything further to be said: "In the unity of his achievement Mr. Hardy stands alone in the history of English fiction. This is due, as Mr. Lascelles Abercromby has shown, to the deliberate subordination of his art to his metaphysic. It is not necessary to accept his philosophy in order to appreciate its impressive and cohesive influence upon his work. It gives it continuity, design, a cumulative grandeur that made it unique in our literature."

I cannot resist the impulse to let my readers into the secret of A.G.G.'s view of two of the figures now among the dominant in the new British Cabinet.

Keep in view that the sketches were written in 1908 (the book containing them is still selling, and is well over its sixtieth thousand). Take this on Lord Haldane, as a positively exhilarating description: "He has lived four careers—philosopher, lawyer, politician, and man of the world, and has spared himself in none of them. He is an intellectual steam engine. When once he has started talking, there seems no reason why he should ever leave off. There is no end to him. His oratory is like an interminable round of beef—you may cut and come again. One feels that the river of his rhetoric will flow on for ever, fed by a thousand inexhaustible rills. The smooth, wooing, voice inundates the House with a flood of words. . . . There are some men who seem never to have known a joy in life, and there are few who do not have their variations of temperature and their moments of depression. Mr. Haldane gives the impression that he has never known a sorrow—that there was never a moment in which he was not walking on air in sheer exaltation of mind and body." You get the whole man before you in a few well-drawn lines. It is literary surgeoning of the skillfullest, isn't it?

Of Philip Snowden, how at once prophetic and eye-opening is this: "Compromise is not in him. He is one of those rare men who live for an idea, and who have neither aim nor ambition outside it. He would wade through slaughter to achieve it; he would go to the stake rather than surrender the least fragment of it. If you want to realise the purpose and the passion of Socialism, he is the man to watch. He is worth watching as a study of intensity and idealism. He is still more worth watching as one of the potentialities of our national life. For if Socialism ever came to power—and that depends largely on whether Liberalism is a sufficiently effective instrument of reform to keep it at bay—it will be Philip Snowden, who will be largely the architect of the new social structure."

And so, leaving you pondering there, again adieu!

Writing a Novel

"He usually wrote upon a little board, which he held in his hand." So Mrs. Ann Laetitia Barbauld tells about Samuel Richardson. How could he? Could you, assiduous reader? At all events, he wrote what more than once he asserted filled nineteen close printed volumes, and if he did all his work on the little piece of board which he held in his hand, then this majestic friend of Mrs. Chapone and Lady Bradshaigh had more sleight of hand ability than most modern novelists.

Now, supposing that you have a genius equal to Richardson's but perhaps somewhat different, and it impels you toward romance, how would you go about it? This seems rather a difficult thing to ask, but it is easily answered. The first thing is to buy a lot of paper, which nowadays is expensive. You must have ink as well. Since you wish to do a piece of work that will outrank "Vanity Fair" and "Diana of the Crossways," you will, of course, use a pen—the typewriter comes in later when the imperishable MS. is to be copied for the publisher, who is a mere business man. Next, secure a quiet room where you will be quite free from your family's affectionate irruptions and those of the miscellaneous public.

You may think that when this is done you need no further direction. Indeed, some authorities insist that no more are needed, but it is an excellent plan to make a few notes, to think occasionally, to give some attention to your English and to pay no attention whatever to what you are told the public wants. That public is to have the inestimable privilege of buying your book and will be content with that. Besides, it does not know what it wants. Cases have been known to occur in literature that in the less refined walks of commerce would be known as "making a market," or at least it is so alleged. Richardson's market was ready to his hand. England was primed and set for the incoming wave of sensibility which Goethe and Rousseau were to set in motion. Sensibility was to be the fashion, and without any doubt the English-speaking world rejoiced to have a change from the hard coarseness that had set in with the Restoration, a hundred years before. And we must remember that Richardson had no sense of humour and no irony, those dangerous qualities. Satire is less risky than irony; save its stated object, no one ever takes it personally, but there is a disquieting scattering effect to irony, no one quite knows for whom it is intended.

Well, then, you have begun your novel: it is to be hand written, there is to be no irony and you have decided to bring in a plot. In the strict sense of the word, there are no plots in the great romance that is ever unfolding before us. There is a lesson in everything that happens, but no one can grasp all the facts, and so we take a handful and call it a plot. Silas Lapham or Hecuba or

Colonel Newcome, one and all are people that have certain experiences, and the writer tries to tell us about it. Unless you are very firm and very careful, your friends will volunteer much advice about your plot, your incident, your style and your literary agent. So much so, that some authors have dispensed with plot altogether and are thinking of doing the same with their friends. As you write, your story builds itself and you become interested in your characters, but let us give a piece of advice: simply because you like some of your characters very much, do not be too sure that others will do so. You may be in chronic, solemn rapture about the heroine, and the reader will much prefer the comic grocery man, indeed say so with perfect candour. You must not be hurt by this—it is the reader who buys the novel, you only write it.

By the word "reader," we do not mean the publisher's reader. He is the valued man, sometimes he is a woman, who sits in all weather reading MSS. and discovering genius, and what those intrepid, cold blooded people undergo, the public little knows. Some novelists hold that the publisher's reader who rejects their "offerings" (a piteous word) is a person of a black heart; but this is an extreme view to hold. George Meredith was a publisher's reader for years, and we wonder whether he ever thought to himself how he could have written the story and lighted up the dialogue and put dabs of colour in the phrasing.

From Meredith's career we can take much comfort, for he worked for years without any recognition. How different the cushioned and mellifluous success of Samuel Richardson. So far as admiration and reverence went, he was a milk toast of Samuel Johnson. He was not boisterous and he was revered, though, as Mrs. Barbauld says, "The fault of his mind was rather that he was too much occupied with himself, than that he had too high an opinion of his talents." Perhaps the less we are occupied with ourselves, the better novels we shall write, though they be not best sellers.—J.H.S.



The Chain of Prince's Street

"If I were Queen of all the land,
To ask whate'er I might,
I'd wear the chain of Prince's Street,
Of Prince's Street at night. . . .

"I'd wear it on a purple gown,
With fur of twilight grey,
And set it swaying, shimmering,
At closing of the day.

"And as I went my way serene,
The people would bow down,
And say, 'There goes the bonny Queen
Of Edinburgh Town!'"

—Elisabeth S. Fleming, in Poetry (Edinburgh).

Be Careful

Green forests mean full springs and streams, summer showers, shade in heat, shelter in cold, national wealth in timber supply, with widespread sources of employment, natural beauty, with health and prosperity to man.



Burnt and dead forests means loss of water supply, drought and flood in succession, and often the devastation and ruin of whole districts, with loss of life.



All success is a matter of service. We get paid—whether our employer be the public or an individual—for what we can actually deliver. Therefore the direct route to success involves a study of the methods by which we can increase the value of our service.

The World's Greatest Product

Cotton is to-day the world's greatest and most important single product. It clothes the peoples of all nations and practically of all climes. While other products enter into competition, not one of them, nor all of them combined, can take its place.

The world production in 1915-16 reached nearly twenty-five million bales, yet its average for the past ten years has probably been in the neighbourhood of twenty million bales, which has just about equalled the consumption. At ten cents per pound, the crop is annually worth one billion dollars, exclusive of by-products. At the present prices, the world's cotton would be worth some three billion dollars, and of this, the southern tier of the United States alone would profit to the extent of nearly two-thirds of the tremendous total.

Cotton is now being grown in Australia, China, India, Egypt, and Russia, and the world's nations, in an effort to lessen their dependency upon any one country, are stimulating cotton production, and will continue to do so, in the areas subject to their trade domination, where labour and climatic conditions make this possible.

Cotton and its products are the base of a vast number of commodities now manufactured for the comfort, convenience and necessities of the people of the world, and to an extent equalled by no other product on earth.



The Spirit of Economy is one of the most beneficial of all gifts. It is by this mysterious power that the loaf is multiplied, that using does not waste, that little becomes much, that scattered fragments grow to unity, and that out of nothing, or next to nothing comes the miracle of something. Economy is not merely saving, still less, parsimony. It is foresight and arrangement. It is insight and combination. It is a subtle philosophy of things by which new uses, new compositions are discovered. It causes inert things to labour, useless things to serve our necessities, perishing things to renew their vigour, and all things to exert themselves for human comfort. Economy is generalship in little things.



"Ah! you flatter me," lisped a masher to a pretty girl with whom he was conversing.
"No, I don't," was the reply. "You couldn't be any flatter than you are."

Teacher: "How many ounces in a pound?"
Tommy: "It depends on the grocer."

Mr. Upson Downes (seated by a stranger in a railway carriage): "What time is it by your watch, if you please?"
Stranger: "I don't know."
Mr. Upson Downes: "But you have just looked at it."
Stranger: "Yes; I only wanted to see if it was still there."

He: "Have you ever had your ears pierced?"
She: "No; but I have had them bored."

New Assistant: "That young lady bought a whole list of things without once asking the price."
Old Assistant: "They never bother about prices when things are to be booked."

Mr. Dearone: "Fancy! I put my hat on that wet towel. I wonder on what ridiculous thing I shall place it next!"
Mrs. Dearone: "On your head, I suppose, love."

Old Gent: "How much for this boy" (pointing to a lank child at his side)—half-fare?"
Booking Clerk: "Well, no, sir. He looks as if he was kept on half-fare at home. He needs a change. Full fare, please!"

"A friend in need is a friend indeed," but a friend who is not in need is the most desirable acquaintance.

Fair Customer: "Have you a piece called 'Moonlight Sonata'?"

Assistant: "Yes, madam; Beethoven's 'Moonlight Sonata.' Here it is.

"What is the price?"

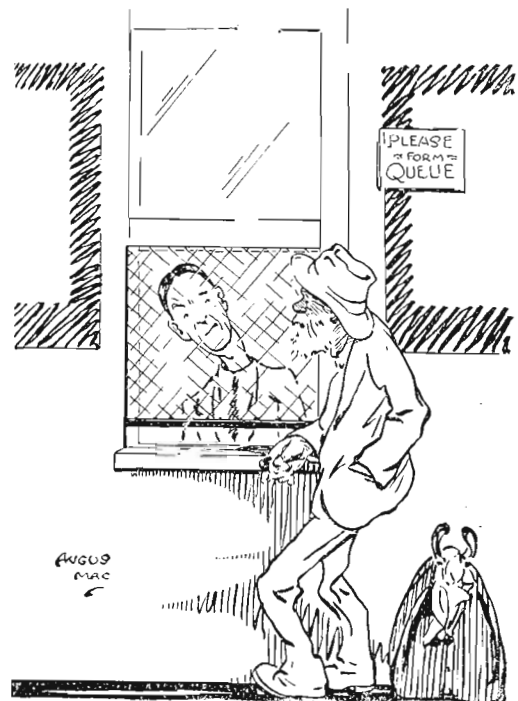
"Only ninepence."

"Oh! that's too cheap. Show me something better."

NEITHER DID THE VENTRILOQUIST.

During a sea voyage a ventriloquist made friends with the engineer of the ship, and was allowed to enter the engine-room. He took a seat in the corner, and pulling his hat down over his eyes, appeared to be lost in reverie. Presently a certain part of the machinery began to squeak. The engineer oiled it, and went about his usual duties. In the course of a few minutes the squeaking was heard again, and the engineer rushed, oil-can in hand, to lubricate the same spindle. Again he returned to his post, but it was only a few minutes until the same old spindle was squeaking louder than ever.

"Confound the thing," he yelled. "It is bewitched." More oil was administered, but the engineer began to be suspicious as to its cause. Soon the spindle began to squeak again; and slipping behind the ventriloquist, the engineer squirted half a pint of oil down the joker's back. "There," said he, "that spindle won't squeak any more."



Dave, "Second Class to Carrum, please"

Clerk, "Single?"

Dave, Yes, -but I've got me eyes on a bonzer girl up our way."

Good Service Brings Appreciation

We are pleased when we feel that we have done a job well and we are still more pleased when a service well rendered meets with appreciation.

That is one reason why we publish this letter:—

THE BOY SCOUTS' ASSOCIATION.

New South Wales Section.

42 Margaret-street, Sydney,
23rd January, 1924.

The Commissioner for Railways,
Melbourne.

The New South Wales Contingent of Boy Scouts, numbering nearly 600, have returned to Sydney, after attending the Annual Australian "Corroboree" at Adelaide, and I desire, on behalf of this Association, to express through you to the members of your staff our appreciation of all that was done to make our railway journey through Victoria both comfortable and enjoyable.

We found the members of your Staff both courteous and obliging, and were most anxious to do what they could for us during the journey.

I trust you will convey to the members concerned our thanks for their efforts on our behalf.

Again thanking you,

I am,

Yours faithfully,

(Signed) A. D. JOHNSON,
Commissioner for Organisation.

This letter is of just the same gratifying kind:—

"Eileen,"
2 Goodall-street, Auburn.

The Railway Commissioners.

Dear Sirs,—

In completing £78,000 contract (the Mitcham Reservoir), the thousands of tons of materials for which were carried solely by the Railway Department, it is with the greatest of pleasure that I acknowledge the services rendered.

In regard to carriage, delivery and courtesy in dealing with the staff at the Mitcham Station, nothing better could be wished for. During the two years that I have been receiving various materials, included amongst which were 17,000 bags of cement, metal screenings, sand, steel scoops, tram rails, wag-gons, 13,000 tons of steel shovels, horse feed, engines, parcels, etc., in connection with the contract, not one article was missing. This, I think, is a record, and is an answer to the unjust criticisms which are sometimes levelled

against the Railways, and I think it is only right that efficient management and good services rendered should be recognised.

I am,

Yours faithfully,

(Signed) JAMES STARR.

Here is another:—

Dudley-grove, Edithvale,
26/1/24.

The Commissioner for Railways,
Spencer-street, Melbourne.

Dear Sir,—

I owe to the staff at the McKinnon Railway Station my very best thanks for the kind attention shown by them on the occasion of my children falling from the Mornington Express at McKinnon on 6/12/23. The Station Master rendered First Aid capably, and by his promptitude no time was lost in conveying the children to the hospital. I had hoped to thank the staff personally at the inquest on Monday last, but was not afforded an opportunity of so doing.

Would you please convey to the staff at McKinnon my sincere thanks and appreciation for their promptitude, initiative and kindness?

Yours faithfully,

(Signed) ARTHUR E. COOPER.

And yet another:—

YOUNG AUSTRALIA LEAGUE (Inc.).
Cremorne Chambers,
578 Hay-street, Perth,
30th January, 1924.

Commissioner,
Railway Department,
Melbourne, Victoria.

Dear Sir,—

We desire to place on record our appreciation of the kindly spirit in which the officers of your Department and the train crews assisted us in our big task of transporting 340 boys over your railways during our recent tour.

The uniform courtesy, consideration, and kindly attention forms one of the pleasantest memories in a very memorable tour.

We will be glad if you will make the above known to all concerned.

Yours faithfully,

(Signed) J. J. SIMONS,
Hon. Director.

It is good to read letters like these.

Coal Savings

Small Beginnings

Mr. Ralph Paulette, an American author, says, "There is a little silvery sheet of water in Minnesota called Itasca, and there is a place in this lake where a little stream may be seen to trickle out; such a small trickle that one might be pardoned for overlooking it.

"Whilst enjoying a row on this lake one day, a gentleman called the boatman's attention to the fact that the lake had sprung a leak."

"When the boatman found his voice, he exploded, 'Leak, that's not a leak; that's the Mississippi.'"

So it happens that, far up in the heart of Minnesota, trickling from a small lake, comes into being the "Father of Waters"—"The mightiest of all great rivers." In its flow it gathers in other streamlets, creeklets and rivers, and keeps on flowing south till at last it reaches the ocean, but in its course it gives power, supplying town after town with electricity, mile after mile of country with water for irrigation, and on its bosom rides the boats of commerce.

"Hold," you exclaim, "what has this to do with me?"

Just that you should not despise the small things. That idea of yours, seemingly so small a thing, may be the trickle which shall lead on to something big. Your idea may start a train of thought in another, and the linking up of these thoughts and ideas will maintain a flow that shall gain momentum with each intake.

The saving of a shovelful of coal rests not entirely with the enginemen. Have you given thought to other means of economic uses of coal? Trains in your section are being blocked; have you considered as to the cause and remedy?

The total blocks to goods trains in the Bendigo district for the month of October last was 13,027 minutes. Can you suggest anything which would eliminate the odd 27 minutes?

The time occupied dealing with van goods was 8,383 minutes, and for road-

side shunting, 23,485 minutes. Can you help in reducing these totals?

I think that if a combined effort were made, these figures could be substantially reduced. A reduction of only 60 minutes would more than equal the saving of a ton of coal.

How could you save 5 minutes in shunting—equal to 1¾ cwt. of coal? By having all trucks properly coupled before shunting is commenced, and by having trucks loaded in proper marshal order.

How save 2 minutes in van work? By having outwards goods loaded on to trolleys and placed handy for quick loading into van or van truck.

How save a minute? By being ready to give or take a signal.

Think of the Mississippi starting as a mere overflow from a small lake, growing greater as it flows along, overcoming obstacles and thereby developing its power; blessing the country through which it flows. Think, too, what would happen if it failed to keep on flowing. It would die. If it stopped, it would become a swamp, a poisonous morass, a dead sea.

Live by keeping an active mind, by pressing on; standing still means stagnation, not only to rivers, but to men.

Keep this thought in mind; a minute saved in the despatch of a train equals more than a shovelful of coal.



F. L. Chapman, editor of "Better Farming," himself a farmer and actually producing and selling products of his own land, says:—

"I think that the farming business and the railroad business are so utterly dependent upon each other, their interests are so identical, that the man who drives a wedge between them is either crazy or he is a crook.

"What I want most of all is service, and I don't see how any railroad can give it unless it has a good safe track and sufficient cars and the ample power to pull them, and that means ENOUGH MONEY to buy them."

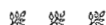
ELECTRIC GOODS LOCOMOTIVE



The first to be manufactured in Australasia. Voltage; 1500 d.c.: Drive, individual single geared; Tractive effort, maximum, 26,000 lbs.; Length over buffers, 36 ft. 4½ in.: Length of wheelbase, 25 ft. 9 in.: Total weight, 49 tons 19 cwt. Steel underframes and bodies built at Railways Workshops, Newport, and electrical equipment installed at Electric Car Shops, Jolimont.

The Empire Wireless Dead-lock

That no progress has been made towards the early establishment of wireless communication with Great Britain has caused considerable disappointment in this country. Referring to the matter, the Postmaster-General (Mr. Gibson) states he is very anxious to learn what view the new British Government would take. At present there was a deadlock. By March, 1923, according to the contract between Amalgamated Wireless Ltd. and the Commonwealth, the power station in Australia should have been completed, but owing to the difficulties which had arisen in Great Britain between the postal authorities and the Marconi Co. concerning the erection of connecting stations, nothing had been done. The Prime Minister (Mr. Bruce) had been in constant communication with both the Imperial authorities and the Marconi Co., and would, no doubt, on his return, be able to throw additional light on the subject.



British Empire Exhibition

Electricity Supply

So far as they have been computed at present, the demands for electricity for motive power and lighting at the British Empire Exhibition aggregate about 10,000kw. The lighting of the grounds, the Palaces of Engineering and Industry, and the principal restaurants will require 1800kw., and the lighting and power supply for the exhibitors in the Palaces of Engineering and Industry, for the Amusements Park, and for the buildings of the Dominion Governments 4950kw. The general supply throughout the grounds and buildings will be given from a three-phase four-wire network at 415 volts three-phase, or 240 volts single-phase; but a direct circuit supply at 220-440 volts, three-wire system, will be provided for the Palace of Engineering, for a section of the Amusements Park, and for one or two special users, such as the "Never Stop" Railway (750kw.), and a supply at 3000 volts three-phase to the extent of 1500kw. will be available for a limited number of exhibitors, showing and operating large power plant.

The plant which will generate electricity actually within the Exhibition will

in itself form a notable display of the products of British engineering manufacture, for the various components have been drawn from a wide range of firms, the contracts being made through the British Electrical and Allied Manufacturers' Association and the British Engineers' Association.



Word Values

There is an inevitable progress in languages as in all natural things. Some words go up as time passes; but most of them go down. Sceptre has gone up, for the Greek . . . merely means "a staff," but it is an exception. Think of the history of "genteel," "elegant," "awful," and "blooming." They have gone down. Hazlitt could use "genteel" as a term of praise; we shrink from the word altogether. "Elegant" is still a term of praise in America; and Dr. Johnson once spent an afternoon "cheerfully and elegantly" in works of benevolence; we are careful how we use the word. . . .

We may illustrate this point from use which the Americans and the Irish make of our language. To a certain extent their humour depends on their using a different language, and for this reason things sound more amusing to us than they were perhaps meant to be. Read a column of advertisements in an American paper; hardly one is expressed as we should put it. I remember once asking in a foreign hotel for the biscuits; and an American lady opposite burst out laughing. "Oh," she said, "we call them crackers." Now which is the most amusing word, crackers or biscuits? Once in Connemara I wanted to get to the station twenty miles off, and went round to negotiate for the only available horse and trap. The young Irishman listened sulkily to my proposition, and then replied, "I think I couldn't." He was speaking a different language. In the same way the writers of the eighteenth century attached different values from ours to their vocabulary; much is now worn out which seemed fresh then. They were experimenting in the values of words. just as Wordsworth experimented after them, sometimes successfully, sometimes unsuccessfully.—A. H. Cruickshank.



Personal.



Our Visitors

Mr. Andrew Watson, Boiler Inspector, Commonwealth Railways, Port Augusta, was a welcome visitor to the Institute last week. Mr. Watson was formerly connected with the Victorian Railways. He said he was pleased to renew his acquaintance with many of his old friends.

Wedding Bells

Mr. B. Ross, Clerk, Yarraville Goods, and member of the Victorian Railways Military Band, has been away honeymooning. He recently returned to his duties, as well as to his Band, the members extending to him a hearty welcome home, with good wishes for the future happiness of both himself and Mrs. Ross.

Mr. N. J. Watkinson, Clerk, Newport Workshops, recently received a most hearty welcome home with his young wife, from their honeymoon trip. Mr. Watkinson's co-members of the Victorian Railways Military Band extend their good wishes to the happy pair.

Mr. A. G. White, Clerk, of Transportation Branch, Head Office, and late of Moe, Mildura, and Warracknabeal, and who was an active member of the Institute's Social Committee, which conducted the Wednesday Evening Dance Socials during 1917-18-19, has just been married to Miss Davies, of Portland. The young couple recently returned from the Blue Mountains and Sydney, where they spent their honeymoon. Good wishes for the happy pair.

Promotions

Mr. John Stewart, Clerk, Newport Workshops, has been promoted and transferred to the office of the Superintendent of Locomotive Supplies, Spencer-street. His numerous friends wish him success in his new position.

Mr. M. J. Canny, of Trafalgar, who was recently appointed Assistant General Superintendent, entered the Service on November, 1897, in the Melbourne Goods Shed, and was

subsequently employed in the office of the S. of G.T.S. After having served for a period of seven years in the branch, he was transferred to the Secretary's Branch, where he became personal Clerk to successive Chairmen of Commissioners. He was appointed Outdoor Superintendent in the Transportation Branch in November, 1919, and whilst occupying that position was selected, along with three other officers, to visit



Mr. M. J. Canny

America, the Commissioners recognising that helpful experience can be obtained by travel abroad, so as to see how railways in other countries are conducted is a valuable possession, and most useful in the work of administration.

Mr. Canny, who is recognised as one of the outstanding young officers in the Department, is very popular among railwaymen, due, no doubt, to the keen interest he takes in them, as well as in every kind of sport with which they are concerned. His principal recreation is Bowls. We heartily congratulate Mr. Canny upon his success.

Mr. William Thomas, who succeeds Mr. Canny as Outdoor Superintendent, is another officer worthy of the well deserved distinction the Commissioners have bestowed on him. Entering the Service in 1886 in the Transportation Branch, Mr. Thomas has progressed step by step.

In March, 1914, Mr. Thomas received an appointment as Special Officer, and in Septem-

ber, 1918, he was transferred to the office of the General Passenger and Freight Agent as Chief Rates Clerk. In December, 1920, he was appointed Assistant Outdoor Superintendent, a position that has brought him into



Mr. W. Thomas

contact with railwaymen all over the State. He is an enthusiastic railwayman, and deservedly popular.

Mr. Thomas' duties leave him little time for recreation; he is, however, very fond of gardening, and reads widely, as a student with a leaning to technical works on the subject of Railways. Our best wishes are extended to Mr. Thomas on his well-merited promotion.

Mr. A. J. Relf, Night Officer in Charge of Murtoa Railway Station for the last 16 months, has been appointed Station Master at Bowser, in the North-Eastern District. "No officer," says the "Dunmunkle Standard," "has been more courteous, obliging and accurate in conscientiously serving the public, and Mr. Relf's many local friends wish him happiness and prosperity in his new sphere."

Mr. Robert McClelland has always been known as the man to whom the lowliest in the Service could appeal without apprehension. He joined the Service in August, 1887, and early in his railway career took up a responsible position in the Staff Room of the Transportation Branch. It is well known that staff work is most exacting, with numerous obstacles to surmount; the number that are continually confronting a Staff Officer renders his path of duty anything but one strewn with roses.

The fact, however, that peace and harmony reign to-day in the sphere controlled by Mr. McClelland is adequate testimony in justification of the Commissioners' selection in appointing him Staff-Officer.

In addition to his exacting duties as Staff Officer, Mr. McClelland is connected with various Departmental Boards, where his wide knowledge of affairs, together with his pleasing personality, must be of great assistance



Mr. R. McClelland

in dealing expeditiously with the many knotty problems which come up for decision. Mr. "Mac" is a great bowling enthusiast.

We congratulate him upon his promotion.

We heartily congratulate the following gentlemen upon their recent promotion:—Mr. J. S. Vaughan, Special Ganger, Melbourne, to Sleeper Inspector; Mr. U. E. Lovell, Signwriter to Leading Hand Signwriter, c/o Metro D.E.; Mr. J. Paterson, Signwriter, Oakleigh, to Leading Hand Painter; Mr. J. Wheelock, Signwriter, Bendigo, to Leading Hand Painter; Mr. W. H. Jones, Fitter, c/o Inspector Watson, to Leading Hand Fitter; Mr. J. Bird, Puller Out, North Melbourne Shops, to Sawyer; Mr. J. McKenzie, Skilled Labourer, Newport Workshops, to Puller Out.

Mr. H. D. Eddy, Clerk, in the office of the Superintendent of Locomotive Supplies, has been transferred to the Car and Waggon Shops, North Melbourne. Mr. Eddy was an honorary trainer for our last Interstate Boxing and Wrestling Institute Team. It is hoped he will still continue his valued interest in the athletic section of the Institute's work.

Mr. Hugh Cooke, who has just been appointed Chief Time Tables Officer, had been closely associated with Mr. Tierney for many years, thus his training has been such that he is well qualified to deal with time table intricacies as they present themselves, for his knowledge of the art of time table compilation is well known.

In the near future we are to receive a visit from the British Fleet, and, no doubt, Mr. Cooke will be allotted the duty of arranging for special train services, so as to enable



Mr. H. Cooke

country visitors to honour Jack Tar, as well as see his ships. This is a job that requires skill of a high degree.

Mr. Cooke has already rendered the Department good service, and is very popular among his colleagues. He takes a keen interest in all healthy sport, with a penchant for swimming. We heartily congratulate him on his well-deserved promotion.

Mr. L. H. Luscombe, Clerk, Rolling Stock Branch, who was stationed at Geelong for many years, and later Relieving Timekeeper, has been granted leave for some months in order that he may attend to pressing private business. Mr. Luscombe, who is a returned soldier, proved his great capabilities as such, as he was promoted from the ranks in the A.I.F., receiving a commission as Captain. Everyone will wish Mr. Luscombe well deserved success.

Mr. J. F. Davis, who for many years was a Relieving Clerk in the Chief Mechanical Engineer's Office, and subsequently stationed in the Locomotive Train Running Room, has been granted six months' leave of absence. Mr. Davis' many friends, we feel sure, will wish him every prosperity in his future undertakings.

Mr. P. Meares, who has just been appointed Assistant Staff Officer, joined the Department in the early months of 1887 as a Clerk at Bendigo, from whence he was transferred to Warrnambool. From the latter town he took up relieving duties, and as a reward for competence he was called to the Head Office in January, 1905. From thence onward the Commissioners have seen fit to

recognise and recompense him for the good work he has performed.

We join with the many wellwishers of Mr. Meares in congratulating him on his appoint-



Mr. P. Meares

ment as Assistant Staff Officer. Mr. Meares is Vice-President of the Railways Tennis Club, a Patron of the Victorian Railways Cricket Club, and a sportsman who enjoys to the full all forms of recreation.

Retirements

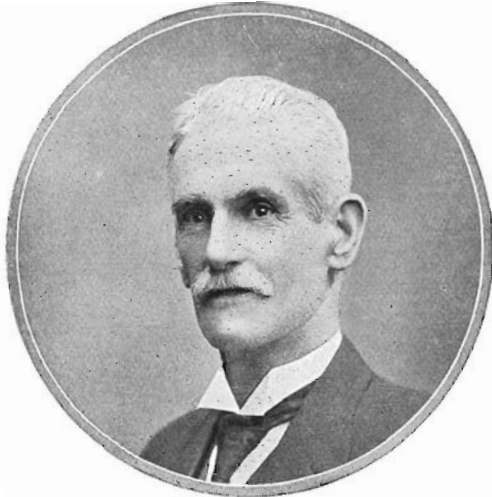
Messrs. J. R. McIvor and R. W. Franklin, who for many years prior to their retirement from the service of the Department, held, respectively, the position of Cashier and Cash Clerk, were entertained on Thursday evening, December 20th last, in the Concert Hall of the V.R. Institute, by some sixty friends in the Department. The entertainment took the form of a smoke concert, freely interspersed with musical and other kindred numbers, with the usual complement of speeches.

Space will scarcely permit of much detail regarding the programme or the speeches. The accompanist was Mr. J. J. Madden. The singers were Messrs. P. H. Thompson, G. A. Rolfe, W. Maughan, A. Henderson, Carlyon, and last, but by no means least, Messrs. A. Burrows and J. Kelleher, who scored the hit of the evening in a humorous, topical duet. Recitations of a humorous nature were contributed by Messrs. P. J. Ward and C. Taylor, and some juggling kept the party interested in Mr. H. H. Riley.

It was a happy inspiration to put Mr. P. J. Hourigan in the chair on this occasion, and as chairman he had the important toast to propose. It is hardly necessary to state that he did his job admirably, and was very ably supported by Messrs. A. Henderson, W. J. Maughan, J. J. Madden, and P. J. Ward. Messrs. McIvor and Franklin both chose to respond in humorous vein.

A sketch of the Departmental careers of these two ex-officers is appended.

Mr. J. McIvor joined the permanent staff on September 14th, 1877, in the Secretary's Branch. He was transferred to the Accountancy Branch on 12th June, 1879, where he



Mr. J. McIvor

was employed in various divisions until his retirement. City firms will remember him first as Assistant Collector, and later as Collector, from October, 1905, to March, 1914, when he was appointed Cashier.

Mr. R. W. Franklin joined the permanent staff on 15th May, 1879, and was for some time in the Traffic Branch at Spencer-street and Princes Bridge. He was transferred to the Accountancy Branch, Cashiers' Division, in July, 1898, and remained there up to the date of his retirement.

Mr. J. A. Hopper (Classification Board) and Mr. S. E. Hulme (Secretary's Branch), after many years' good service in the Department, have resigned to take up permanent appointments as Official Court Reporters in the Professional Division of the State Public Service.

Mr. David Craig, A.M.I.C.E., Inspecting Engineer, who for the past 13 years has occupied a prominent and responsible position in the Railway Construction Branch, was successful recently in obtaining an important appointment with Messrs. Armstrong, Whitworth and Co., the well-known English engineering firm, who have established a branch in Australia.

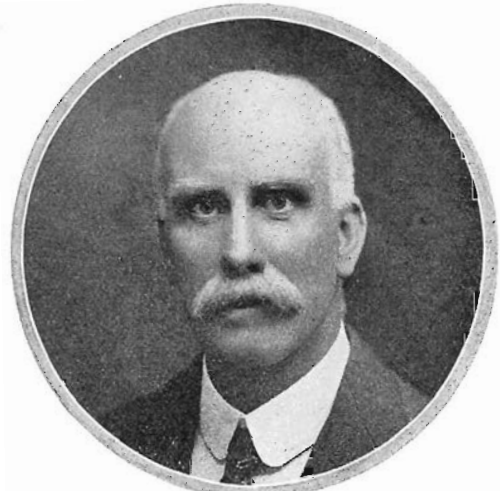
The supervision of the firm's civil engineering activities in Australia has been vested in Mr. Craig, and he is well equipped from the standpoints of ability and experience to carry out his new duties.

During his period of service with the Construction Branch, Mr. Craig directly supervised the construction of a large mileage of new railways in this State, including those from Koo-wee-rup to McDonald's Track and Bairnsdale to Orbost.

He proceeded to Great Britain during the war period, and carried out important en-

gineering work there under the control of the Imperial Government.

The Construction Branch has lost the services of a most valuable and efficient officer.



Mr. R. W. Franklin

Mr. A. P. Taylor, M.C.E., has been appointed to the vacant position of Inspecting Engineer, vice Mr. Craig.

Mr. Taylor is a Master of Civil Engineering of the Melbourne University, and has had many years' experience in the control of railway construction work.

He entered the service of the Branch in 1910 as an Engineering Student.

Mr. A. S. Chinn, Office Assistant, who has been in the service of the Branch for 11 years, has also severed his connection with the Department, having obtained a remunerative appointment with the same firm as Mr. Craig.

The Last Mile Post

It is with profound regret we have to record the death of Mr. A. Kinkaid, Works and Roadmaster, on 29th December last, after a protracted illness.

Mr. Kinkaid was one of the oldest and most respected officers of the Railway Construction Branch, having an aggregate period of service of about 24 years.

During his long association with railway construction in this State, he occupied many responsible positions, and earned a high reputation amongst his colleagues and the public generally for integrity and ability.

The Department has had few more loyal officers. He never spared himself in service for the State.

His most recent work was the supervision of the construction of a new line and sidings to the Electricity Commission's works at Yal-lourn.

Signal and Telegraph Branch Picnic

A very successful outing was held by the Signal and Telegraph Branch on Monday, January 21st. The "Weeroona" was chartered to carry the party between Port Melbourne and Sorrento, and Port Melbourne was left shortly after 9 a.m. with about 1800 aboard. Although dark clouds and chilly wind were present at the time of leaving, before Sorrento was reached the sun was shining from a cloudless sky. The freedom of movement on the boat enabled one to move about and gossip with others, and all availed themselves of this facility. In moving about, one could not help but be struck with the home life so closely connected with the Railway Department's activities.

The official luncheon was held on the boat in time to finish before arrival at Sorrento. Mr. R. Stewart, President of the Signal and Telegraph Branch Picnic Committee, presided, and, after the loyal toast had been honoured, proposed the health of the visitors and guests. Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs, in the unavoidable absence of Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs, replied, and was supported by Messrs. S. H. Evans, J. H. O'Connell, W. Reid, C. E. Blee, and E. R. Rosman. The speeches were necessarily brief, but were to the point.

On arrival at Sorrento, the bulk of the party made for the public reserve on the cliffs, where, under the shady trees small parties picnicked, and where later the sports were held. Other small parties made for other portions of the cliffs and the Back Beach. The temperature was ideal for exercise, whether for mere strolling about or for the more strenuous running—not to mention stepping the chain.

The sporting events were run well to the time table, and the following were the winners of the different events.

Signal and Telegraph Branch Handicap.—1st, J. Kemp; 2nd, A. W. Murray; 3rd, Stan Malberg.

Married Men's Race.—1st, W. Herring; 2nd, G. Crilley; 3rd, B. Malberg.

Youths' Race.—1st, Arthur Malberg; 2nd, G. McRae; 3rd, D. Morrison.

Stepping the Chain.—1st, E. Jackson.

Bowling at Wicket.—1st, W. J. Boyd; K. J. Miller and J. White divided 2nd place.

Throwing Cricket Ball.—1st, K. Miller.

Ladies' Nail Driving Competition.—1st, Mrs. P. Jackson; 2nd, Mrs. Shaw.

Ladies' Race.—1st, Miss White; 2nd, Miss Coulter; 3rd, Miss Robinson.

Elopement Race.—Mrs. Thomas and Partner.

The boat left Sorrento at 5.30 p.m. without any absentees, and the very pleasant return trip was completed at Port Melbourne shortly after 8 p.m. The success of the outing was largely due to the organisation and energy of the Picnic Committee and its Secretary, Mr. P. R. Keating.

The Speed of a Train

Consideration of the case of a rolling wheel reveals some rather interesting facts. Take, for example, a railway locomotive wheel rolling upon a rail, and having a flange of a larger diameter than the tread.

At whatever speed the train is travelling, the point of the wheel in contact with the rail is at rest for an instant, and has no velocity at all, the centre of the wheel and axle has the same velocity as the speed of the train, say, thirty miles per hour, and consequently the topmost point of the tread of the wheel, diametrically opposite to the point on the rail, must be moving at that instant with twice this velocity, viz., sixty miles per hour, or eighty-eight feet per second, and in a forward direction.

For all other positions of this point in one revolution of the wheel, the velocity gradually increases from zero to eighty-eight feet per second, and gradually decreases to zero, when the point again meets the rail.

Furthermore, a point on the outer edge of the flange of the wheel, which, when at its lowest position, is below the level of the rail, is then actually moving backwards until it is raised to rail level, when it commences to move forward again, and it has a correspondingly higher maximum velocity when at the top position.

The average of the varying velocities of all points in the wheel through one revolution is the same as the velocity of the centre of the axle, which is the speed of the train.—Ex.

It is only a short distance from success to failure; from laughter to tears—a step from life to death. Safety waits only upon eternal vigilance, and men in railroad operation may not forget that this is so, for, should they, then the price must be paid by somebody. Fate seems inexorable in its demands, yet a more persistent recognition of natural laws and a better observance of their vagaries, will decrease the hazards of operation, and lessen the opportunities for preaching.



The LADIES.



Woman and Her Arts

(By Matron)

While sitting on the verandah with John this evening, I am thinking of our married life, covering about a quarter of a century, and I seem to see clearly where we made mistakes, and also where we were wiser than we knew.

John is smoking quietly, and absorbing the sporting news in the evening paper, and I am knitting a tiny garment for a neighbour's baby. I think you all know that I am very fond of babies.

Perhaps what started my reverie, for it is more of a reverie than deliberate thinking, is the little row they have had next door. I know that my little neighbour will soon be on the most affectionate terms with her Jack, and that they will both be kissing the baby simultaneously and adoringly. But the warm words I heard Jack use before he left the premises this evening wounded me perhaps more than they wounded his Jill. You know what I mean, if you are sympathetic. I felt that a romantic comedy had had been turned into a tragedy, when Jack said, loud enough for us all to overhear him say his piece, that he was "damned sick of everything." Just like that. Merely a temporary illness, of course, but why should Jack contract it for even one hour in a cycle of matrimony?

The First Quarrel.

Yet I recall that Jack and I had many unhappy hours until we got to understand each other, and to make allowances the one for the other. I remember the cause of the first quarrel distinctly. Jack is rather moody at times, and I was an exacting young woman in my first year of married life. I wanted attention, and to be regarded always as the heroine of the play. Well, one night Jack came home looking tired, and instead of kissing me as usual, he dropped into a chair and gloomed. He did not even wash in preparation for the evening meal, but sat in that chair like a dumb thing, and told me not to bother. Of course, I worried him, and, of course, one word led to another, and in the end, Jack says: "For God's sake, shut up, woman," and goes straight to bed much like a naughty boy without his supper, and grumbling in a monotone.

Next morning, Jack kissed me very nicely before hurrying away to work at the Flinders Street Station, but, mind you, he did not apologise. So I didn't kiss him back, and I was going to make him apologise that day, or leave him for ever. You see how serious it was.

Well, Jack came home as usual, but, lo and behold! he had with him an expensive box of sweets, and he says to me to hurry up tea and we will go to the theatre and celebrate properly. So I forgot all about the necessity of making Jack apologise, and the evening passed away happily.

I wonder will that other Jack bring home a box of sweets to-night. I hope so, as I hope for the happiness of all my readers. I may never meet you, my dears, but I should like all women to be as happy as I am; and really, except in most unfortunate cases, happiness is attainable by all. It is often the result of unselfishness.

"Safety First" in the Home.

Nowadays, I think more of Jack, my husband, than I do of myself. And I know that in his rather dumb way, Jack loves me and our children. Poor old Jack. It is nearly a quarter of a century since he learned the wisdom of applying the principle of "Safety First" in the home. It was rather trying those times.

Nagging is a frightful thing. "He drinks and she nags" may be cause and effect, or effect and cause, but there is no necessity for either of these disturbers of the peace. I tell my girls that, when they have been as long married as I am, they will not even lecture their husbands, and will avoid quarrels as they would avoid the plague.

Of course, the young husband must be as considerate as the wife, and there must be no bossing, while "ours" and not "mine" should be the possessive pronoun in the home. People, even loving people, cannot live together in the intimate relation of man and wife without jarring sometimes. But we all can avoid arguing, nagging, and finding fault.

Keep Your Self-Respect.

What is very necessary is that we keep our self-respect, and do not lose the respect of the other party to the contract. You can fulfil all the duties of marriage, and still retain the respect of your partner. Of course, respect seems a very cold thing to a young woman, but at my time of life it is a precious thing, and is only dimmed in comparison with affection. But then affection is always mingled with respect, that is, true affection. I am not thinking of passion.

Housekeeping is Not Easy.

Where trouble often starts in a new household is the failure of the young husband to recognise that running the household is a tough, tedious and tiresome job. There are many unpleasant things to be done. The young husband should be considerate and overlook his wife's "nerves," provided that usually she is the sunshine in their "Paradise Alley."

I wonder will my neighbour's Jack be home soon. I am waiting for his footsteps and the click of the garden gate. I can hear my little neighbour singing her baby to sleep, such a pretty lullaby. She sings happily, and I believe she has resolved to be merry when her Jack comes home, and to forget that there ever was a slight quarrel. Wise woman!

THE INNER MAN AND WOMAN.

Stuffed Steak.

Two pounds round steak, one medium-sized onion, one teaspoonful poultry seasoning, one cupful breadcrumbs, one tablespoonful of butter.

Have the butcher cut the steak an inch thick. Lay it on a meat board and pound it to break the fibres. Mince the onion, and cook it in the butter. Pour over the breadcrumbs when the onion is tender, add the poultry seasoning and salt and pepper to taste. Mix thoroughly and spread over the steak. Roll with the stuffing inside, and fasten with string. Bake in a shallow pan

one hour, basting with a teaspoonful of butter melted in a half cupful of hot water.

Cannelon of Beef.

Chop two pounds of lean beef very fine (put through meat chopper, if convenient), one-half pound of fat pork; season well with pepper and salt; one small grated nutmeg, the grated rind of one lemon, one teaspoon of lemon juice, a heaping teaspoon of minced parsley and a little onion, if desired. Bind together with two beaten eggs, form into a roll, wrap up in buttered paper, and tie securely. Then cover with a paste made of flour and water. Bake two hours. Then remove the paste and paper, and serve with a brown sauce by thickening the gravy.

Almond Ambrosia.

One pint custard, 1 pint whipped cream, 1 cup peach preserves, $\frac{1}{2}$ cup cold water, 1 teaspoon gelatine. Make a boiled custard, but instead of seasoning with vanilla, flavour with almond extract. Dissolve the gelatine in the cold water, and stir into the hot custard. Set the bowl containing the custard in a pan of cracked ice, and whisk until it begins to thicken; stir in the peaches and whipped cream, and pour into a wetted mould.

Printaniere.

Take little button radishes, wash well, but do not peel, and slice crosswise in thin slices; little green onions; also thinly sliced; parsley chopped as fine as powder, and green

peppers cut in rings, with the seeds removed. Place the pepper rings on the white inner leaves of lettuce, and the radishes, onions and parsley, mixed with French dressing, are placed inside the pepper rings, heaped up toward the centres. Top the whole with an olive. (Delicious.)

Everyone ought to speak and act with such integrity that no one would have reason to doubt his simple affirmation.—Pythagoras.



The native bear in its natural haunts in East Gippsland

Teeth Decay

How to Prevent It Points for Parents

Decay of teeth is caused by the fermentation of food that sticks on or between the teeth after meals. Acid is formed from the food, and this acid eats a hole into the teeth. It is only the "starchy" and "sugary" foods (see below) that form acid in the mouth.

It is most important that the jaws should be well grown and the teeth regular. This is brought about by breathing through the nose from birth onwards and by chewing and gnawing. If the jaws are small and the teeth overcrowded, mastication (chewing) cannot be properly performed, and the food will be left clinging to the teeth after meals and the teeth will decay.

In order that the jaws and teeth shall grow properly, and the teeth kept clean and free from decay, you should observe the following rules:—

(1) As soon as an infant needs food other than milk (7 to 9 months), give it in a solid form, such as crusty bread, twice baked bread, or crisp toast, thus compelling mastication. Do not give bread soaked in milk or milk thickened with flour or other starchy foods, such as most patent foods. Encourage the child to chew and see that it breathes through its nose. In these ways good habits of mastication will be formed.

(2) As the child grows up you should still give most of the food in a solid form, compelling mastication. Food, other than milk, should rarely be taken in a liquid form. Vegetables and meat should not be minced and soaked in gravy. Bread should not be eaten new, and it should have plenty of good firm crust.

(3) After the first two or three years of life, the child should have three meals a day and no food between.

(4) It is not advisable to drink at meal times, but plenty of water should be taken between meals. Milk is a food, and should only be taken at meal times, and must be followed by a tooth-cleansing food.

(5) All meals should be finished with a cleansing food (see below).

(6) Sweets, chocolates, and biscuits are very harmful to the teeth, if taken the last thing at night. They should only be taken at meal times, and should be followed by a cleansing food. The custom of giving milk and biscuits the last thing at night should not be allowed.

(7) Correct feeding and chewing are the best means of preventing decay of the teeth, though the intelligent use of the toothbrush will be found helpful.

If decay of the teeth or tenderness of the gums is noticed, the child should be taken to a dentist. Such conditions prevent mastication and bring about further decay. It is important for the sake of the child that the nursing and expectant mother should also go to the dentist if her teeth are in a bad condition.

Examples of Food Referred To Above.

Starchy Foods.—Potatoes; rice, tapioca, sago; bread, biscuits, etc.; oatmeal porridge; most patent foods.

Sugary Foods.—All foods to which sugar is added; sweets of all kinds; honey, syrup, jams, marmalade; milk.

Tooth-cleansing Foods.—Fresh fruits: apples, oranges, nuts; raw vegetables: lettuce, watercress, celery, radishes, onions; crusts* of bread, crisp toast, twice-baked bread; meat, fish, bacon.

*The coarse whole-meal flour is best for this purpose.



Hospitality Increases Production

Efficiency is a very temperamental factor. Efficiency and happiness are largely synonymous. Happiness is the result of truth, hopefulness, and most of all hospitality. The relation between hospitality and production, the great factor that hospitality is in connection with distribution, is little realised to-day. The prosperity of our nation is more closely allied with the word hospitality than any other word. Hence, the economic importance of the teachings of Jesus and a very practical reason why business to-day needs more true religion. For true religion is in the last analysis simply the spirit of truth, hopefulness and hospitality.

Hospitality is the one thing which is unlimited in supply, can be manufactured from nothing and without expense, is in great demand, and yields huge profits. An analysis of failure statistics would indicate that more men have gone bankrupt from lack of hospitality than from any other factor, while more men have been successful from developing hospitality than from any other one factor. Hospitality is a commodity, more sought for than any other commodity, and yet can be procured and delivered by any one. Yes, hospitality is not only the great factor in production, distribution and consumption, but is the greatest money-maker that we know of to-day.

Careful study convinces me the real assets possessed by our captains of industry are the so-called intangible assets, among which are thoughtfulness, kindness, sympathy, hopefulness, all of which could be summed up in the one word "hospitality."

ELISHA LEE,

Vice-President, Eastern Region,
Pennsylvania System before the
Harrisburg Shop Foremen's Club.



To R.W.E.

Seeds of the silver flower of Emerson:
One, on the winds to Scotland brought, did sink
In Carlyle's heart; and one was lately blown
To Belgium, and flowered in—Maeterlinck.

—Richard Le Gallienne.

Britain's Wonder Bridges

Engineering Feats which have Never Been Eclipsed

The decision to relieve unemployment by the erection of several new bridges, including one across the Tay, calls attention to the wonderful bridges found in Britain. Indeed, it was in Britain that modern bridge building had its birth. Although erected some years ago, our great bridges have yet to be surpassed, both as regards size and their ability to meet the demands of heavy traffic.

The greatest of them all is the huge Forth Bridge. Its central span of 1700 ft. held the record for twenty-five years, and has only just been surpassed by the 1800ft. span of the new Quebec Bridge. But the Forth Bridge is a larger and a more graceful structure. With approaches, it has a total length of 8295ft. Over 50,000 tons of steel were used in its erection, and 6,500,000 rivets were needed to fasten its innumerable members together. It took seven years to build, and cost £3,000,000.

Another marvellous structure is the Tay Bridge, one of the longest crossings in the world. It will be recalled how the first bridge thrown across this estuary collapsed, carrying sixty-seven people to their death. The failure was due to faulty design and workmanship, and when the present bridge was put up every care was taken to erect a structure that would not only carry the necessary weight, but withstand storms and wind.

It consists of 86 spans, varying in length from 50ft. to 245ft., carried on massive piers whose foundations in some cases go down 30ft. to 40ft. below the river bed. The bridge is just over two miles long, and contains 25,427 tons of iron and steel. Five years were spent in its erection, and it cost £650,000.

Over the Menai Strait, which separates the Island of Anglesey from Carnarvonshire, we have some wonderful examples of the engineer's skill in the Suspension Bridge, and, later still, in the bridge at Conway. As the last chain of the Suspension Bridge was raised to its position, a band played the National Anthem. The band was on a temporary platform on the central span.

The highest bridge in this country is the Clifton Suspension Bridge, crossing the River Avon just below Bristol, at a height of 250ft. above high-water level. In 1735 a Bristol Alderman, William Vick, left £1000 to accumulate at compound interest until it reached £10,000, when it was to be used for spanning the Avon with a bridge.

It was not until 1836 that the work was put in hand. Piers were built, and then further progress was stopped for want of funds. When the old Hungerford Suspension Bridge was removed in 1861 to make room for the Charing Cross Railway Bridge, the old chains were bought at a low price, and work on the Clifton structure resumed.

Helped by a Kite.

Connection between the two banks was first obtained by flying a kite across. To the kite-string was attached a rope, and in this way communication across the gap was established. The bridge has a span between the piers of 702ft., and is held up by six chains. Their weight between the piers alone is 534 tons, or nearly 1000 tons in all.

At each bridge end they pass over rollers, and go down 196ft. into the earth, and are there embedded in brickwork set upon the solid rock.

The well-known bridges of the Thames are all handsome structures, London Bridge having pride of place on account of its historic interest. Just below is the magnificent Tower Bridge. This has two novel and interesting features, one being the raised footway, 142ft. above high-water level; the other the twin bascules which are raised to allow the passage of large vessels.—Engineering.

"Show me a man who is firm and collected, and not depressed in adversity—composed, not inflated by prosperity—and I will show you a man formed for great and noble actions."—J. Bartlett.

The first railway tickets apparently ever made were put into effect by Thomas Edmonston, a stationmaster on a line in the north of England in 1836. There have been a few printed since, however.



A Happy Scheme

"How do you manage, my little man"
(And I touched his cheek with its wealth of tan),
"To accomplish as much as you do each day?
If it isn't a secret, tell me, pray."
"A secret," he laughed, brimful of glee,
And tossed back his head; "Why, don't you see,
I make believe all work is fun,
And I s'pose that's why I get so much done."
—"Child's Hour."

A Tale of the Littlest Mouse

The littlest mouse lived with his father and mother and little brothers in a small round nest in a field. He was very happy, playing in the field all day, and going to sleep snug and warm at night in his grassy nest.

One day there came to visit them a big, sleek, fat grey mouse—a cousin who lived in a house on the other side of the street. The little field-mice were overawed.

"You would never be satisfied here if you saw my house," he said to them. "Such feasts as we have! There is always cheese in the dresser."

The little mice opened their eyes. Very often, in their home there was not enough food to go round. They knew what it was to go hungry to bed.

After the cousin had gone, the children asked their parents:

"Why can't we live in a house and have more than we want to eat?"

"Why can't we be fat and have a fine grey coat like cousin's?"

But the wise parents said:—"Don't be carried away by such tales. Your cousin is proud, and makes the most of his good things. He didn't tell you about the cat that lives in the house and has eaten three of his family. He didn't tell you of the big steel traps laid around."

The littlest mouse thought differently. His parents did not understand, he thought. He wanted to find out for himself. So that night, after they had been snugly tucked in bed, and his parents had gone to sleep, he stole softly out across the dark field and into the street to his cousin's house.

The littlest mouse explained how he had stolen over, and that he wanted to see the life his cousin had told him about.

"Well," said the big grey mouse, "come with me, and I'll show you around; but look out for the cat!"

They started on their journey through the big house; and the littlest mouse opened his eyes in wonder and said many times he wished he, too, might live there.

"You're happier where you are," said his cousin shortly.

At last, they reached the dining room. There had been a midnight supper and the careless maids had let it stand till morning! Here was a feast! There were pie and cake and biscuits and cheese. Five other mice were there enjoying the good things, all of them as sleek and fat as the cousin. The littlest mouse followed their example, and began to enjoy himself, too. But, just as their fun was at its height, there was a scuffle, a squeal and a scampering; for a big grey cat bounded into the room and caught the mouse nearest the door.

Wild with fright the other mice scampered away from the dangerous room, leaving their poor little comrade in the fearful clutches of the cat. They flew to their holes, the big grey cousin making room for the littlest mouse with him, and there they stayed, scarcely daring to breathe for a long time.

At last they ventured out again into the kitchen, and, while the cousin nosed around, the littlest mouse spied a big piece of cheese in what he thought was a beautiful case. He made a dive for the tempting bit.

Snap! Click! The littlest mouse was fast.

"Help! Help!" he cried.

The cousin ran to the rescue.

"O you silly mouse!" he cried. "You'll never get out. They'll come in the morning and give you to the cat. Oh! it was just so with your poor cousin."

The littlest mouse was wild with fright. He struggled and wriggled. Something sharp had cut his foot, but he hardly felt the pain. If he could only get loose, and back to his own home! Would he ever see it again? He twisted in and out. Desperately he wriggled, until slowly, but surely, inch by inch, he finally worked himself out.)

"That's because you're such a little fellow," said the cousin, joyfully. "I never could have got out."

With a hurried good-bye the littlest mouse ran as fast as his bruised leg would let him, out of the house and across to his home. His mother had wakened and missed him. How glad she was to see him! She cared for the poor, sore foot, then wrapped him snugly in his little grass bed, where he went to sleep, happy and safe, resolving never to leave home again.



Horticultural Notes for March

FLOWER GARDEN.

In the early autumn no plants in the herbaceous borders are more beautiful than the Phloxes. Though they bloom in company with Gladioli, Hollyhocks, Chrysanthemums, and bright-tinted flowers like Knipolias, they have a beauty all their own. As border plants, Phloxes have much to commend them; you have tall ones for the back of the border, whilst for the front or for small beds there are dwarfs, both possessing varieties diversified in colour. They are not difficult to grow, but like a deep, well-manured loam, or land which at any rate is well mulched with manure. On shallow soils it is important that mulchings of manure should be given more frequently, otherwise the quality of the flowers suffers. To keep the clumps of good quality, divide periodically, as the less the clump the finer the blossoms. They are very useful for cutting, and need nothing beyond their own foliage to further enhance their beauty.

The work in the flower garden during the present month will not differ to any considerable extent from that which engaged attention during February, but there are a few operations that specially belong to March, and to these a brief reference will be made. The budding of Roses should be commenced early in the month. Stocks will require a moderate amount of pruning. As the most successful results are obtained in the insertion of the buds when the bark parts freely from the wood, budding should, when practicable, be done after rain; if the weather continues dry give the soil in which the Stocks are planted a thorough soaking of water to cause the sap to flow freely, and insert the buds the first or second day afterwards.

A considerable number of hardy perennials may be increased from cuttings at this season of the year. Take cuttings of the current year's growth when becoming firm, insert in pots filled with sandy loam, place in a frame, and keep close and shaded. If the weather is very dry during this month, give Carnations in open borders a thorough soaking of water, and disbud when exhibition blooms are required. Pay special attention

to Chrysanthemums, keeping them free from insect pests, and liberally supplied with water. No further stopping of the growth will be required.

Dahlias will be at their best towards the end of the month, and may be given liquid manure twice a week.

Make sowings of biennials.

The Petunia is one of the most useful perennials, and has been much improved in both the single and double varieties. Seed may be sown now; keep the plants in small pots during the winter, and plant out in late spring.

Lawns should be well watered, and given a little artificial manure.

Look over young Cinerarias, Primulas, Cyclamen, Calceolaria, and re-pot any that are strong enough into a size or two larger pot; also any old Cyclamen bulbs that are showing signs of growth. Two-year-old plants generally give the greatest satisfaction. Pelargoniums that have been cut back, and are starting well, may also be re-potted.

Great judgment must be used in watering, not to get the soil too cloggy or heavy, and yet not to err the other way and keep too dry, spraying with a fine hose for a day or two till they take root again, being sure the pots are all well drained.

Pot for winter and early spring flowering, plenty of various Narcissus in suitable size pots or pans from 5in. to 8in., using from three bulbs for a 5in. to a dozen in an eight. Also Hyacinths, Lachenalias, and Freesias, selecting the strongest bulbs for potting.

Dielytra Spectabilis (Bleeding Heart) makes a nice spring decorative plant; strong crowns should be procured, and potted in suitable size pots and placed with the bulbs in a nice cool place in the garden, and left till well advanced before putting in glasshouse, otherwise they get weak and do not flower so well.

Readers fond of growing Hyacinths in water should reserve the plumpest bulbs for

same. They are very interesting, and only require a little attention, keeping them in a dark place till they start, and gradually inuring to a lighter position. Jardinieres filled with water grow them well; placing crocks and charcoal for the bulbs to rest on, and allowing the base of the bulb to just clear the water. Several can be grown in one jardiniere, according to size. *Narcissus White Pearl* does and looks well grown in this way.

In the Stove House get the shading up as soon as possible in the afternoon and let all coloured foliage plants have as much light and sun as they can stand without burning. Put in cuttings of plants required for next season's early growth, such as good varieties *Coleus*, *Fuchsias*, *Begonias*, etc. These all root freely without fire heat this month; in fact, most cuttings will root in the early part of the month, and these get established nicely before the winter sets in. Also *Crotons*, *Dracoenas*, *Marantas*, *Pandanus*, *Allamanadas*, *Aralias*, and any that are wanted for small decorative plants.

Gloxinias, *Caladiums*, *Achimenes*, showing signs of going to rest should have water. Keep in a nice warm place. Keep all pots gradually withheld till they die right away. Clean and get watering and syringing done early as possible, especially towards end of month.

A good soil for general greenhouse potting, and which suits most plants except those requiring special soil, or no manure, is:—Two parts fibrous ferny soil or peat, one part loam, one part good rotted cow or horse dung, one 5in. pot of bonedust to each barrow-load, a shovelful of soot, and a little coarse sand. Pass all through an inch sieve, using the coarsest for the larger size pots. Most plants will thrive well in this compost. It is advisable to mix a good heap and turn over several times.

THE FERNERY

Fuchsias are worth a lot more attention than they generally get, as they make a good show in the Fernery if given fairly light places. Planted out against posts or the sides, they are very easy to manage, simply requiring plenty of water and well hosing under the leaves. They bloom very profusely in the autumn months.

Attend well to watering, keeping the hose well going under the leaves of plants that are liable to be affected by such pests as *Red Spider*, *Aphis* or *Thrips*. If the foliage of plants is looking dry and withered—a whitey brown colour—you can be certain that the *Thrips* and *Red Spider* are at work. Burn all withered leaves, rubbish, and anything likely to harbour insect pests.

Aspidistras are one of the most esteemed plants for general decorations, and are very accommodating, thriving everywhere.

If pot bound, they can be divided or re-potted. Pot firmly and keep in a shady sheltered spot, where they will soon estab-

lish and will nearly always make another set of leaves by the spring. When grown in pots they require plenty of liquid manure—say, once a week during the growing season.

THE KITCHEN GARDEN

Deep stirring of the soil is one of the most important points in vegetable culture. There is no soil that cannot be improved by it, but its effects will be most noticeable on cold, heavy soils, where there is a vast mine of fertility that only requires to be judiciously worked. Cleanliness and surface effective in the development of plants, but culture of the soil are, to a certain degree, without deep stirring the land will not produce to the full extent of its capability. Where the soil is of a light nature, it may now be necessary to apply mulches and been fair, the rainfall has been below the afford waterings, for though the weather has average in most districts, and in the event of a spell of hot dry weather vegetable crops would soon suffer.

Canadian and *Runner Beans*, *Cauliflower*, *Borecoles*, *Coleworts*, *Savoys*, etc., should be the first to receive attention, and the ground should be well worked and hoed before mulching is applied. This should consist of half-rotten manure, or, of that is not available, litter from the stables, or even the mowing grass obtained from the lawns would make a good substitute. The latter should have a good sprinkling of litter thrown over it in order to make it more convenient to tread upon.

Marrows, *Pumpkins* and *Gourds* will require frequent waterings to keep them growing. Should cold nights and winds set in about the end of the month, mildew will in some cases appear, and where this happens, spray the plants at once with sulphide of potassium, or with an approved mildew compound.

Continue to make sowings of *Cabbage*, *Lettuce*, *Radishes*, *Onions* for salads. Plant out the main crop of *Celery*, and keep that intended for early supplies well watered. Sow the main crop of *Turnips*.

Continue the training of *Tomatoes*, pinching lateral growths immediately they make their appearance, and stopping the main stem when four or five clusters of fruit have set. Apply liquid manure once a week and keep a look-out for caterpillars. Place sticks or supports around, so that the sun and air can get to the fruit.

One cannot help wondering that a plant so prolific, and that can under all conditions and circumstances be relied on to produce a crop, should have received so little attention as the *Jerusalem Artichoke*. The tubers should be planted in rows three feet apart, with twelve inches between each, and six inches deep. This month is the best time to shorten the stems to keep them from flowering and to strengthen the crop.

First Aid and Ambulance Work

Shock by Electricity

This may be produced by—

- A. Natural Electricity (Lightning).
- B. Artificial Electricity.

Natural Electricity.

The effects of lightning vary according to circumstances; there may be only slight shock and dizziness, or there may be violent convulsions, insensibility, or immediate death.

Artificial Electricity.

The danger of a current of electricity is in proportion to its intensity, thus the low tension currents of the telephone and telegraph wires would probably only produce slight shock, while the high tension currents (and especially the alternating ones) for lighting and motor purposes are extremely dangerous. A current of 100 volts would be dangerous, and a current of from 20 to 30 volts is as much as can be comfortably borne by a strong man.

When electric wires have a current passing through them, they are termed live wires, and it is from these that there is danger. A person taking hold of naked live wires (i.e., those that are not covered with an insulating material) with a current of high tension passing through them, would most likely be violently convulsed, and be unable to let go, or there might be insensibility with suspended animation, or even death. Parts of the body or clothes in contact with the wires may be scorched or burnt.

Treatment.

Here proceed as follows:—

Remove the sufferer from the source of danger. This must be done with the greatest care, or the person giving assistance may himself receive the shock, and be rendered incapable.

When the injured person retains his hold of the wire, it is dangerous to touch any part of him, even the parts of the body covered by clothes.

Therefore, before attempting to remove the sufferer, protect the hands whenever possible with some dry non-conducting material, such as a macintosh coat, dry woollen cloth coat or any other dry article of clothing (damp articles of clothing are good conductors of electricity, and the sufferer's own clothes may be damp from perspiration).

Send at once for medical aid, but in the meanwhile, place the patient in a comfortable position, loosen all tight clothing round the body, and if there is any difficulty with the breathing, begin at once to perform artificial respiration.

Professor Schaffer's Method

Lay the patient face downwards on the ground, arms extended above the head; then, without stopping to remove the clothing, the operator should at once place himself in position astride, or at one side of the patient facing his head, and kneeling on one or both knees. He then places his hands flat over the lower part of the back (on the lower ribs, one on each side), and then gradually throws the weight of his body forward on to them, so as to produce firm pressure, which must not be too violent, nor upon the patient's chest. By this means, the air is driven out of the patient's lungs. Immediately thereafter, the operator raises his body slowly so as to remove the pressure, but the hands are left in position, and the movement of the body again repeated.

This forward and backward movement is repeated every four or five seconds, in other words, the body of the operator is swayed slowly forward and backward upon the arms from twelve to fifteen times a minute, and should be continued at least an hour, or until respirations are produced.

When natural respiration is once established, the operator should cease to imitate the movements of breathing, and proceed with treatment for the promotion of warmth and circulation. Friction over the surface of the body must be at once resorted to, so as to propel the blood along the veins toward the heart, and should be continued after the patient has been wrapped in blankets or put into dry clothing.

The patient should be carefully watched for some time to see that breathing does not fail, and should any signs of failure appear, artificial respiration should be resumed.

When recovered, warm drinks may be given, and a disposition to sleep encouraged.

In the event of injury to limbs or ribs, Schaffer's method cannot be applied.

Other methods of resuscitation will be dealt with in a later issue.—F. W. Kaiser.

The Best Position for Healthy Sleep

A doctor, writing in a medical paper, says:—"An immense number of people sleep on the left side, and this is the most common cause of the unpleasant taste in the mouth in the morning, which is generally attributed to dyspepsia. If a meal has been taken within two or three hours of going to bed, to sleep on the left side is to give the stomach a task which is difficult in the extreme to perform. The student of anatomy knows that all food enters and leaves the stomach on the right side, and hence sleeping on the left side soon after eating involves a sort of

pumping operation which is anything but conducive to sound repose. The action of the heart is also interfered with considerably, and the lungs are unduly compressed. It is probable that lying on the back is the most natural position, but few men can rest easily so, and hence it is best to cultivate the habit of sleeping on the right side."

* * *

Safety First

Jim's Decision

Jim Anderson, a linesman, came swinging down the road, kit-bag in hand. He turned in at a little brown bungalow, the front yard of which was full of old-fashioned flowers, and with a neat little garden flourishing, in the rear.

"Wonder if Molly is home yet. Said she was going to the Red Cross to sew this afternoon."

Looking in at the window he saw her preparing supper.

"Hullo there, little girl!"

She raised her head, Her face became wreathed with smiles as she saw him.

"Hello, Jimmie dear. I am glad that you are home. Now we can have an early supper and a little chat before you go to the Safety meeting to-night. You know this is the last Monday in the month."

"Oh! Molly I had forgotten all about it. I don't think I'll go."

Molly's face fell. She knew how essential these meetings were to the welfare of her husband.

"Now, look here, Jim," she said, "I love you and like to have you with me; but I think that you should attend every one of these meetings if you can."

Jim went to the meeting, and next morning, as Molly was putting the breakfast on the table, Jim said: "My dear, a fellow doesn't realise how dangerous the work really is until he hears one of those Safety men talk. That fellow gave a good talk last night, and, believe me, little Jimmie is going to store some of it away in one corner of his brain."

One week later, when Jim was on a pole lowering a transformer, Tom Brown, a groundman, started to climb up. Jim told him to

stand down, and to get away from the pole. Tom had not been attending Safety meetings, and warnings were not fresh in his mind; consequently, he had become careless. He paid no attention to Jim, and climbing up the pole above him, came in contact with a live circuit, which caused him to fall from the pole. Poor Tom never regained consciousness, and he left a widow and three small children.

In speaking of the accident to Molly, Jim said: "Poor fellow, I can't help thinking that if Tom had attended the Safety meetings, he would have been alive to-day. If that poor little wife of his had only insisted upon his going, as you have with me, it might have been different. It's just natural for a fellow to have Safety on his mind all the time when he attends these meetings."

Tears came to Molly's eyes as she put her arms around his neck and said: "Jim, dear, I hope this will be a lesson to you."

"I am sure it will," he replied.



Taking it Literally.

On the Lines

Before crossing or fouling the six-foot, always look in both directions.

Never walk on the line unless your duties imperatively require it. If you must walk on the line, use the track that makes you face an approaching train.

Don't cross immediately a train has passed. Wait and see that no other train is approaching on an adjacent line.



EDUCATIONAL NOTES.



An Enthusiastic Student

Mr. B. Hill, who was appointed to the Victorian Railways Service in August, 1920, as Porter, has, we think, made exemplary progress in his studies, as the following record of his successes will show:—He obtained on September 15th, 1920, a Telegraph Certificate (3rd Class), which enabled him to fill the position of Operating Porter.

He qualified for Electric Staff and Tablet Working, obtaining his certificate therefor on 28th September, 1920.

On the 8th March, 1922, he obtained his certificate of qualification as an Assistant Stationmaster.

On the 19th July, 1923, he obtained a qualifying certificate for Double Line Block, and, on the 26th July, 1923, Staff and Ticket Certificate.

On the 9th January, 1924, he obtained a Certificate of Competency for appointment to the position of Stationmaster.

In the whole of the foregoing subjects, examinations in connection with which Mr. Hill has shown such creditable diligence in passing, he received tuition as a student under the Victorian Railways Institute's Educational Classes system.

Institute Classes for the Year

The Educational Classes at the Victorian Railways Institute, Melbourne, at Country Centre Areas, and other Class-centres, re-assembled on 28th January, and from the number of enrolments received to date, the current year promises to be a record one.

Those who are desirous of joining any of the Classes should do so without delay, and so obtain the fullest benefit starting from the first term.

English and Arithmetic Correspondence Course.

The attention of Railwaymen living outside the Metropolitan area is drawn to the English and Arithmetic Correspondence Course conducted by the V.R. Institute.

The English section of this course commences at the Elementary stage of grammar, and takes the student through all the rules bearing on gender, number and case; also those relating to the Degrees of Comparison—adjectives and adverbs; and mood, tense, number, person and voice pertaining to verbs; rules of syntax; analysis of sentences; how to write a composition; how to write reports; and precis writing.

The Arithmetic section also commences at easy exercises, and proceeds step by step through a comprehensive course, which embraces every subject which comes within the scope of Higher Arithmetic.

Decimals are treated very exhaustively, and their application to percentages and the solution of money questions generally are fully dealt with.

Special attention has been bestowed on Interest, Discount, Stocks, Percentages, and Ratio.

In each exercise it will be found that the examples are straightforward and easy, so that students may get the requisite practice in new principles and processes without being deterred by purely arithmetical detail.

With such a comprehensive and excellent course of study—in English and Arithmetic—open to financial country members of the Victorian Railways Institute on payment of the registration fee (2/-), every advantage should be taken of this opportunity, as it is one unequalled in Australia. Every Railway employe who feels he is lacking in a full knowledge of the above subjects should not hesitate in registering at once, when the first set of papers will be forwarded without delay. In creased knowledge is no burden to carry, but it is a valuable asset at all times, and when the opportunity for promotion arises, it is doubly valuable, and sooner or later ensures success.

ALGEBRA.

This subject is now taught orally in Grades I. and II., and by correspondence, and is treated from a highly practical point of view.

Grade I. will proceed by easy stages from the very beginning up to and including quadratics; omitting irrational forms, a thorough knowledge of the fundamental principles of Algebra will be given.

Grade II. will proceed with a more difficult treatment of the subject than that comprised in Grade I., with the addition of surds, indices, simultaneous quadratics, ratio, proportion and variation, progressions, elementary theory of permutation and combination, and the application of the binomial theory.

As a preliminary step to taking up Applied Mechanics, a student should take at least Algebra, Grade I.

Applied Mechanics.—This class, which meets on Mondays, at 7.30 p.m., covers the following work:—Forces, centre of gravity, simple machines, and frame structures, space and vector diagrams, work friction, efficiency, power, the Linear Law, the Elastic Law, Young's Modulus, strength and stiffness of materials, motion, inertia, momentum, energy, type of motion—piston, link, etc.: principle of hydraulics, with applications; pumps, water wheels and turbines. The subject is so treated that much demand will not be made on the mathematical knowledge of the student. Every workshop student should take up this course; it will add to his efficiency and give him a more intelligent interest in his work.

Victorian Railways Institute Orchestra

Rambling Remarks by the Conductor



Another Xmas gone! Another year flown! Changes wrought by Mutability, that immutable law of the Universe, and bane of our existence. How these Xmases are whizzing past, and the New Years, and the Easters, and the pay-days and—the rent - days! reflections prompted by our return, again, this month, to rehearsal at the Concert Hall with its happy associations, its many-sided comforts, its genial orchestralists, and its other attractions, not forgetting that extensive view, by night from aloft, of our fine river—the malodorous Yarra of our callow years, which, as a boy, we were tempted

to apostrophize on the back of our old exercise book:

“Oh! what smells we may smell, and what sights we may see,
Where the turbid old Yarra rolls down to the sea,
Its waters polluted by mud-banks and drains,
With feline and canine and other remains,”
etc.

Our Institute Orchestralist is a bird of passage, seeking his old haunt, the Concert Hall, in February, then fitting in November for other scenes. Still, we all of us want a change at times: most of us need change: some of us get good changes, while the church collection-plate, by the way, gets the small change, for while thrip'ny bits are regular church-goers, crowns and half-sovs. are poor attenders, and £5 notes out-and-out heathens. Last year was a period of progress with us, the attendance rising from 15 to 62 players through careful nursing and contriving to do the right thing in the right way:

“It isn't the thing you do or say,
It's all in the way you do or say it:
What would the egg amount to, pray,
If the hen got up on the perch to lay it?”

Rehearsals have begun, and with such work before us as William Tell, Rosamunde, Coppelius, etc., we shall need good players, earnest enthusiasts, not lukewarm Laodiceans, and shall be glad to welcome players in every branch of the Orchestra if capable performers. Every provision has been made to ensure the comfort of our musical folk in this palatial building, site in early days of the city fish-mar-

ket and poky, smoky one-storied railway station, where, as youngsters, we were locked-in and let-out of the carriages by porters on the departure and arrival of trains. What changes, here, when we think of the Melbourne of early days: its corduroy footpaths, verandah-less shops, “thorough-fares” impassable with tree and stump-bullock-drays, axle-bogged in Collins-street: Bourke-street a concatenation of water-holes, edged with “For Sale” boards in various attitudes of doubtful equipose, serving as hold-fasts for clothes-lines fluttering with domestic bunting: Scot's Church site a wild-beast show: aborigines at very corner with their sooty-faced gins reiterating requests for “tickpen” (6d.) for the other brand of gin (8 parts, cheer—92, inebriate): household water conveyed in clumsy creaking carts from a pump in the Yarra, 1s. 6d. a caskful through hole in the back-fence. With our fine railway station and other such modern buildings before us, we often wonder if our Melbournites, particularly those habitués of “The Block,” giddy suburbanites dressed up till they can scarcely sit down, cane in hand, and puffing that common cheap combination of sawdust and paper, yclept cigarette, ever give a thought to the great changes brought about here in so few years by the friction of civic progress on the Aladdin's Lamp of Father Time. However, Time's up: space demands a halt; a page of Magazine type is neither telescopic nor elastic: “6 into 4 you can't,” mildly suggested the shoemaker in fitting on the lady's shoe: we must be content with the 4. J.J.

Victorian Railways Military Band Notes

Mr. C. Vallance, a bassoon player in the Band, who, in November last unfortunately met with a serious accident at his work in the Saw Mill, Newport Workshops, having made a good recovery, recently returned to duty. The members of the Band gave Mr. Vallance a warm welcome back.

Mr. E. R. Robinson has joined this Band as a saxophone player, and also Mr. Gange, brother of Mr. Arthur Gange, our cornet player. The addition of two “saxes” is welcomed.

Mr. J. Robert, Coppersmith, Newport Workshops, has joined up with the Band as a “Bb” clarinet player. He was a pupil of the late Mr. W. J. McGrath, and had advanced to such a standard that he is welcomed into this section.

Mr. R. Lunn, of Newport Workshops, has also been admitted to membership as a “horn player,” as the Band was short in this section. He is very welcome.

Mr. A. V. Young, who has lately been appointed to the Railways Department in the Stores Branch, has joined the Band as a solo clarionetist, and his services should prove most helpful. These are welcome additions which place the Band in a strong position, from a musical view-point.

The Brighton Beach Wednesday Concerts are well patronised by the public, and encores are numerous for the various selections rendered. There are still a few vacancies, and employees, who are desirous of joining the Band, can see and hear it at rehearsal every Monday evening in the Institute Hall, where full particulars can be obtained. Railwaymen in general are invited to visit the Hall and hear the Band.

Mr. A. Woolfe, of the Way and Works Branch, and for many years a member of this Band, has been promoted to Works Foreman, Geelong. The Band will greatly miss his services, and he carries with him every good wish for his future prosperity.



Newport Workshops Brass Band

The Newport Workshops Brass Band gave a recital in the Melbourne Botanical Gardens on the 20th January, 1924, in aid of St. George's Intermediate Hospital, Kew. On account of the inclement weather, the attendance was not as large as it otherwise would have been, but there were about 2500 people present. A collection taken up at the gates amounted to £25.



Social Classes

The syllabus of the Victorian Railways Institute Social Classes for the year 1924 is as follows:—

Pianoforte.—Tuition in class, 12/-.—Monday, 12 noon till 7 p.m. Private tuition, 24/-.—Wednesday, 2 p.m. till 7 p.m.; Saturday, 9.30 a.m. till 1 p.m. Instructor, Mr. R. W. Brown.

Singing.—Tuition in class, 12/-.—Tuesday, 10 a.m. till 8 p.m. Instructors, Mr. and Madame Gregor Wood.

Voice Culture.—Private tuition, 24/-.—Thursday, 1.30 p.m. till 8 p.m.; Friday, 10 a.m. till 10 p.m. Instructors, Mr. and Madame Gregor Wood.

Orchestral String Instruments: Violin, Bass, 'Cello, Viola.—Violin, 12/-; other instruments, 24/-.—Monday, 10.30 a.m. till 6 p.m.; Friday, 1.45 p.m. till 6 p.m.; Saturday, 10 a.m. till 1 p.m. Instructress, Miss Dorothy Taylor.

Dramatic Art.—Tuition in class, 12/-. Monday, 2 p.m. till 7.30 p.m. **Elocution.**—Private tuition, 24/-. Wednesday, 10 a.m. till 7.30 p.m. **Public Speaking.**—Friday, 2 p.m. till 9 p.m. Instructress, Miss Winnie Moverley.

The instructional work is divided into four terms of ten weeks each, as follows:—1st Term, 28th January to 5th April; 2nd Term, 14th April to 21st June; 3rd Term, 30th June to 6th September; 4th Term, 15th September to 22nd November.



Billiards

The billiard room tables at the Melbourne Centre are just now being renovated. New, high-grade billiard cloth is being placed on the tables and cushions, and certain other renovations are being carried out. When completed, the tables will be in a most efficient condition, and should recommend themselves to members who are fond of billiards.



Victorian Railways Apprentices Club

The first official function of the newly-formed Apprentices' Club was recently held in the Institute Concert Hall. It took the form of a break-up social. Apologies were received from Messrs. Smith, Harris, Arthur and Evans, and it is hoped that they will be able to be present at the next club entertainment. Musical and elocutionary items were rendered during the evening.

Mr. McKeown, the President, in outlining the objects of the club, stated that he hoped that they would shortly be going in full swing. He was sure that there would be a much larger membership. He mentioned the challenge which had been issued from Sydney to Melbourne to play cricket and tennis matches, next Easter, so the club had something to work for now, and we are looking forward to hearing of their successes.

Dancing was indulged in, and everyone spent a very enjoyable evening.

Great credit for the success of the evening is due to Mesdames Galbraith and Roberts and Miss Roberts for their invaluable assistance.



Retired Railwaymen's Club

As we were going to press with this issue the members of the above Club, together with their families and friends, were holding their annual Down the Bay Picnic and Sports at Queenscliff, a full report of which will appear in our next.

Country Centres

The following are the results of the annual elections for office-bearers at Country Centre Areas for the current year:—

Ballarat.—Mr. F. W. Critchley, Chairman, and Messrs. T. England and W. Hollioak,



New Institute Building being erected at Bendigo.

Vice-Chairmen. The Council's nominees recommended by the local committee are: Messrs. F. W. Critchley, H. Glass, E. J. Farrell, E. Stevenson, J. N. Dunn, J. Henry, T. England and J. O'Connor. Mr. G. W. Stewart was reappointed Honorary Secretary for the year 1924.

Bendigo.—Mr. J. Bishop, Chairman, Messrs. W. McShane and Spen. C. Ellis, Vice-Chairmen. The Council's nominees are Messrs. J. Bishop, W. C. Ellis, J. Finch, A. Horbury, L. V. James, H. McShane, J. E. Salter, H. K. Swann.

Benalla.—Mr. S. D. McIntyre, Chairman, Messrs. C. B. Penrose and H. H. Edgar, Vice-Chairmen. The Council's nominees recommended by local Committee are: Messrs. W. M. Ross, J. T. Bruce, C. B. Smith, W. D. Holmes, H. J. Edgar, J. Anderson, A. J. Sutton, and H. Robinson. Mr. A. I. Norton was re-appointed Hon. Sec. for 1924.

Maryborough.—Mr. H. R. Jones, Chairman, Messrs. J. Garbett and T. V. Walsh, Vice-Chairmen. The Council's nominees, as recommended by local Committee, are: Messrs. H. R. Jones, J. Garbutt, E. J. La Roche, A. Barnes, J. A. Roberts, A. Cron, A. Anderson, and R. Dawson.

Seymour.—Council's nominees, as recommended by local Committee, are: Messrs. F. McKenzie, W. Durward, G. McCubbin, D. C. Cullen, C. Ryan, W. Perry, A. Caven, and W. G. Whyte.

Maryborough Carnival

The Maryborough Picnic, Sports and Musical Carnival will be held under the auspices of the Central Council on Saturday, 3rd May, 1924, in the Princes' Oval. Sports will be conducted during the afternoon, and an open-air band recital carnival will be held in the evening. On Sunday afternoon, 4th May, band and vocal recitals will be given, the net proceeds of which will be donated to the local charities.

Special trains will be run on the Mildura, Stawell, Ararat, Avoca, Ballarat, Clunes, Bendigo, Inglewood, and Melbourne, via Castlemaine lines. Fares will be charged on the basis of 12/8 day return ticket from Melbourne, with pro rata increases for distances extending beyond 110 miles, and reductions to stations

of lesser distance from Maryborough, Cheap excursion rates will be charged from stations where the cheap excursion rate is 10/5 or less.

With the experience gained last year in conducting a similar carnival to that which is now being organised, it is anticipated that, on this occasion, an even better programme will be given.

Competitions in wrestling, scientific weight-lifting and exhibitions of gymnastics, calisthenics, etc., will support the sports programme in the afternoon and the musical programme in the evening. A most enjoyable week-end should result.

The following is the sports programme:—

Pedestrian Events.

Sheffield Handicap, 130 Yards, £50.—1st, £40; 2nd, £7; 3rd, £3. Second man in fastest heat also eligible to compete in trials. Nom., 5/-; Acc., 2/6.

Maryborough Handicap, 220 Yards, £15.—1st, £10; 2nd, £3/10/-; 3rd, £1/10/-. Nom., 2/6; Acc., 2/6.

W. R. Brown Handicap, 440 Yards, £15.—1st, £10; 2nd, £3/10/-; 3rd, £1/10/-. Nom., 2/6; Acc., 2/6.

Sprint, 75 Yards, £15.—1st, £10; 2nd, £3; 3rd, £2. Nom., 2/6; Acc., 2/6.

Midlands Handicap, 880 Yards, £20.—1st, £14; 2nd, £4; 3rd, £2. Nom., 2/6; Acc., 2/6.

Cycling Events.

Cycling Stakes, Half-Mile, £10.—1st, £7; 2nd, £2; 3rd, £1. Nom., 2/6; Acc., 2/6.

Railway Wheel Race, One Mile, £15.—1st, £10; 2nd, £3; 3rd, £2. Nom., 2/6; Acc., 2/6.

Inter-Teams Event, Two Mile, £10. (Three Riders in each Team).—Nom., 5/-; Acc., 5/-.

Novelty Race. Competitors to walk one lap, run one lap, ride bicycle one lap.—1st, £1/10/-; 2nd, 10/-. Post entry, 2/-.

Juvenile Dancing.

Athletics.

Putting Light Stone (16 lbs).—1st, £1/10/-; 2nd, 10/-; 3rd, 5/-. Post entry, 1/-.

Running High Jump Handicap.—1st, £1 10/-; 2nd, 10/-; 3rd, 5/-. Post entry, 1/-.

Handicap Quoit Match. Sweepstake, with £3 added. 31 up. Twelve yards. Quoits not to exceed 10 lb. in weight.

Boxing and Wrestling.—Competitions open to amateurs under V.A.A.A. Rules. In all weights. Deposit, 10/-. Valuable trophies.

Scientific Weight Lifting.—Under V.A.A.A. Rules. Deposit, 10/-. Valuable trophies.

Athletic Skipping Competitions. — Under V.A.A.A. Rules. Deposit, 10/-. Valuable trophies.

Highland Fling.—12 Years and Under.—1st, £1; 2nd, 10/-. Over 12, and Under 16.—1st £1; 2nd, 10/-. Post entry, 1/-.

Shean-Trueibhais.—12 Years and Under.—1st, £1; 2nd, 10/-. Over 12 and Under 16.—1st, £1; 2nd, 10/-. Post entry, 1/-.

Sailor's Hornpipe.—12 Years and Under.—1st, £1; 2nd, 10/-. Over 12 and Under 16.—1st, £1; 2nd, 10/-. Post entry, 1/-.

Irish Jig.—12 Years and Under.—1st, £1; 2nd, 10/-. Over 12 and Under 16.—1st, £1; 2nd, 10/-. Post entry, 1/-.

Sword Dance, Open.—1st, £1; 2nd, 10/-; 3rd, 5/-. Post entry, 1/-.

Strathspey and Reels.—1st, £1; 2nd, 10/-; 3rd, 5/-. Post entry, 1/-.

Scottish Piping. Open Event. Marches.—1st, 30/-; 2nd, £1; 3rd, 10/-. Nom., 2/-.

Scottish Piping, Open Event. Strathspey and Reels.—1st, 30/-; 2nd, £1; 3rd, 10/-. Nom., 2/-.

Exhibitions of Acrobatics, Calisthenics, Dancing, Fancy Skipping, Physical Development, Posing, Weight Juggling, by V.R. Institute students, under direction of Billy Meeske, Champion Cruiserweight Wrestler and Physical Culturist of Australia.

Down the Bay

Hundreds of people have taken advantage of the opportunity to get away from the dust and heat of Melbourne's streets and suburbs, and have gone for a refreshing blow in the cool sea air to be enjoyed on the occasions of the Institute Moonlight Trips down the Bay, but of all the trips this season, the weather conditions of that of January 14 were the most ideal. The warm atmosphere, with a slight breeze, and the beautiful clear moonlight left nothing to be desired.

At 8 o'clock sharp, just at sunset, the p.s. "Hygeia" left Port Melbourne with about eight hundred passengers on board. On the boat, during the journey, a few of the passengers indulged in dancing, whilst others just promenaded the deck or sat quietly by enjoying the splendid music provided by the Newport Workshops Band. The music was exceptionally good.

Everyone seemed to feel a peacefulness and freedom from care, in the enjoyment of the outing, and felt loth to come back to earth again. We had about 2½ hours on the water, and got back in time to catch trains that would get us home at a reasonable hour.—F.J.



Birds

O Master! So dear are Thy birds to Thee.
Thou hast given them wings and a song
And taught them the blue roads high and free,
Where only the four winds belong.

At the edge of April by day and night
Come the wild grey goose and the wren:
Wide wings and little wings, silvery bright,
All finding their way home again.

Some magical strength that we may not know
Thou hast brewed for Thy birds alone;
From far away places they come and they go
To far away places they own.

To the lonely marshes none hold in fee
And to sea-washed rocks all unnamed;
To the wilderness loved of the honey bee
And the sand cliffs no one has claimed.

They ask us for nothing in passing by,
But a sudden sharp joy is ours
When downward they fling us a far sweet cry
Through the dark or the dawn's pink hours.

And we who have sorrowed for many things,
We of Earth, who to Earth belong,
Pray, "Master, O give to our spirit wings!
O give to us also—a song!"

—Virna Sheard.



HELD OVER

Owing to pressure upon our space, Educational Classes examination results will appear in our next issue.



The annual cricket match between the Administrative and the Relieving Staff of the Transportation Branch was held on the South Melbourne Cricket Ground, on 3rd January, 1924, and resulted in a win for the Administrative Staff, who again retain the "Molomby Shield" for another twelve months.

The result of the match came as a great surprise to some members of the Relieving Staff, as no effort had been spared by a well known member of their Selection Committee to regain the shield this year. It was the general opinion that the Relieving Staff had been overtrained, and probably the services of a new coach will be obtained next year. It might be mentioned that Mr. J. M. Coles, having retired from the Service, was leading his old team for the last time, and, no doubt, he was not going to suffer defeat on this auspicious occasion.

The match was a great social success, and many of the old brigade, who are now on the retired list, renewed acquaintance with their former confreres.

The annual dinner, which was held in the Victorian Railways Institute, was largely attended, and a very lengthy musical programme was well received.

During the evening, Mr. J. M. Coles, ex-Superintendent of Station Service, and who recently retired from the department was presented with a wallet of notes and a fountain pen, also a gold wristlet watch for Mrs. Coles, from the Staff in the Transportation Branch.

The presentation was made by the chairman, Mr. J. Conlan, Superintendent of Goods Train Service, who was supported by Messrs. Hally, Cameron (Chairman of Staff Board), Edwards and Phelan.

Mr. Coles, on rising to respond, received a great ovation.

After the shield had been handed over to the winning team by Mr. T. B. Molomby, General Superintendent of Transportation, the undermentioned toasts were proposed by the following officers:—

"Commissioners and Heads of Branches."—Mr. H. T. Robertson. responded to by Mr. Commissioner Miscamble.

"Relieving Staff."—Messrs. Meares and Spencer. responded to by Mr. J. Keary. R.S.M.

"Head Office Staff."—Mr. R. Williamson, responded to by Mr. M. J. Canny.

"Retired Officers."—Mr. J. Conlan, responded to by Mr. F. J. Kilmartin.

After the toasts of the Chairman, Artists, and Secretaries had been proposed, a very

successful evening was brought to a close by all joining together in singing "Auld Lang Syne."

The secretarial arrangements were carried out by Messrs. J. L. McArthur and D. Healy.

The main scores in the match were made by W. J. Fancett 49, and Townsend 32. Sutcliffe, 3 wickets for 8, obtained the best bowling average.

Chillingollah.—The friendly relations between the Railwaymen and townspeople at Chillingollah were further exemplified on Sunday, 27th January, when the Railways met the District in a cricket match, and after an exciting game won by 14 runs. The scores were:—Railways, 66; Town, 52. For the Railways; J. Rahilly got 6 wickets for 18 runs, and C. Vyner 4 for 24. For the town, H. Irving captured 5 for 25, and T. Sherman 3 for 20. It was a most enjoyable function.

Gymnasium

The official opening of the Gymnasium for the year 1924 will take place on the 1st March, when exhibitions of Boxing, Wrestling, Physical Culture, and Calisthenics will be given by instructors and pupils of the class, supported by musical items. The syllabus of the classes is as follows:—

Wrestling.—Monday, Thursday. Instructor, Mr. W. Meeske; Hon. Asst. Instructor, Mr. B. Potts. Tuition Fees: Adults, 12/- per term of ten weeks; 40/- per season of 43 weeks. Juniors (18 years and under 21 years of age), 10/- per term; 30/- per season; under 18 years of age, 7/6 per term; 20/- per season.

Boxing.—Tuesday, Thursday. Instructor, Mr. L. Copeland; Hon. Asst. Instructor, Mr. J. Suter. Tuition Fees: Adults, 12/- per term of ten weeks; 40/- per season of 43 weeks. Juniors (18 years and under 21 years of age), 10/- per term, 30/- per season; under 18 years, 7/6 per term, 20/- per season.

Physical Culture and Gymnastics.—Wednesday. Instructor. Mr. W. Meeske; Hon. Asst. Instructor, Mr. G. Corkill. Tuition Fees: Free.

Physical Culture and Gymnastics, Team Work.—Friday. Instructor, Mr. W. Meeske; Hon. Asst. Instructor, Mr. G. Corkill. Tuition Fees: Free.

Terms.—First Term, 4th February to 12th April. Second Term, 14th April to 21st June. Third Term, 23rd June to 30th August. Fourth Term, 1st September to 8th November.

Queensland's Mail Train

The Queensland Railways have now running between Brisbane and the New South Wales border what is claimed to be the best mail train in Australia. The carriages, replete with everything that makes for comfortable travelling, were constructed at the Ipswich workshops. An interesting feature is that the material used in the construction of the cars, with but minor exceptions, is Australian. A ladies' retiring room, with sofa and other conveniences, is something entirely new. Lavatories are provided at each end of every vehicle, and in each there are compartments reserved for ladies and for smokers. Sliding-doors, so constructed that they will not fly open or shut on grades, have been introduced, and each coach is on a steel underframe built on the lines of the best known practice. In respect of these, the only imported materials are the plates from which the bogie frames are made, the electric lights, fans, and roller blinds. A feature of the train is the glassed-in parlour car and a spacious rear platform, with deck chairs and protected awnings. The "C"19 engine, which was also manufactured in the Ipswich workshops, hauls its load of 220 tons at the usual mail-train speed, and negotiates the steep pinches of the famous Toowoomba Range without difficulty.



Concentrated Common-sense

He can, who thinks he can.

Only a few men are so well informed on any subject to sit round and listen whilst the "empty barrels" make a noise.

Business is finding good men for good jobs, and good jobs for good men.

Business has done more to civilise the world than all other influences combined.

From hard work, adversity, and application have come the world's greatest men.

Rebellion is necessary for advancement. Mental cripples, donkeys and domestic animals never rebel. The man who "gets there" does!

If a man cannot evolve an enemy, he will never evolve a real friend.

The demand for men is universal, but the supply is small.

Much time is wasted on education that is not education at all.

The only obstacle between a man and real success is the man himself.

Failures, grumblers, misfits and lagging merchants are usually they who say they are "too busy to read."

Most men of influence and character started out from the bottom.

Man's worst enemy is a bogey; is created in himself by himself; can be thrashed without moving a foot; and is—fear!

Abraham Lincoln

It is an inspiration to read how Lincoln with absolutely no advantages, made his own opportunities. Instead of sitting back and bemoaning the fact that he had no "luck," that "fate" had given him nothing to build on, he proved that a man must create his own luck.

Every little bit of knowledge he could get he seized greedily, and made his own. He used and roused it and employed it as a basis for obtaining more. Lincoln was never "too tired" or "too busy" to study.

After a hard day of manual labour in the open, he would devour all the books he could get, and then write what he had learned from his reading, cutting and trimming his expressions to a fine economy of wording. He systematised his studies from the very beginning, and kept at a subject with a zealous tenacity until he had achieved his aim.

When, by sheer force of his own unconquerable thirst for knowledge, and wise application of what he learned, he reached the heights, he proved himself different from other men.

He steadfastly refused to be swayed from doing what he believed was his duty and the right, facing bitter criticism, and even hatred, stoically.

Lincoln knew that if he yielded on some points he would gain popularity at the time, but he preferred to follow the dictates of his conscience, and thus became great for all time.



The Lord God Planted a Garden

The Lord God planted a garden
In the first white days of the world,
And He set an angel warden
In a garment of light enfurled.

So near to the peace of heaven
That the hawk might nest with the wren,
For there in the cool of the even
God walked with the first of men.

And I dream that these garden closes,
With their shade and their sun-flecked sod,
And their lilies and bowers of roses
Were laid by the hand of God.

The kiss of the sun for pardon,
The song of the birds for mirth—
One is nearer God's heart in a garden
Than anywhere else on earth.

—Dorothy Frances Gurney.

News Paragraphs

The New Zealand Estimates include £100,000 contribution to the naval base at Singapore.

The Nobel Committee of the Norwegian Parliament has decided that no Peace Prize shall be awarded this year.

New Zealand shippers are increasing the freights on wool and sheepskins to the United Kingdom by one-eighth of a penny a pound.

The chairman of the Radio Association in England recently prophesied that television, or "seeing by wireless," would become a practical possibility during the present year.

It is rumoured that the Duke of Mecklenburg-Schwerin, who recently visited Dutch New Guinea, is negotiating for the purchase of possessions on behalf of the German Government.

All industries in the Ruhr have now adhered to conditions of the general agreement of November 27, which holds good until April 16 next year, between the mine-owners and the Franco-Belgian authorities.

The Canadian Government has issued an order forbidding American fishing vessels to enter Canadian ports after 31st December, except in cases of emergency. The order is a retaliatory measure against American tariffs.

The Japanese Embassy in Washington has arranged the purchase and early shipment of 97,150,000 feet of American timber to be used for the urgent reconstruction of the Japanese cities which suffered in the earthquake.

Immigration to Canada to the end of October, covering the first seven months of the fiscal year, totalled 106,508, an increase of 102 per cent. compared with last year. British immigration totalled 57,612, an increase of 125 per cent.

Large estates, numbering 711, and covering 1,125,000 acres, are owned by the Prussian Government. These are let at yearly rentals amounting to 1,302,000,000 marks. Of this the profit amounts to about 13½ in British currency.—Stead's.

High Speed Telegraphy

A Revolutionary Invention

With the object of placing before the Commonwealth Post Office authorities an apparatus which automatically sends, receives and prints telegraphic and wireless messages at the rate of from 120 words per minute to over 200 words per minute, Mr. Gavin L. Greed, a director of Greed and Co., and a son of the inventor of the apparatus, reached Sydney last week. The apparatus has been so developed that it is both simple and efficient. The messages to be sent are perforated on paper by means of an apparatus furnished with the ordinary typewriter keys. This message is put on the telegraph wires and sent through at the rate of 200 words per minute. It is received at the other end automatically at the same rate by an apparatus, which punches holes in paper exactly corresponding with the holes in the paper used in sending the message. This perforated slip is put on another machine, and it automatically prints the messages in Roman characters, also at the rate of 200 words per minute.

This system has revolutionised the sending of press messages in the United Kingdom and America. All the leading newspapers of the British provincial cities, Mr. Greed states, are directly connected with the office of the Press Association or the Central News in London, and by means of this apparatus receive nightly from 200,000 words down to 20,000 words, according to the size and importance of the paper.

The adaptation of this system to wireless will ensure the absolute secrecy of the messages sent, as by this means of sending the wireless messages cannot be "tapped" unless by a most elaborate apparatus.

Mr. Greed has brought to Australia a full set of apparatus for demonstration purposes, and it is hoped, with the concurrence of the Federal Ministry, to apply it to inter-State services for trial purposes.—Ex.

Teacher: "Johnny, if you don't behave, I'll have to send a note to your father."

Johnny: "You'd better not, teacher. Ma's as jealous as a cat."—Exchange.

Questions and Answers

Four Questions by Rulo

On the vexed question of railway gauges, viz., the 3ft. 6in., the 4ft. 8½in. and the 5ft. 3in., which of these is considered by railway experts to be the most efficient for railway operation?

Answer.—There is no definite pronouncement as to which of the gauges mentioned is the most efficient, although it is often said that the 4ft. 8½in. gauge, on account of lesser all-round cost of construction than that of the 5ft. 3in., is regarded as being very efficient, and usually referred to as the standard gauge.

In answer to No. 2 question, it is hardly possible to convey the information sought, owing to the fact that there is no class beyond the 6th in New South Wales, and in other States a somewhat similar position exists.

3 and 4.—We have been unable to obtain reliable information upon these questions.

Question.—What has been the increase of hauling power of locomotives for the past 20 years?

A.B.

Answer.—At least 70 per cent. This estimate has been published by authorities on locomotive development.

Question.—Will a broken frame make an engine go lame?

R.R.

Answer.—That depends upon where the break is. If back of the main driving box, no. If ahead of it, yes.

Question.—Will a valve blow have any effect on the starting power of an engine if there is no blow in the cylinder?

E.S.

Answer.—Yes. A valve blow will lower the steam pressure at the cylinder so it will affect the starting power. Open cylinder cocks will do the same thing, for the same reason.

Q.—What is the depth of water in the principal Australian ports?

A.—Sydney, 40ft. in the eastern channels, and at the heads from 75 to 108ft. at low water ordinary spring tide; Newcastle, 22ft. 3in.; Melbourne, 33ft.; Geelong channel, 24ft. 6in.; Brisbane channels to a depth of 24ft.; Freemantle, 30ft. at wharves; Albany, 35ft.; Hobart channels at least 40ft., wharves up to 60ft.; Launceston at low water, 16ft.; Port Adelaide, approach from 30ft. to 33ft.; channel to inner harbour, about 23ft. at low water; Portland, 33ft.

Q.—What is the depth of water in the principal foreign ports?

A.—London, 22½ to 30ft.; Glasgow, 24ft. to 26ft.; Southampton, 35ft. (L.W.); Bristol, 33 to 46ft.; Newcastle, 30ft. (L.W.); Cardiff, 37½ft.; New York, 30 to 40ft.; Hamburg, 29 to 52ft.; Antwerp, 28 to 30ft.; Marseilles, 27½ft.; Montreal, 30ft. (L.W.); Hong Kong, 42 to 144ft.; Singapore, 45ft.; Kobe, 41ft.; Calcutta, 30ft.; Buenos Aires, 24 to 30ft.; Shanghai, 28ft.; Bombay, 36ft.; Monte Video, 30 to 32ft. (L.W.); New Orleans, 30 to 33ft.; Havre, 33 to 44ft.; Genoa, 52 to 69ft.; Belfast, 31½ft.; Liverpool, 26ft. (L.W.); Hull, 39½ft.

Except where otherwise noted, the depths given are at high water.

Warning to Smokers

An employee engaged in a store room decided to have a smoke, and after lighting his pipe unthinkingly threw the match, which was still burning, on the floor. The match set some material alight, and the storeman, in endeavouring to extinguish it, had his clothing burnt, and received severe injuries to his body. In this case, unfortunately, the injuries proved fatal.

Numerous cases have occurred where fires have been caused and considerable damage occasioned in the manner indicated.

Moral.—See that lighted matches are properly extinguished before throwing them away. It is no trouble, and may be the means of saving YOU the necessity of calling the fire brigade, and perhaps the doctor or undertaker.

I am a Safety Man

"I am a man."

"I am one of those who, from the beginning of time, have earned a living by the sweat of my brow."

"Two words stand approved as a motive for my success in life.

"They are these: 'Safety First.'"

"I believe in them, and practise them as a part of my life.

"I use them in going to and from work, as well as when I am working.

"I believe a constant application of safety rules will more than compensate for any effort on my part to use them.

"And I promise my family each day that I will stop, look and listen for danger, so that I will return to them safely when evening comes.

"To do my work well, I must do it in a safe way, never in haste, but yet not lagging.

"I must see that my fellow workmen practise safety, and always give my employer the best that is in me.

"I will protect myself, my fellow workmen, and my employer, by practising 'Safety First.'"

"I will succeed, for I am a 'Safety Man.'"

Leaves

Peace to these little broken leaves,

That strew our common ground;

That chase their tails, like silly dogs,

As they go round and round.

For though in winter boughs are bare,

Let us not once forget

Their summer glory, when these leaves

Caught the great Sun in their strong net;

And made him, in the lower air,

Tremble—no bigger than a star!

—W. H. Davies, in "The Spectator."

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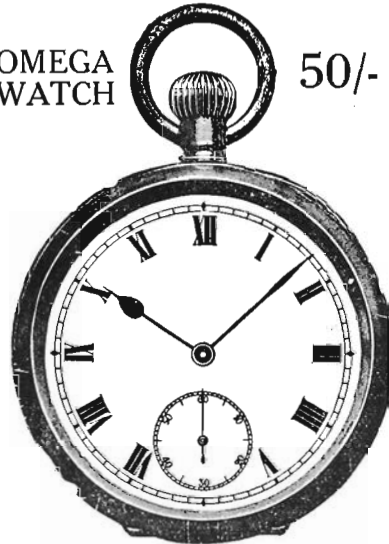
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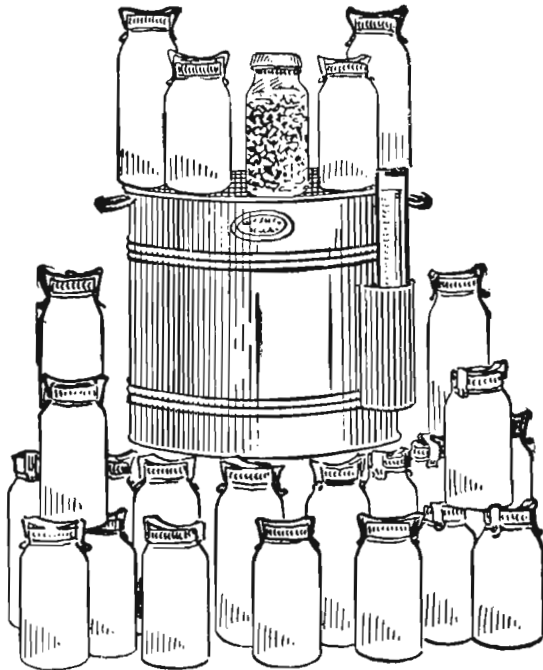
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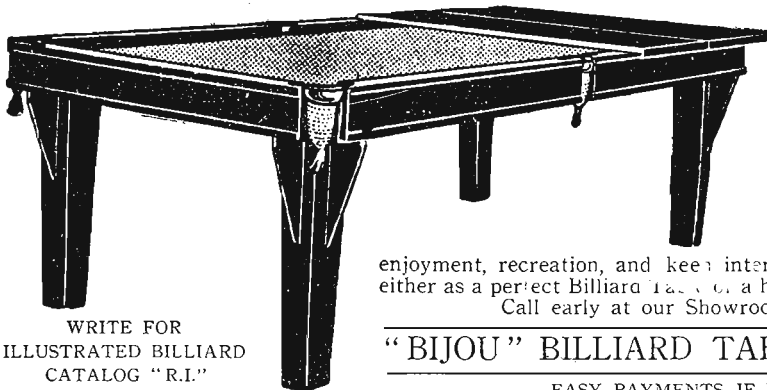
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TABLE E60—Railway Regulations Assurance.

Sum Assured, £100.

Bonus for 1913	-	£1 12 6
" " 1914	-	1 15 0
" " 1915	-	1 15 0
" " 1916	-	1 15 0
" " 1917	-	1 15 0
" " 1918	-	1 15 0
" " 1919	-	1 15 0
" " 1920	-	1 15 0
" " 1921	-	2 0 0
" " 1922	-	2 0 0

£117 17 6

TABLE A—Whole of Life Assurance.

Sum Assured, £100.

Bonus for 1913	-	£2 10 0
" " 1914	-	2 15 0
" " 1915	-	3 0 0
" " 1916	-	3 0 0
" " 1917	-	3 0 0
" " 1918	-	3 0 0
" " 1919	-	3 0 0
" " 1920	-	3 0 0
" " 1921	-	3 5 0
" " 1922	-	3 5 0

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THE VICTORIAN RAILWAYS MAGAZINE

MARCH, 1924

Vol. 1
No. 3

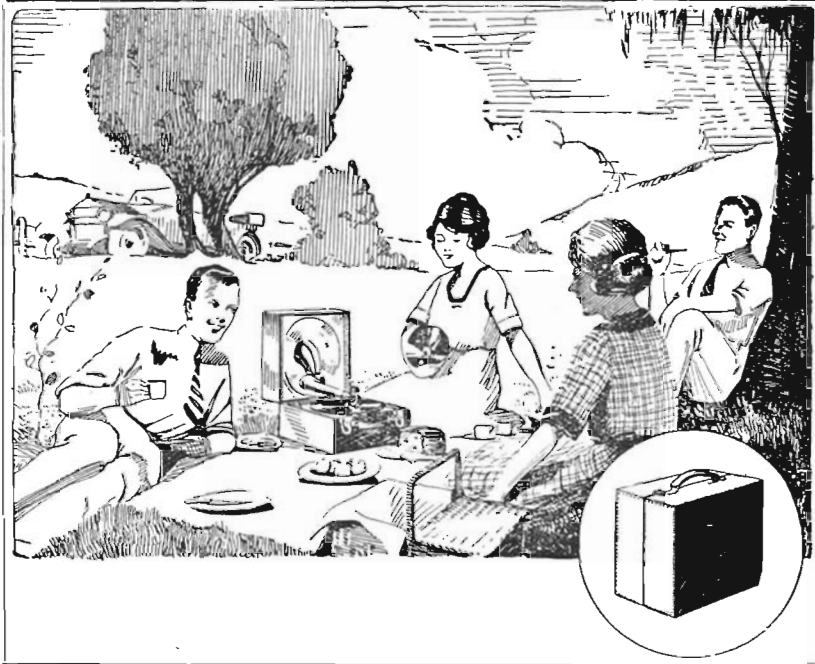
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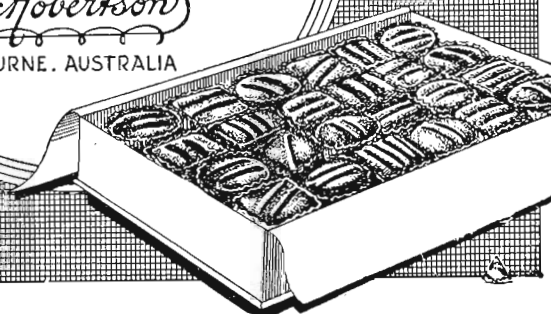
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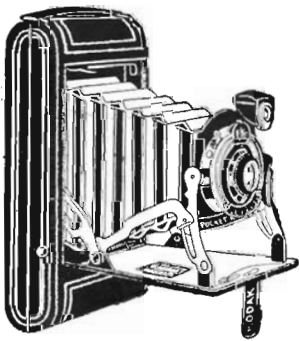
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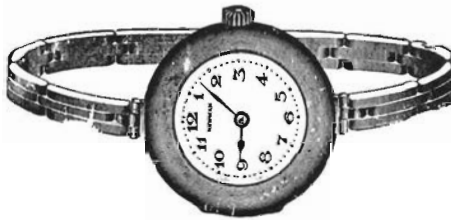
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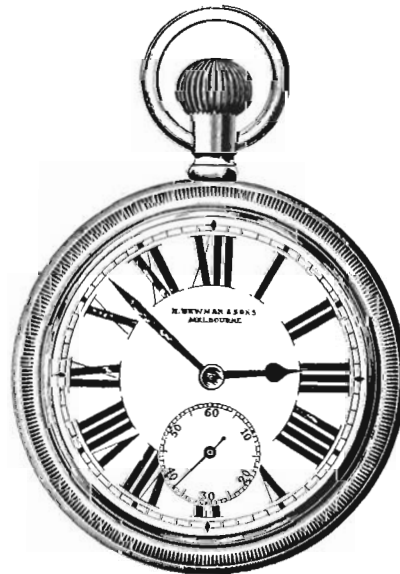
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Melbourne, March 1924

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* * *

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FLINDERS STREET STATION, MELBOURNE

Conservation of Human Life

IT is certainly a fact that in the matter of locomotion Australia is not as speedy as America. Fortunately, our road and railway accidents are few. The aim of our Commissioners is "Safety First and Safety Always." The teaching of this doctrine cannot be overdone. We have published short articles from time to time drawing attention to the need for the exercise of special care on the part of those whose duties, one way and another, bring them into the realm where, if safety first is not practised, danger to both life and limb lurks near by, and in many cases, with regret be it said, fatal and other serious results follow.

The time is now at hand when young men seeking employment, especially work of a hazardous character, or the safe passage of human freight on railways, must possess qualifications of care; in fact, this will be one of the first prerequisites, as "a little care now and then must necessarily save the lives of men." The intricacies of machinery propelled by either steam or electricity or other powers all come under this class, and must be manned by men who will exercise a high degree of care; and it does seem that all persons, it matters not what their chosen vocation may be,

should not only be skilled in the performance of the duties required of them, but should also be possessed of the mental safety valve of care.

The records of other countries, and to a slight extent that of Australia, show many casualties, and there are left as survivors many who must go through life bearing its burdens and hardships, who, if the study of care had been practised, would not themselves, or their fellows or families, have been cast out into the world to assume its responsibilities and uncertainties that might in the march of industrial progress have been averted.

Why, then, cannot all practice the "Conservation of Life?" Why cannot the man in the shop, or the operative of the train, and all persons brought into close contact with these instrumentalities of danger, practice and preach it? It is the gauge by which our thoughts should be regulated, and the companion of protection. All men who direct or have charge of the vast army of labour, or who come into contact with such people, should teach care to those whose daily work they direct. By so doing, it will not be long until the Railwayman will consider it as part of his work in the performance of his daily duty.

Scientific News

In a feature before the Institution of Engineering Inspection at the Royal Society of Arts, recently, Mr. R. P. Wilson sketched the story of research in respect of "Molecules, Atoms and Electrons." The first discovery recorded was that of the behaviour of amber under friction by the Greek philosopher Thales, in 600 B.C., and little more was done until Faraday declared that electricity was a constituent of matter. The theory was now accepted as a fact that all matter was made of electricity. Mr. Francis Wade, the chairman, remarked that all our preconceived ideas of solidity were fading away, the truth being that there was nothing stable in matter. Probably some day the actual stability of matter would be controlled by the electrical energy of thought.

A theory of man's origin likely to cause controversy was unfolded by Dr. G. W. Crile, an eminent scientist, of Cleveland, Ohio, at the International Congress of Surgeons recently held in London. Dr. Crile's theory is that the origin of all life forms was an atom of hydrogen with a negative electron (one of the particles which are the cause of all electrical phenomena).

Weimar Revisited

Yes, I had seen the Alps again, an odd fancy, and Paestum, and Girgenti. I had given myself up to fancies, to old longings, to the wistful things one dreams of, sighing, "If!" There had come to me a small legacy, and I had spent it.

One of my diversions had been to visit Weimar. That, again, was a long-nursed dream. Goethe repels you, or else he holds. Me he had always fascinated. I could never see the coldness in him, the polished egotism. Hard as a stone new from the lapidary, and as smooth, is one reading. But the man was different: one has but to take the Elegies, or else Eckermann. There was warmth behind the polish, there was a heart—volcanic! And so I had ended my pilgrimage at this great shrine, to me the greatest.

And now I was home again, going the same round, my dreams fulfilled. It made something else to think of; and often I caught glimpses of the little city dreaming on, full of old-fashioned people, of pilgrims coming and going as I had come, of sleepy tradespeople and informal hotels, with a grand duke presiding over its destinies—Goethe's grand duke's lineal heir. It was something to know I had . . . followed his daily way, crossing the park to his cottage by the Ilm, treating the rooms of his mansion in the town, stooping over manuscript and writing-table, almost as he had stooped. One stood so very close to him, to all the ardours of that crowded life!—Albert Kinross, in "The English Review."

A Kipling Story

A good story of Mr. Kipling is that of an American autograph hunter, who read in a paper that Kipling never put pen to paper for less than half a crown a word.

He conceived the idea of sending 5/- to the great man, together with his autograph album, asking him to write two words in it.

The album came back without the 5/-, but instead of finding the words "Rudyard Kipling," as he fondly hoped, the American discovered the words, "Thank you."

On the Road to Moscow

After Yaransk the road passes through endless pine-forests. There was moonlight and hard frost as my small sledge slid along the narrow track. I have never since seen such continuous forests. They stretch all the way to Archangelsk, and reindeer occasionally find their way through them to the Government of Vyatka. Most of the wood is suitable for building purposes. The fir-trees seemed to file past my sledge like soldiers; they are remarkably straight and high, and covered with snow, under which their black needles stuck out like bristles. I fell asleep and woke again—and there were the armies of the pines still marching past at a great rate, and sometimes shaking off the snow. There are small clearings where the horses are changed; you see a small house half-hidden in the trees and the horses tethered to a tree-trunk, and hear their bells jingling; a couple of native boys in embroidered shirts run out, still rubbing their eyes; the driver has a dispute with the other driver in a hoarse alto voice; then he calls out "All right!" and strikes up a monotonous song—and the endless procession of pine-trees and snow-drifts begins again.—From "The Memoirs of Alexander Herzen," translated from the Russian by J. D. Duff.

Perception

Whatever is noble in art and nature may not be comprehended without vigilance: what part soever of it commends itself at once to the senses, is the least and lowest. . . It is quite possible to hear a thing every day, and not to know it, and see a thing every day and not observe it.—Edward Burne Jones.

There is precious instruction to be got by finding we are wrong.—T. Carlyle.

Without halting, without rest,
Lifting better up to best.

—Emerson.

First Aid and Ambulance Work

HAEMORRHAGE—By F. W. Kaiser, Ambulance Officer, Victorian Railways

It is necessary for the purpose of clearly understanding the principles on which haemorrhage or bleeding requires to be treated, that a brief description of the blood vessels and the course of the circulation should be given.

Organs.—The organs concerned in the circulation of the blood are:—(a) the heart; (b) arteries; (c) veins; (d) capillaries.

The heart is a double organ, and might be described as consisting of two hearts joined in one. The right side of the heart is occupied in receiving blood from the body and sending blood to the lungs for purpose of purification. The left side of the heart, which is the stronger of the two, is, in its turn, occupied in receiving blood from the lungs and pumping pure blood out to the body.

This blood, propelled by the left side of the heart (left ventricle), finds its way through the larger arteries, into the smaller vessels, and finally reaches the finest blood-vessels of the body (called capillaries), which bring the nutritive fluid in contact with the minute cells and tissues of the frame.

As the blood passes onwards in the capillaries, in every part of the body we find it gradually taken up by the vessels of a larger calibre, called veins. These vessels join others of still larger size, and in this way we find that the blood has practically completed the round of the body, or, in other words, has made its circulation. For whilst it passes out as pure blood through the arteries, and finds its way into the capillaries, the finest vessels of the body, it ultimately passes into the veins, which, in whatever part of the body they are found, convey impure or venous blood, back to the right side of the heart (right auricle), thus completing the systemic system.

From the right auricle of the heart the blood passes to the right ventricle, and is thence carried by the pulmonary arteries to the lungs, where it is purified by contact with air, and becoming scarlet in color. It is then conveyed by the pulmonary veins to the left auricle of the heart, and passes into the left ventricle, thus completing the pulmonary system.

The heart contracts in adults at an average rate of 72 times a minute, but the rate varies, increasing as the position is changed from the lying or sitting, or to the standing position; hence the importance of adjusting the patient's position in cases of haemorrhage. At every contraction of the left ventricle, blood is forced into the arteries, causing the pulse, which may be felt wherever the finger can be placed on an artery as it lies over a bone. In the veins, no pulse is to be found.

From the foregoing we note that—(a) The left ventricle squeezes 72 times per minute about a wine glass of blood into the (b) arteries, which are vessels carrying blood from the heart to the (c) capillaries, in which oxygen and other fluids are parted with to the tissues, and carbonic acid taken up.

Veins receive the blood from the capillaries, convey it back to the heart, where it enters the right auricle. This, acting at the same time as the right ventricle, squeezes the blood into the pulmonary arteries (thence to the lungs), which, like the arteries of the systemic system, divide into capillaries, of the lungs in which carbonic acid gas and other impurities are given off, and oxygen taken in.

They run together to form veins, pulmonary, which convey the blood back to the heart, where it enters the left auricle, thence to the left ventricle.

We must next note that pure blood is of a light red color. Venous blood is of a dark purple colour, capillary blood is of a reddish tint.

It is important to notice the difference in the color of blood by way of enabling us to distinguish the source from which it comes, that is to say, whether it issues from an artery or vein.

Another point of extreme importance in dealing with wounds is that which concerns the manner in which the blood flows from the wound of an artery, as compared with the manner in which blood flows from the wound of a vein.

An artery, being a tube in direct communication with the left side of the heart, blood will issue from it when wounded, in jets, each jet corresponding with a stroke of the heart pump. On the other hand, the flow of blood in a vein is not impelled directly by the heart, so that if a vein be wounded, there is no spurting of blood, but a more or less continuous flow or oozing.

We must bear in mind these two important points, namely the color of the blood in artery and vein respectively, and the manner of its flow, when either vessel is wounded.

The greatest dangers to life in connection with wounds are undoubtedly seen in cases where an artery has been injured. If the blood is coming directly propelled from the left side of the heart, we may readily understand how the wound of an artery, even of moderate size, may speedily prove fatal if the flow be not instantly arrested. In the case of a vein, while it is desirable that the haemorrhage should be arrested at as early a stage as possible, there is not the same immediate danger as that encountered in the case of the wounding of an artery.

A general instruction may, therefore, be impressed upon the student's mind at this stage, namely, that when he is face to face with a wound characterised by a flow of light red blood coming in jets or spurts, he must take instant action. That action may be summed up in the expression "Fingers First," that is to say, he must at once apply pressure with his fingers between the wound and the heart, in order that the flow may be thus arrested.

The commonsense nature of this proceeding is obvious, for if no other assistance is at hand, and if the bystander runs off to seek a bandage or some appliance by way of arresting the bleeding, the patient will be liable to a serious, and probably fatal, drain of blood.

By the expression "Fingers First," we mean to imply that compression of the wounded artery should be made against the nearest bone.

The important feature to be noticed is that as the blood in a wounded artery is flowing from the heart to the body, the pressure must invariably be made between the wound and the heart.

Yet another feature of interest is to be found in the shape of the question, "What should be done if no knowledge of the exact point of compression be the property of a bystander?"

In such a case, the blood must be arrested on common-sense principles, by making pressure between the wound and the heart, and as near to the seat of the wound as possible, when it is more than likely that the pressure will naturally affect the blood vessel that has been wounded. If, however, all other means fail, it would be proper to place the finger in or on the wound itself, so as to press on the bleeding point.

The leading idea in this practice is to note that rapid loss of blood may prove fatal within a few minutes, and our duty is to secure that the flow be at once arrested.

Wounds of Veins.—In the case of the wound of a vein, pressure is to be made first of all on the wound itself. If the wounded vein be of ordinary size, this will probably suffice to arrest the haemorrhage. If, however, the wound be of large size, pressure ought to be applied on the side of the wound furthest from the heart, seeing that the blood in the vein is returning to the heart.

Capillary Bleeding.—In the case of capillary bleeding where we have a flow from a large number of microscopic blood vessels, pressure directly on the wound will be found to be an efficient mode of arresting the bleeding.

General Treatment of Bleeding.—Certain other points have to be noted in connection with the general treatment of bleeding.

(a) Where a blood vessel has been torn, there will be less likelihood of haemorrhage than in one which has been clean cut across.

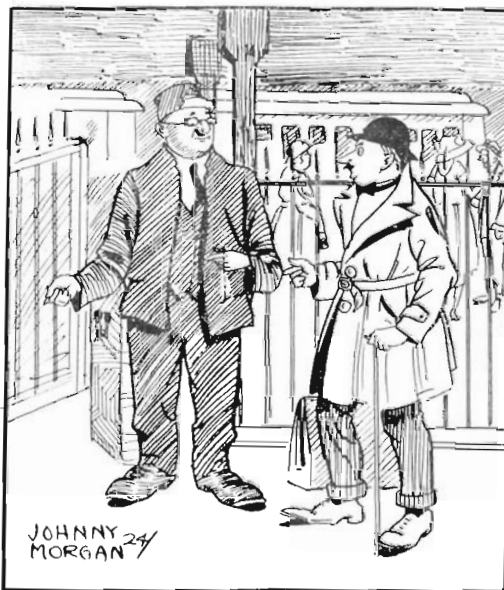
(b) In the case of a small vessel, as in that of an ordinary simple cut or scratch, nature arrests bleeding, thus the process of clotting of the blood, and it should be remembered that it is wise in such cases to follow nature's own teaching.

Where a blood-clot has formed in the case of a wound, it will be wise not to disturb it. At the same time, to prevent any risk of life, should the clot be disturbed, these precautions will naturally consist in the adoption of means to otherwise ensure stoppage of the bleeding.

(To be continued).

Eight Rules for Making Good

1. If you don't like your job, learn to like it or else change it. No man ever made good unless he liked his work.
2. Be interested in everything about your business — even the unpleasant phases of it. There is no business in which everything is pleasant.
3. Work with your head and your heart as well as your hands and feet.
4. Be ambitious. There is no limit to what a man or woman with ambition may accomplish.
5. When you talk let people know that you are saying what you mean, and that you mean what you say. And always know what you are going to say before you say it.
6. Figure out your plan of campaign before you begin your battle. Never approach a prospect without having all your weapons of attack ready for use. No general ever won a battle without thinking a good deal beforehand.
7. Be able to stamp your work with the seal of personal approval. Be able to say truthfully, "I did that piece of work as well as I knew how, but to-day's practice will help me to do it better tomorrow."
8. Be loyal—be loyal to yourself and to your work. If you are, there is no such thing as failure, and in the end success will come to you.—E.



Passenger: "Have I time to say good-bye to the wife?"
Ticket Collector: "That depends, Sir, upon how long you have been married."

Safety First

Thoughts

Safety representatives may overlook something; see for yourself that all is safe.

The proper inspection of tools and machinery by men using them will help prevent accident.

Look out for the safety of the other fellow, but do not trust in him looking out for you.

Make work safer by exercising care yourself and suggesting it to others.

Keep down accidents or they will keep you down.

Stop and think: Can I afford to get hurt?

A minute of good judgment is sometimes worth a day's energy.

When you are reckless, you are wrong. Get right.

Every accident is an indication that something was wrong with men, methods or material. Tell us about it.

In the great game of life, if we would win through safely we must be on the alert, taking no chances, but at all times considering the safety of ourselves and those around us. "Safety First" is waging a hard fight against chance, carelessness, etc. Are you doing your bit?

A repairer recently received a nasty wound wishes a warning issued to prevent others in the left leg, caused by breaking fishbolts off, standing inside the rail instead of outside. He being injured from a similar cause.

Handling Material

Keep your fingers **safe**.

Pile material evenly so that the pile will not topple over. If you are handling castings or sheets or anything with sharp edges, wear gloves to protect your hands.

Think what you are doing.

Make your head save your fingers and toes from injury.

A haughty young damsel named Maud Mary Mack,

Tried to alight next the opposite track;

The car being crowded, the "Troub" could not see,

Now Maud's got a tombstone to her memory.

The contributor of the above states that his great-great-grandmother was Shakespeare's cook. We won't dispute it.

Be Careful

As has often been said, carelessness is the cause of the vast majority of accidents; in fact, figuring in nearly every case. Sometimes there is displayed a downright recklessness and utter disregard for danger—that "Take-a-chance" spirit usually found where good health is and good judgment is not.

Two such cases that came to our attention happened in the Permanent Way and Locomotive Departments respectively. In one case a repairer was riding on a trolley with other men, and on approaching a cutting one man was sent forward to protect trolley with hand signals. When the red flag was exhibited the sub-inspector in charge instructed the men not to jump from the trolley, but the repairer in question disobeyed, and jumped from the trolley, which ran over him. He received injuries which caused his absence from work for three weeks.

In another case a **boilermaker** attempted to replace belt on revolving shafting, with the result that his coat **was caught** and his ribs fractured. The **shafting** should have been stopped until the belt was replaced.

If a man will not be careful for his own sake, he should at least be careful not to endanger others. A cleaner had his shin injured by falling over a cleaner's kit box left on the floor.

Look before you leap, or, in other words, before alighting from an engine, look and choose a level and safe landing, as a sprained ankle recently resulted from a chageman stepping off engine on to edge of sleeper.

Do not use defective pinch bars. A fitter's labourer sustained injuries to the head by striking footplate through defective pinch bar slipping.

Always stand clear of trolley wheels while pushing. A tube attendant had his foot crushed last month through slipping under wheels when pushing trolley at side.

A shunter draws attention to the danger caused by men whistling to each other whilst crossing the yard.

In many cases an employee whistles to his mate some distance ahead, and in response to the whistle he and others look round, momentarily forgetful of danger from the approaching engine or train, or the existence of an engine pit.

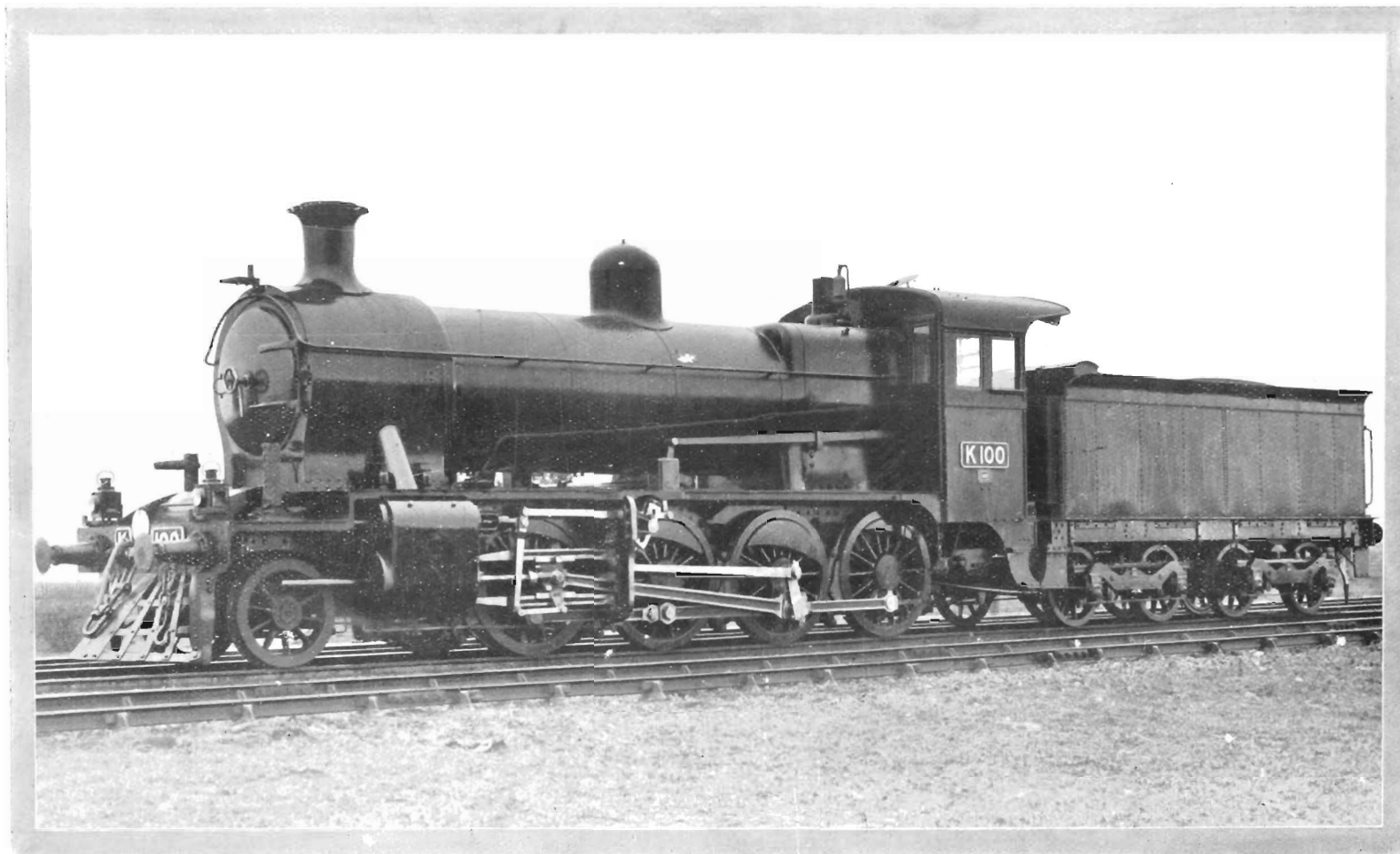
Think Twice Before You Look Around Once.

The Fire Hazard

More than 15,000 lives are lost each year by fire. Most of the victims are women and little children. Safeguard your family and your home by being careful.

A little precaution is better than a big funeral.

"K" CLASS LOCOMOTIVE.



Total heating surface, 1741 sq. ft.; Cylinders—diameter, 20 inches, stroke, 26 inches Diameter of driving wheels, 54 inches; Grate area, 25.75 sq. ft.; Tender capacity—water, 4,300 gallons, fuel, 100 cwts.; Length of wheelbase, 50 ft. 2½ in.; Length over all, 59 ft. 4¼ in.; Total weight roadworthy (at 80% boiler pressure), 104 tons 12 cwt.; Tractive power, 26,960 lbs.; Boiler pressure, 175 lbs.

(Built at Government Railway Workshops, Newport, Victoria.)

Preparing Dried Fruits for the Table

As a great deal is being said just now about Australian dried fruits, a few practical hints to readers regarding the treatment of these fruits for table purposes may be useful, I feel confident, when I state that not all housewives know the correct method, and the results. Take peaches, for instance. This delicious fruit can be bought dried for 1s. or thereabouts per pound, and when soaked sufficiently, 1 lb. of the dried product will equal 6 lbs. of fine ripe fruit, with only the moisture removed. All the health-giving properties, laxative juices, fruit vitamins, are retained. Here is the method:—

In a roomy basin, cover 1 lb. of Australian dried peaches with boiling water, adding thereto 1 teaspoonful of bi-carbonate of soda, let them soak for 1 hour, pour water off, and cover with cold water; let them stand for, say, 20 hours; the water of this soaking is poured off, and kept aside; next remove the skins; they will come off quite easily, revealing the peaches in their natural colour.

Make syrup by boiling 1 pint of water with $\frac{1}{2}$ lb. of sugar, simmer for 10 minutes, adding the juice of 1 lemon, pour syrup over the fruit, allowing time for syrup to soak in. So treated in this manner, they are equal in size and appearance to fresh fruit, and have the taste of a canned peach.

Peaches and Jelly.—After being treated as above, lay a required number on their backs in a jelly mould, utilise the syrup with jelly crystals, and pour over the peaches; when set remove the jelly in the usual manner, and a delightful sweet will result. To form the basis of all dishes, peaches must be treated as above before attempting any pie, etc.; if serving cold, place 2 halves on a plate, centre downwards, with cream or custard.

Apricots are treated by placing 1 lb. of that fruit in a roomy dish, cover with cold water, let them soak overnight, or longer if required, then place in a pan, and let them cook gently for $\frac{3}{4}$ -hour, taking care to add sugar at latter end of cooking, and serve hot or cold, with junket, cream, rice, etc.

Apples and prunes and nectarines are similarly dealt with. Apples treated in this manner are unequalled, and when fruit goes out of season, householders would be wise to keep a supply of all dried fruits on hand. Success must be obtained if the foregoing instructions are carried out. Of course, currants, rasins, sultanas, come under the same category, but the uses of these commodities are so well known that an explanation is not necessary. The main benefits that accrue from the use of Australian dried fruits are economical, no worry over fruit going bad (as only selected fruits are dried), and when a particular fruit is out of season one can enjoy Australian dried fruits as if they were in season.

L. A. SARKIES, Railway Refreshment Service, Wodonga.

Auto-Suggestion

A girl was walking along a road, and a young man along another. The roads finally united, and the man and woman, reaching the junction at the same time, walked on from there together. The man was carrying a large iron kettle on his back; in one hand he held by the legs a live chicken, in the other a cane, and he was leading a goat. Just as they were coming to a deep ravine the girl said to the young man:

"I am afraid to go through that ravine with you; it is a lonely place and you might overpower me and kiss me by force."

"How can I possibly kiss you by force," asked the young man, "when I have this iron kettle on my back and a cane in one hand and a live chicken in the other, and am leading this goat? I might as well be tied hand and foot."

"True," replied the girl, "but if you should stick your cane into the ground and tie the goat to it, and turn the kettle bottom side up and put the chicken under it, then you might wickedly kiss me in spite of my resistance."

"I should not have thought of that," he said.

And when he came to the ravine he stuck his cane into the ground and tied the goat to it, and, lowering the kettle from his shoulders, imprisoned the fowl under it and kissed the girl.—"Ladies' Home Journal."



Mr. J. G. LEE, R.D. Supt.
He has talent as an artist.



Horticultural Notes for April

FLOWER GARDEN.

This month is one of the busiest of the year. There are bulbs to be planted out, cuttings of Roses and other plants to be put in, Camellias to plant and remove, if necessary, layers of various shrubs to peg down. New Roses, Bouvardias, Camellias and other shrubs should be planted at once if they can be obtained in pots, for the soil is now moist and warm, and most conducive to root growth; whereas, if this work is much longer delayed, the ground will grow cold, and the plants will rest until spring.

Roses.—Many of the Tea varieties are now at their best, and are blooming profusely. For those about to form a collection of roses, or add to their collections, some useful lessons may be gathered with regard to the most beautiful flowering kinds to obtain by visiting private and public gardens or horticultural exhibitions. Climbing roses should not be shortened much, but trained and secured. Merely cut out their non-flowering and dead wood. Put in cuttings and layers.

Chrysanthemums are now in full bloom. At this season they are much valued, and gardens are very gay with their bright colours. Take note of the best varieties, and those with colours that most commend themselves, with a view to future planting. Look to caterpillars that destroy the young buds, and secure the stems to stakes, and, if the weather is dry, mulch and water.

Bulbs of various kinds, such as *Ixias*, *Sparaxes*, *Narcissi*, *Freesia refracta*, *Ranunculi*, *Anemones*, *Hyacinths*, *Tulips*, *Amaryllis*, etc., should now be freely planted in soil, deeply dug, and well pulverised and manured. *Liliums* may now be lifted, but that should not be done oftener than once in three years.

Climbing and twining plants will need clipping and tying in, their growth at this season of the year being the most vigorous. Plant *Bougainvilleas*, they are the finest of all flowering climbers. The best are: *B. Glabra*, *B. Magnifica*, *B. Trailii*, *B. Splendens*.

The sowing of seeds of spring-flowering plants should be completed this month. If not previously done, sow in properly prepared patches or in boxes *Delphinium*, *Pansy*, *Phlox*, *Carnation*, *Poppy*, *Nasturtium*, *Gaillardia*, *Dianthus*, *Stocks*, *Wallflowers*, and all hardy

annuals. Plant out in suitable positions strong seedlings of those sown in previous months.

Cuttings.—Take cuttings of *Bouvardias*, *Abutilons*, *Heliotropes*, *Pelargoniums*, *Rose*, *Deutzias*, *Spiraeas*, etc., put them in pots of sand with a little light soil, and be careful to provide ample drainage at the bottom. This is also a good time to remove shrubs, or to plant shrubs generally, for root growth is very active.

Greenhouses.—*Adiantums* (*Maiden Hair*) will be putting forth a fresh supply of fronds. As they appear, cut out all stale-looking fronds. Gradually diminish the supply of water, and afford more light; clean up all pots, and break up surface soil. Search at night for slugs and wood-lice about the tender fronds of fern. Admit air freely during the hottest part of the day, syringe and close up the house early in the afternoon. Take the finest tops of *Coleus* cuttings, and put several round a 5in. pot, and place them near the glass after keeping them a week in the shade. This is the only way to save good plants without heart. After they have rooted, and in cold weather, keep the soil only moderately moist.

Cuttings of *Fuchsias*, *Hydrangeas*, and other soft-wooded plants may be put in, also cuttings of *Alternantheras*, *Irisenes*, *Plectranthus*, etc.

THE KITCHEN GARDEN

Seeds of an early variety of *Pea* and *Cauliflower* may be sown, also *Red Beet*, *Early Horn Carrots*, and *Parsnips* for use in spring, *Broad Beans*, *Spinach* and *Radishes*. Divide and replant *Rhubarb* roots, *Globe Artichokes*, *Horse Radish*, *Perennial Herbs*. Plant *Cabbages*, *Cauliflowers*, and *Early Potatoes* in early situations, thin young root crops. Trench and manure intended for later crops. Plant out *Strawberry Runners* at once in good rich soil, and you will get good results in spring.

To loose soils add well-rotted manure, to strong heavy soils add light littery manure, sand, wood ashes, bonedust, etc. Sow seeds of fruit seeds that are intended for stocks. Pruning should be got on with as circumstances permit, taking bush fruits first, next stone fruits. Cut back any trees that you may want to re-graft, as it will save time in early spring. Attend to the destruction of noxious insects.

VEGETABLES.

Asparagus.—Cut the stems down to the surface as they decay; top-dress and manure with horse-droppings.

Broad Beans.—For an early crop.

Cabbage.—Sow early sorts for spring supply.

Celery.—Remove the side shoots from the crowns of advanced crops, earthing up only a few for immediate use.

Cress and Mustard.—Sow fortnightly.

Lettuce.—Sow largely, and transplant when ready, to use in June and July.

Onions, Potato and Tree.—Plant out largely.

Peas.—Sow a few of early sorts towards the end of the month for the first supply in spring.

Radish.—Sow again.

Spinach.—Sow largely of winter varieties for spring supply.

Turnip.—Sow a few on trial if not done last month.

Careful Crossing Campaign

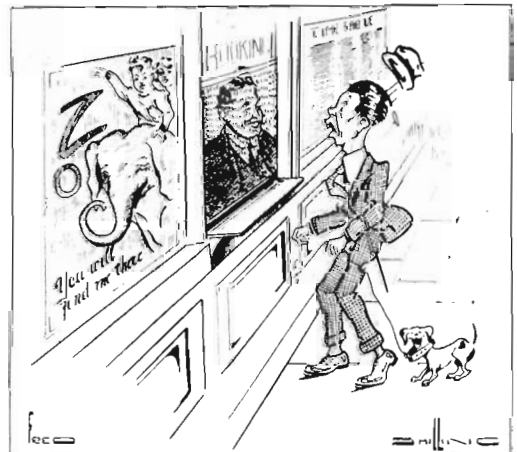
"The insurance department of the Pennsylvania railroad system has issued a special pamphlet summarising the lessons taught by the "Careful Crossing Campaign" last summer, as to the causes and means of preventing grade crossing accidents. Probably the most important conclusions reached is that nearly all accidents at grade crossings, which involve motor vehicles, are directly due to gross carelessness on the part of a very small proportion—probably not over three per cent.—of the total numbers of drivers. Observations were made of more than 100,000 automobiles, while actually crossing the tracks. It was found that the drivers of 97 per cent. were reasonably careful, but that the remainder displayed marked, and, in many cases, actually criminal negligence. "Elimination of the reckless drivers, who make up a very small percentage of the total, and who are responsible for nearly all the accidents," is the remedy suggested for this condition. Use is urged of all reasonable means within the legal powers of town, city and country and State authorities to bring about this result. There are 12,000 highway crossings on the Pennsylvania Railroad System; their removal would cost a half billion dollars, and would be physically impossible within a generation, the report states.

"The Careful Crossing Campaign" ran from June to September last. In this period there were 682 accidents at grade crossings on the Pennsylvania Railroad System. In 148 of them death or injury to persons resulted, 90 people being killed and 150 injured. Automobiles accounted for 494 of the total accidents, involving the deaths of 71 persons, and injuries to 171.

Sixty per cent. of all trains involved were running less than 20 miles an hour, indicating that train speed is a much less important factor than recklessness on the part of drivers. Motor trucks accounted for 29 per cent. of all the accidents, though constituting only 11 per cent. of the total automobiles in use. Only four accidents occurred to passenger buses, with no injuries to persons. The laws of a number of States require these vehicles to stop completely before crossing the tracks.

Seven persons were killed and 17 injured in accidents known by the testimony of survivors to have resulted from attempts to beat trains over the crossings. Fourteen people were killed and seven injured in accidents occurring while crossing bells were ringing. Five were killed and 22 injured in cases where cars were driven past watchman signalling to them to stop. Three persons were killed and three injured in accidents definitely known to be caused by intoxication of drivers.

There were 70 cases of motor cars running into the sides of trains, resulting in 14 people being killed, and 22 injured. In many cases the head of the train was well beyond the crossing. There were 280 cases in which automobiles broke through crossing gates, while they were down, without, however, striking trains.—"Railway Review."



Intending Passenger: "Must I purchase a ticket for a puppy?"
Clerk: "Oh no! You may travel as an ordinary traveller."

Courtesy

Whatever the nature of the person to be addressed, or the message to be conveyed, there are certain features common to all. One of these is courtesy; another, personality; another, definiteness; another truthfulness.

Friendship is the only thing in the world concerning the usefulness of which all mankind are agreed.—Cicero.



The LADIES.



Woman and Her Arts

(By Housewife)

Girls nowadays form a frequent subject for discussion whenever two or three middle aged women meet together. I have heard some frightful things said about girls who frequent the fashionable cafes, things so bad in themselves as to be flagrantly immoral. I hear a great deal about girls standing in the lounges of fashionable cafes on the chance of meeting some male acquaintance who will pay for a dainty meal, and accessories, such as cocktails and expensive cigarettes. I am told that in one wine cafe, which sets out to be a place where even families could enjoy themselves reasonably, girls drink daily to excess and behave like wantons.

Now, I cannot but think that some of these extravagances are the result of the breaking away from old standards of conduct. But I presume that there were always girls, even in the Victorian Age, when the Queen set an example of ultra-respectability, who kicked over the traces, though they were not so much in evidence as to-day, flaunting in hotels and cafes. I am fairly certain also that some girls drank alcoholic liquors even in grandma's day, and behaved strangely in the company of men.

I feel, moreover, that girls are just about the same in any age—some bold, and some modest, and the majority fairly decent members of society.

For we must not condemn girls wholesale, just because there are some who drink and smoke in public, and are very careless in general conduct. My own opinion is that girls generally are well conducted nowadays, and that, in addition to being often wage earners, are capable of conducting a household efficiently. I know some girls who work in offices who enjoy preparing the dinner on Sundays, and often assist mother in the evening by doing odd jobs and "washing up." My own girls can do anything in a house, from cooking to dressmaking, and I believe they are fairly well-conducted when away from home. I hope so.

I have arrived at the opinion, after many discussions with John, my husband, that the children of wage-earners are usually better behaved and less self-indulgent than the children in well-to-do families. That is probably the effect of environment. In a wage-earner's household there must be self-sacrifice and give-and take all the time—that is, if everybody is to get a fair deal, as the men say. On the

other hand, the children of wealthy people are often spoiled, become idle and good for nothing but to go peacocking about fashionable places. Mind you, I don't say that this is true in every case. I know, as a matter of private knowledge, that many wealthy parents are strict with their children, and do not indulge them overmuch. But still, where there is plenty of money there is likely to be luxurious living, with its attendant evils.

What seems to me to be the cure for waywardness in girls is congenial occupation, and the cultivation of an unselfish spirit. There is some work for everybody in this world, and work is a blessed thing if it be to our liking.

THE INNER MAN—AND WOMAN.

Ginger Cake.

One cup sour cream, one heaping teaspoon soda, half cup brown sugar, one tablespoon butter, two heaping cups flour, quarter teaspoon salt, half teaspoon each of cinnamon, and nutmeg, three heaping teaspoons ginger, one egg, half cup molasses. Cream butter and sugar, and add the egg well beaten and then the molasses. Sift the flour with the spices and salt, dissolve the soda in the sour milk, and add these to the other ingredients. Bake in gem pans in a fairly hot oven.

Potato and Onion Luncheon Dish.

Cut peeled potatoes into small balls with a cutter, and peel small white onions, similar in size, allowing 2 cupfuls of each. Cook the onions till almost done, add the potato balls and 1 teaspoon of salt, and cook until both are tender. Drain, saving the water for soup. Place the vegetables in a shallow, buttered baking dish, and pour over them 1 cup of well-seasoned, white sauce. Sprinkle over the top ½ cup grated cheese and brown slightly in a hot oven.

Cold Pickle.

Half gallon good cider vinegar, ¼ cup salt, ½ cup mustard (Keen's), 3 cups white sugar and a handful of pickling spice. Stir well. Peel onions, wash and add to vinegar. (I use a crock as container and put plate over to keep pickles covered). Cucumbers, cauliflower, beans, etc., can be added as wished. Cucumbers to be soaked overnight with salt

and well drained before adding. These are ready to use in about two weeks time. No heating of anything to be done.

Tomato Butter.

Cut 10 pounds of ripe tomatoes, add 1½ pints vinegar, and let stand all night. Drain. Mix together 1½ cups of juice that has been drained from the tomatoes, 3 pounds sugar, 1 teaspoon each of cloves, allspice, cinnamon, pinch of red pepper. Add to tomatoes and boil slowly for three hours.

Potato Puff.

Beat one cupful of mashed potatoes to a soft, creamy mass with a cupful of warm milk and a tablespoon of butter. Have ready two eggs, whipped light, and add to the potatoes. Pepper and salt and one teaspoon of onion juice are now added. Turn into a warmed and buttered pudding dish; set in a quick oven and bake, covered, for half an hour. Then uncover and spread over the top one-half cup grated cheese. Brown for five minutes, and serve at once before it falls.

Looking for a Children's Classic

What shall it be, I wondered? There is "Æsop"; they have it. There are Grimm and Andersen, but they have those. The expurgated "Gulliver's Travels" is not unknown to them; they know all about Robin Hood, King Arthur, and Crusoe; they at present dislike the "Arabian Nights," and I'm hanged if I'm going to give them "Uncle Tom's Cabin." As I walked to the station my thoughts travelled back to a distant, vivid, but almost unreal past, in which I saw a small boy curled up in an arm-chair reading. What was it he read with most zest? It came to me in a flash. I hadn't heard the book mentioned for years. It was "The Swiss Family Robinson." Why, of course, that of all books was the book; I would get it. And I would read it again myself. I would recover the old excitement over that battle with the snake; I would refresh my memory as to the habits of the armadillo and the duck-billed platypus; and, above all, I should see that picture of the house in the tree which was the basis of the earliest of my ambitions, and (alas!) the least likely to be fulfilled, unlikely though all the others may be.

At the end of a day, however, I had learned that it is one thing to want to buy "The Swiss Family Robinson" and another to get it. I went to shop after shop, and the booksellers looked at me as though I were asking them for a plesiosaurus or a mastodon. They had no copies of it; they held out little hope of obtaining a copy. I tried the secondhand booksellers. Their tune was quite different. They often had copies, but these were always snapped up at once. In the end I persuaded a sceptical bookseller that the book must be obtainable, and that it was his duty as an honourable tradesman to obtain it for me. . . It has arrived. I have been reading it.

There is no picture of the house in the tree. But the rest is all there: the incredibly simple style, the pious family, the industry, the remarkable congeries of animals, the woodcuts. . .

It is a superb book. It is easy to make fun of it. Everybody when he remembers it remembers it with a smile; but it is usually a smile of affection. The style, as I have remarked, is the greatest example of naive pomposity which we possess. The improbabilities (over and above the great obvious improbability of every kind of bird and beast in the zoo being concentrated on a single island) follow each other without a break, and no edifying story-teller on record ever pumped out his edification with so little attempt at concealment. Here is no education in parenthesis, and no moralising by implication: the morals are expounded in sermons, and the facts, mainly zoological, are handed out in large wads, accompanied by frankly informative illustration. By all the rules of story-telling, as expounded by critics and observed by conscious artists, this book was bound to fail; the most innocent child must inevitably be bored by it.

But the point is that it didn't fail. I do not think that I was more addicted to sermons than any other child or less fond of being educated; but I do clearly remember that I was thrilled by this story, and that the irrelevant details here never struck me as irrelevant. It seemed the most natural thing in the world for the author, when mentioning an ant-eater, to digress in order to tell all about ant-eaters; and I happened to be interested in ant-eaters. With the exception of "The Pilgrim's Progress" (which is on a much higher literary plane), I do not remember any book in which so large a didactic element is so successfully conveyed in a story. And the author managed it because he was a man of extraordinary simplicity, sweetness, goodness, and curiosity, a man with much of the child in him, who went straight ahead as he felt inclined, and never thought at all of himself or of art.—Solomon Eagle, in "Essays at Large."

Heard in Church

There was a certain popular clergyman who had a habit of repeating his sentences several times over to enable the congregation thoroughly to grasp their meaning. While preaching in a very poor district on one occasion, he came to the following words: "Who was John the Baptist?" He brought them out very slowly and distinctly, and then repeated them. He then paused, and after glancing slowly round the church, once more repeated the words: "Who was John the Baptist?"

To his surprise a very seedy-looking individual at the back of the church shuffled to his feet, and remarked with a smile: "Look here, guv'nor, I know there's a catch somewhere, but come on—who was he?"

The Newport Power House

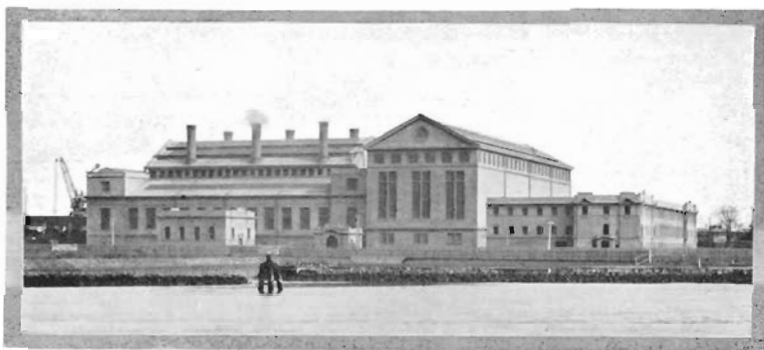
On a steam hauled railway service every steam train carries its power house with it, but an electrified service is supplied with power from one or more large central stations erected at convenient points. This enables great economies to be effected through the employment of a small number of large generating machines, operating at high efficiencies and taking full advantages of the savings obtained from the use of superheated steam, its subsequent condensation and re-evaporation.

The greater efficiency of electric over steam traction may be judged from the fact that about 45 lbs. of low grade coal are sufficient to drive a 6-coach electric train a distance of one mile, whilst the coal consumption of a steam train using a higher grade coal and covering the same distance is about 80 lbs.

The central station supplying power to the electrified Melbourne Suburban system, is located close to the mouth of the River Yarra at Newport, and is known as Newport "A" to distinguish it from Newport "B," which, though operated by the railway staff, was erected by the Electricity Commission to supply industrial power only.

As Newport "A" was designed primarily for railway traction purposes, it is equipped to generate 3 phase alternating current at 25 cycles, this frequency being particularly suitable for conversion to high pressure direct current. Newport "B," on the other hand, supplies 3 phase current at 50 cycles, which is more suitable for lighting and industrial power. The two stations are, however, interconnected through a "frequency changer" at Yarraville, which provides for an interchange of power between the two.

The preliminary design of the power house provided for a capacity of 50,000 k.w., and a location on the north bank of the Maribyrnong River at Footscray was selected. Before work was commenced an investigation of the circulating water supply was made, and as it was then found that during the summer months the temperature of the water would be considerably higher than desired, this site was abandoned. After consideration of a site adjacent to the shore at Fisherman's Bend, where it was anticipated that trouble would be experienced with the foundations, the present site was selected. Boring showed that over practically the whole area a basalt (blue



General View of Power Station.

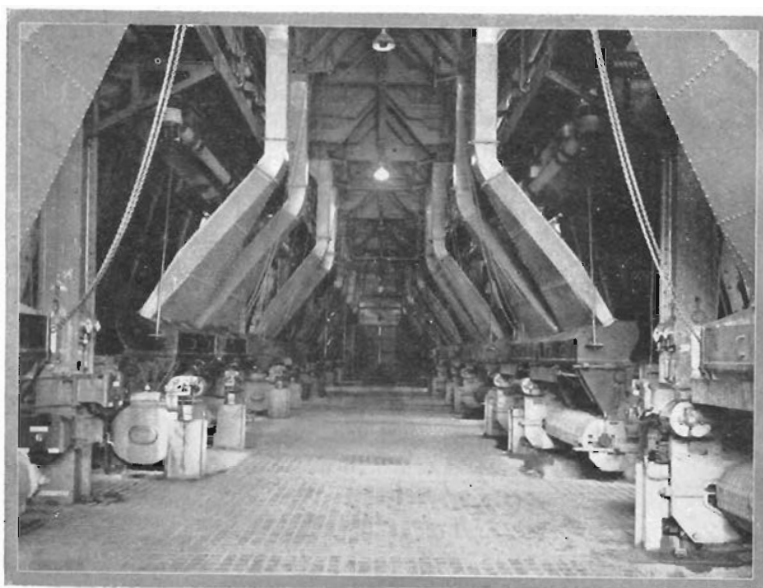
stone) foundation was available, and due to the fact that at this point the River Yarra is separated from the Bay by stone walls the circulating water conditions are practically ideal.

Newport "A" consists of a group of buildings with the turbine room in the centre, two boiler houses running at right angles to it on one side and the transformer house and switchhouse on the other side lying parallel to the turbine room.

The power house has been designed to eliminate manual labour as far as possible. To this end coal and ashes are handled entirely by machinery, feed water is delivered automatically to the boilers, and wherever reasonably possible

automatic devices are used to protect the plant and to safeguard the operators.

The boilers are designed for burning slack black coal, the average weekly consumption being 4600 tons. In addition to absorbing the whole output of slack black coal from the State Mine at Wonthaggi, it is also necessary to obtain supplies from New South Wales. Two boilers have also been equipped, one for burning slack and pulverised brown coal from the Morwell field.



Boiler House

Coal arrives at the power house in hopper trucks, which discharge into a conveyor pit, and from there it is delivered by automatic bucket elevators, either to the bunkers above the boilers or to the storage area, which normally has a capacity of 20,000 tons. By utilising other convenient areas round the power station, the storage capacity can, however, be increased to 60,000 tons.

The two boiler houses are each provided with 12 marine type water tube boilers, each boiler being capable of evaporating 30,000 lbs. of water per hour under normal conditions and considerably more when fused. Coal from the ele-

vated bunkers is fed by gravity to chain grate stokers, which automatically deliver a continuous supply of fuel to the fires, and at the same time discharge the residual clinker and ashes into a storage bin.

Periodically the ash hoppers are emptied by a pneumatically operated ash ejector, which discharges the ash and clinker to a storage bin outside the power house, where the ash is quenched and delivered to railway trucks.

Steam is generated at a pressure of 210 lb. per square inch, and superheated to a temperature of 600 deg. Fah. before being delivered to the turbines.

The electrical generating machinery is located in the turbine room, and comprises six Parsons turbo-alternator sets having a total generating capacity of 78,000 k.w., or approximately 104,000 horse-power.

Each turbo-alternator set consists of one high and one low pressure steam turbine directly coupled to a three-phase alternating current generator, the three machines on the one shaft running at a speed of 1500 revolutions per minute and generating three-phase 25 cycle current at 3300 volts pressure.

The turbines are kept at constant speed by oil or steam operated governors, whilst the voltage is maintained at a constant value by automatic voltage regulators located in the control room.

Economical considerations require that the steam, after passing through the turbines, shall be condensed in vacuum and returned to the boilers to be re-evaporated. The circulating water for condensing is obtained from the Bay, and an idea of the favourable conditions existing can be gathered from the fact

that the average temperature of the circulating water throughout the year is 66.5 deg. Fah., the summer temperature being 70 deg. and the winter temperature 50 deg. Fah. With the type of generating plant used at Newport, decrease in temperature of inlet water of 1 deg. Fah. gives an increase in efficiency of 0.3 per cent., so that the importance of low temperatures cannot be overestimated.

Although three-phase alternating current at 3300 volts can be conveniently generated, economical considerations require a higher transmission voltage, and the current, after leaving the generators, is therefore passed through step-up transformers which raise the voltage to 20,000.

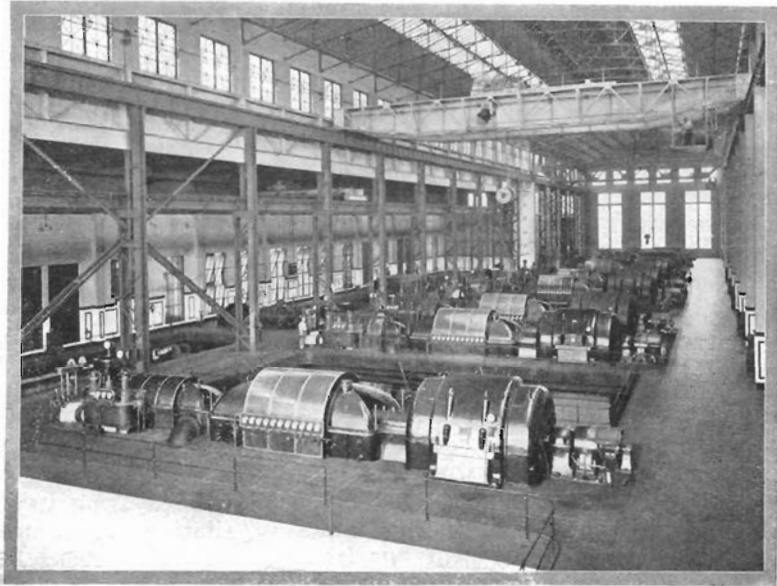
At this pressure it passes to the switch house bus-bars, from which it is distributed by feeder cables to the various substations throughout the system.

The switch house is equipped with oil immersed switches, isolating switches, bus-bars, and all apparatus necessary for the control of the high tension current.

The various devices are contained in fire-proof cells closed at the front with expanded metal or sheet steel doors, which are either padlocked or else interlocked with the switchgear in such

a way that the doors cannot be opened while the apparatus is alive.

The actual control of the electrical power is carried out by means of the oil immersed switches, which are electrically opened and closed from the Control Room, and are also arranged to open automatically on the occurrence of an overload or fault.



Turbine Room



Control Room

The centre of the entire electrification system lies in the Control Room situated at one end of the Switch House. This room is occupied by the Control Engineer and Staff, and is quipped with all apparatus necessary for the measurement, regulation and control of the power. All operations are carried out on the "Remote Control" system, the generators being put on and taken off load, the voltage and speed regulated, and the oil switches operated without the staff being able to see any of the movements performed. An interesting feature of the remote control apparatus is the provision of six small push buttons on the generator panels by means of which in cases of extreme urgency the whole station can be shut down in a few seconds.

The Control Engineer while on duty directs all electrical operations carried out both at the power house, the substations and, under certain circumstances, on the 1500 volt overhead system. No important operation must be performed without his consent, and his approval must be obtained before any departure from normal running can be made.

During the past year 222 million units of electrical energy were sent out from Newport "A." Of this, 113 million units were used for railway traction purposes, 7 million for railway auxiliary supplies such as Newport and Jolimont Workshops, Elwood and Sandringham Tramways, yard lighting, etc., while 102 million units were supplied to a number of private manufacturing firms, to the Melbourne Electric Supply Co., and to the Melbourne City Council for retail distribution in the city and suburbs.

It will thus be seen that although primarily designed for railway traction purposes, Newport "A" has, during the past few years, played a very important part in the industrial life of the metropolis, almost 50 per cent. of its output being utilised for lighting, heating and industrial power.

The overall efficiency of Newport "A" taken from the heat units available in the coal to the heat units sent out as electrical energy is about 16 per cent. This efficiency is only exceeded in a few power stations in the world, and it is doubtful if it has an equal when operating conditions are taken into account.

Visit of Sir J. J. Thomson to Schenectady

Great minds met in friendly and congenial intercourse on the occasion of a recent visit to Schenectady of Sir Joseph J. Thomson, of England, where he addressed the scientists of the Research Laboratory of the General Electric Company, recounting some of the important work that is being done in England under his guidance in the field of general research.

The life of Sir Joseph has been replete with achievement in the realm of science, and many honours have been conferred upon him for his contributions to the world's knowledge of fundamentals in the hidden processes of nature. Of the highest order of importance is the light he has thrown on the structure of matter. This he has shown to consist of positive and negative electricity, the negative existing in the form of minute particles or atoms of electricity now called "electrons." He was the first to study the properties of the electron, and succeeded in measuring its mass. He made quantitative measurements, moreover, whereas his predecessors in their work with vacuum tubes had made qualitative observations only. Entirely new experimental methods which he evolved for studying electrical phenomena in high vacuum have made possible the rapid advance in the field of Radio.

A Fellow of the Royal Society, a recipient of the Nobel prize, and of many other marks of official appreciation, he has applied his attainments to the education of his fellow countrymen. Forty years ago he was lecturer at Trinity College, the Cavendish professor in experimental physics at the University of Cambridge. He is now Master of Trinity College, and also professor of physics in the Cavendish laboratory.

Having in mind his background of accomplishment, it is of interest to record the modesty of his introductory remarks before the scientists whom he addressed on the occasion of his visit. "I feel very acutely," he said, "that the proper attitude of any visitor to this laboratory is that of a learner rather than a speaker. I have learned this morning very many

interesting things that I did not know before, and I should like to have spent all my time learning rather than in attempting to offer you something that I feel is not worthy of the occasion; but I thought that it might interest you if I spoke for a moment or two upon the efforts that we are making in England to imitate that movement in which you were pioneers and are the leaders, of the application of research to industry." He then sketched the work of his organisation in England, where research laboratories are not financed individually by industrial concerns, but where, with Government backing, he has been able to interest groups of manufacturers to contribute to the support of a laboratory for their research work. He then favoured his hearers with a discourse of rare interest on certain phases of his recent activities.

The distinguished visitor was entertained at dinner by the officials of the company, Dr. Langmuir, of the Research Laboratory, acting as toastmaster. It was his first visit to Schenectady, and with evident interest he made an inspection of the manufacturing plant of the General Electric Company.

While in America he was the guest of the Franklin Institute, and presented a series of papers before that body at their meetings in Philadelphia.

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Kulp Theft-Proof Electric Bulb

It is estimated that from 15 to 30 per cent. of the electric light bulbs used by railroads and industrial plants and in public places of all kinds are stolen. One railroad claims a loss of over 13,000dol. annually; another shows figures of over 3000 lamps lost in ten months. And the cost of the bulbs is exceeded by the cost in time and labour to make replacements. The Kulp theft-proof bulb is a device designed to prevent such losses, which is just being placed on the market by Lester Kulp, 143 West Austin-avenue, Chicago. The simplicity of the idea recommends it, as there are no guards, locks, keys, springs, or other mechanisms. It is a standard lamp in every way, that fits into any standard socket, complete in itself, and looks and is used exactly the same as any ordinary lamp. One contact is at the top, just as in an ordinary lamp. The other contact is a brass ring, fastened at the bottom of a porcelain plug. This plug has a groove which is filled with plaster of paris seal, to that the

lamp can turn freely in the shell, always maintaining electrical contact. The shell, however, cannot be turned in the socket. The shell being spun over the ring, screws up so close to the socket that fingers or tools cannot grasp it. Thus the lamp cannot be stolen or even broken in the attempt to steal it, thus preventing endangering circuits. When the bulb is burned out, it can easily be removed for replacement.

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Questions and Answers

Question.—Why do we have a more rapid circulation in a boiler equipped with arch tubes?—M.E.J.

Answer. — The circulation of water in a boiler is in the form of currents, the hot water rising and flowing toward the front end, while the cooler water sinks and flows toward the rear end. Warm water flowing upward between the flues and the cold water down in the space between the flues and the shell of the boiler naturally seeks egress through arch tubes, or in other words the tubes act to a considerable degree in the form of a suction, thus giving a more violent circulation.

Question. — How can we obtain the same travel (Walsehaert Valve Gear) in both forward and back motion?—L.E.

Answer.—The perfect equality of the valve travel, both in the forward and backward motions, is accomplished by having the suspension point of the link in line with a point between the combination lever's connection with the radius bar and valve rod, the line should be parallel with the valve rod and the same alignment should be maintained as nearly as possible in regard to the eccentric rod and the centre of the driving axle; in fact, the point of the connection of the eccentric rod should be parallel with the axle centres, but especially with the largest kind of cylinders, the perfect alignment of their points will necessitate an extra extension of the link arm, which in turn would require an excessive amount of eccentric throw, and hence the point of eccentric rod connection with the link arm is often at some distance above the centre line. However, the distorting influence of these variations is reduced to a minimum by the action of the combination lever, which being attached to the crosshead maintains the position of the valve with a degree of accuracy rarely equalled by any kind of mechanism where circular motion is changed to linear or reciprocating motion.

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Pay Roll Deductions

Members are notified that subscriptions will be deducted from the Departmental Pay Rolls for period ending April 5th (Pay Day, April 10th), when all subscriptions due to 30th June next will be deducted.

This course is being adopted to adjust financial year, which expires on the 30th June next.

The Melbourne Yard

How the Work of an Important Terminal is Conducted

Some years ago a well known writer on rail-roading pointed out that if the General Manager of a great railroad system actually saw one per cent. of his company's business moved it would be an occasion for comment. So, since the eye of the master is limited in its vision, other means of control for the property must be provided. Thus we find the operations of the system split into clearly defined units, and one of the outstanding units of our Service is the Melbourne Yard, which is a terminal of great importance in the linking up of the chain of our transportation system.

Collaterally with the development of the State, the traffic which now has to pass through or be dealt with in the Melbourne Yard has outgrown the available facilities, and whilst progress is being made, as rapidly as conditions will permit, with the provision of the requisite additional accommodation, right loyally and zealously do the Superintendent and his Staff strive to keep up their end in the wholesome endeavour which all Victorian Railwaymen are making to-day to give to their patrons and employers good service.

Mr. A. W. F. Smith, the present Superintendent of the Melbourne Yard, which includes Flinders-street and Jolimont, has grown up with the job, and so have his seven assistants who, with the Yard Foremen, numbering twenty-five in all, appear to know every inch of the tracks under their control.

The total staff of the terminal numbers 758, which includes, in addition to

the Superintendent, the Assistant Superintendents and the Foremen, 3 Engine Control Officers, 32 Clerks, 92 Signalmen,



Yard Superintendent's Office.

28 Block Recorders, 188 Guards, 317 Shunters and 22 Number Takers, the balance comprising Weighers, Lampmen, Point Cleaners, etc.

Quite recently the Superintendent and his Office Staff took possession of a new and up-to-date suite of offices, which are fitted with shower baths, lockers, writing rooms, etc., for the convenience of the Staff generally.

In the main section of the Goods Yard there are 52 tracks, including the gravity roads, and one section known as the East Yard is now in course of remodeling.

Although designed for a traffic of from 3500 to 4000 trucks per day, the average number handled at the Spencer-street Goods Terminal varies from 4000 to no less than 6500, according to season, the greatest number handled in one day last year being 6526 on 17th January, 1923, and in the present year 6497 on 1st February last.

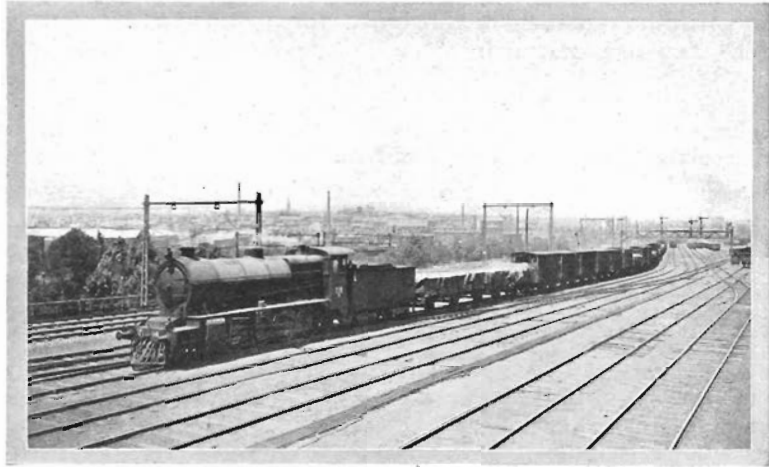
On an average about 70 trains are made up and leave the Yard per working day, and about the same number enter the Yard, the greatest number leaving the Yard on any one day being 90.

The Gravity scheme adopted is of the gradually descending type as distinct from the Hump Yards, which may be seen in various parts of America, where the trains are pushed by locomotives to the top of a rise or hump in the centre of the Yard, and the trucks, or cars as they are known in that country, are detached while the engines keep moving slowly, and gain sufficient momentum in a comparatively short run to take them the necessary distance along the roads, into which they are dropped for marshalling purposes, men who are called Riders travelling with each vehicle or rake of vehicles to manipulate the brakes, which are operated from the top of the car in manner similar to the braking of our "QR" trucks. These Riders are brought back in batches by electric trolleys to the Hump, so that men are always available to ride with the cars as they start off from the Hump for the various sorting roads. At the top of the Hump in the Chicago Yard, and extending across the tracks, is a signal box, from which the points are electrically operated.

With our system the use of an engine for the breaking up of trains on the Gravity roads is avoided, and the methods followed in dealing with the trains may be briefly described thus:—

Inwards Trains.

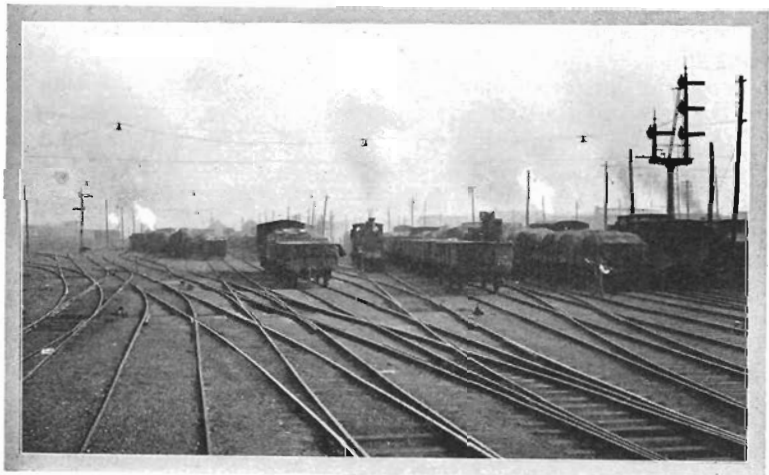
When a train arrives at a given point the Driver hands an advice card, which he has previously received from the Guard, to the Shunter in charge, who then advises the Assistant Superinten-



The 12.50 p.m. North-East Goods Train leaving the Yard

dent at the gravitation as to the composition of the train, and the section of the Yard in which the train is to be placed.

The train is then brought into one of



The Gravitation Neck

the receiving roads, and the engine is cut off and sent over the pit.

Another Shunter compiles a card indicating the various roads into which the vehicles are to be dropped, which

information he delivers to the Leading Shunter, who in turn hands a card showing the drops to each of the sectional Shunters attending to the bottom roads, and in order to expedite the movements and provide a check on the disposal of the tracks, the vehicles are chalked on the south end on the waybill side with the number of the road for which they are destined.

The Gravitation Neck.

When the trucks are released from the receiving roads and dropped on to the neck of the gravitation they are turned by the Shunters either direct to the Goods Shed or to the respective roads set apart for their reception to form outwards trains from the gravitation section, or for transfer to other sections or sidings for placing or despatch.

Outward Trains.

The loading is pulled out from the sheds and sidings at specified times by Pilot engines, which then shunt the loading out and assemble it in proper order for despatch by various trains.

Trains for the Northern, North-Eastern, Geelong, Ballarat and Fitzroy lines are made up on the lower level and new group sections, whilst trains for the Eastern system are made up in the new yard section. Williamstown, Coburg and various north suburban trains are made up in the gravitation section, and the loads for the Heidelberg, Victoria Park, Windsor, Kew, Burnley and Brighton Pilots are made up in the South Kensington gravitation.

A View of "A" Shed and where the N.E. Line Goods Trains are made up.

The necessity for marshalling the trains coming into the Melbourne Yard was never more necessary than it is now, as the traffic is increasing and the Yard accommodation has been re-

duced to make room for the alteration to the passenger lines. This is where co-ordination of effort can prove its worth. Apart from the need for always giving the quickest transit practicable to every truck whether loaded or empty, much time and worry can be saved to the men in the Melbourne Yard by properly marshalling the loading at the stations or sidings where it is picked up. Instructions have been issued in this regard which are explicit, and should be rigidly obeyed, otherwise the tempers of the Melbourne Yard Staff are sorely taxed, and an opening is left for the



"A" Shed and where the North-East Line Goods Trains are made up.

accusation that all is not as it should be, but Victorian Railwaymen should not, and will not, we feel sure, let this be said of them.

M.J.C.

The Source

There is laughter and sunshine and love in my home,
And you ask me to come to a rocky cleft set in the hills,
From whence a stream flows down a cliff to the valley, and fills
The well in your garden, a garden that lies by the sea?
Rather I think I would bid you to tarry with me,
Forsaking the quest that the rocks and their caverns afford.
For here in my garden, my garden of flowers, you see
The radiance and fulness my labour has graciously poured,
On my garden and me.



A Perfect Stranger

An interesting dialogue between a woman and a ticket collector, in which the woman got the better of it, is reported:

"I shall have to ask you for a ticket for that boy, ma'am."

"I think not."

"He's too old to travel free. He occupies a whole seat, and the train's crowded. There are people standing."

"I can't help that."

"I haven't time to argue the matter, ma'am. You'll have to pay for that boy."

"I've never paid for him yet."

"You've got to pay for him some time."

"Not this journey, anyway."

"You'll pay for that boy, ma'am, or I'll put him off."

"All right. Put him off if you think that's the way to get anything out of me."

"You ought to know what the rules of the line are, ma'am; how old is that boy?"

"I don't know—I never saw him before!"

—“Judge” (U.S.A.).

Not What She Meant

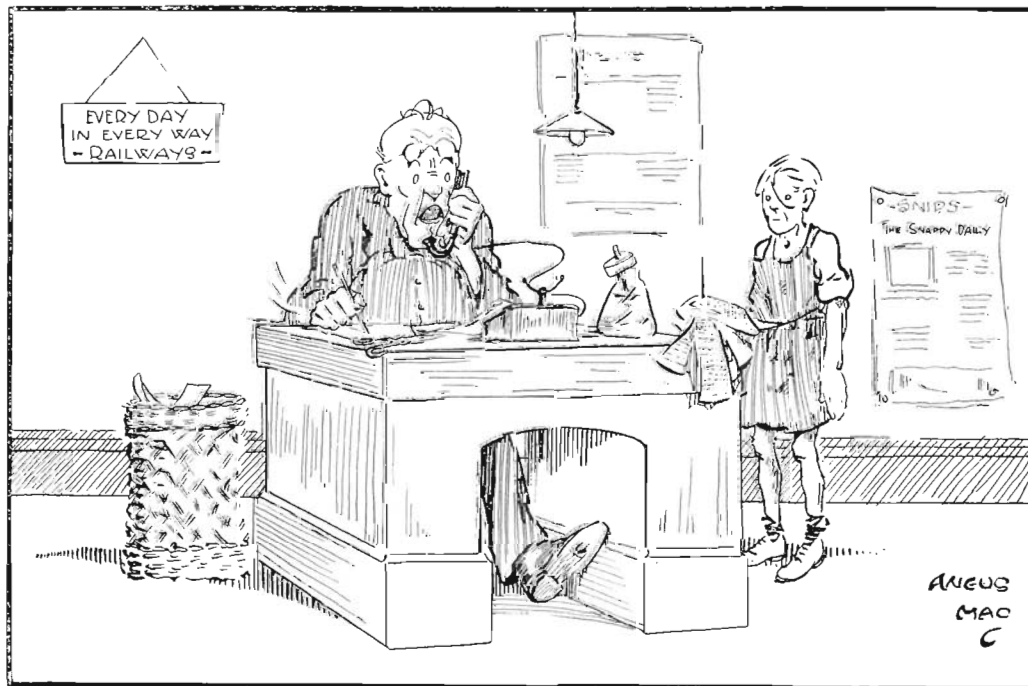
Being unable to find a seat on the overcrowded train, a large woman went into a smoking-carriage and sat by the door.

The man next to her, absorbed in his newspaper, continued to smoke.

"I was foolish enough to suppose," said she glowering at him, "that some of the men in here were gentlemen."

"Pardon me, madam," he answered, politely offering her a cigar.

An Irishman got out of a carriage at a railway station for refreshments, but unfortunately the bell rang, and the train left before he had finished his repast. "Hould on!" cried Fat, as he ran after the train like a madman. "Hould on, ye murderin' old stame-engine! Ye've got a passenger aboard that's left behind."



Editor to Sub-Editor: "What! No murders or accidents? Oh, well, have another go at the Railways!--Yes--about a column;--Make it pretty hot; couldn't get a seat coming in this morning!"



BOOKS AND NEW BOOKS.



More Studies and Sketches

"Gods of Grub Street"

By DELTA

"Gods of Modern Grub Street" is a thick, handsomely-made book of some 320 pages, including thirty-two portraits and as many impressions of contemporary authors. The impressions are by A. St. John Adcock, and the portraits by E. O. Hoppé. These latter are really portraits, not printings from blocks. They are a treat to the eye, and tell much. However, our place is with the impressions, which, by the way, are much more than impressions. They give the reader essential biographical details, in addition to an outline of the particular author's place in the scheme of things literary. Technically, they would be more correctly named appreciations, for these they are rather than criticisms.

Mr. Adcock is appreciative in the real sense, and in the popular sense too. He is never "smart" or acrid. He writes with a dignity none the less likeable because it is kindly. He never stoops to conquer, but walks the lofty levels as becometh the true narrator. There is no straining after effects—no double meanings, no maunderings or moralisings. Here in this admirable volume you get the plain unvarnish'd tale, and thus a happy escape from being mentally tied into knots, as is the ultra-modern way.

It is a diversified gallery—the selection of subjects ranging from gay to grave, from lively to severe. From Hardy, Kipling, Galsworthy, Masefield down to Mason, Sheila Kaye-Smith, Maxwell, Hope and Oppenheim we journey and cannot help judging it an uneven galaxy. Is it all a matter of taste where you place an author? Or of grace? Or is there some standard that matters ever and always? Who shall say? Reading recently Rose Macaulay's splendid novel

of events—and all linked with them—from the eighteen seventies to our own day I couldn't help being struck with many points bearing on the art of criticism, and especially by this passage on 1894: "To come, too, on reviews of Mr. Hall Caine's 'Manxman,' such as that by Mr. Edmund Gosse in the 'St. James's Gazette.' 'A contribution of literature; and the most fastidious critic would give in exchange for it a wilderness of that deciduous trash which our publishers call fiction. It is not possible to part from it without a warm tribute of approval.' But how possible it has now become! Indeed, in our times it has been known that a certain author, having in an unguarded hour committed to print an appreciation of Sir Hall Caine, and then having learnt his mistake, has changed his name and started life again, unable otherwise to support his disgrace." It will be to you a diverting pastime to recall the authors you remember as in the boom and now nowhere. Forgive this digression.

Mr. Adcock's impressions also treat of, among others, Bellöc, Bennett, Beresford, de la Mare, Drinkwater, Farnol, Doyle, Locke, Compton Mackenzie, Walpole, McKenna, May Sinclair, Milne, Wells, Zangwill. "Gods of Modern Grub Street" they are not in the strict analogy of belonging to "a low quarter in London inhabited formerly by poor authors." "Poor," applied to this company of more or less distinguished and wealthy writers, is economically unsound, as the Marxian agitator would say. My encyclopædia tells me that "as a noun Grub Street signifies poor, mean authors; as an adjective, mean, poor, low. The street is now called Milton Street." From the same useful source I learn that Macaulay wrote this sentence: "Johnson came

among them the solitary specimen of a past age, the last survivor of the genuine race of Grub Street hacks." George Gissing, you may remember, in "New Grub Street" (1890) really lived up to his title and its implied associations. Some book, and by a realist of artistry and strength! Find, if you can, his superior in the domain of the sombre.

As is your genuine booklover's implacable impulse I could wish to have available a few extra pages of this magazine in order to set before you the estimates of Mr. Adcock. To give you a nodding acquaintance with his manner and method, I quote from the sketches on Compton Mackenzie and Israel Zangwill:

"There is a lot of solemn and pretentious nonsense talked in the name of psychology. It is possible to make shrewd guesses, but no man can positively analyse the mind of another. When we think we are making a marvellous study of another's motives, we are studying the motives that would have been ours in his circumstances. Professor Freud, with his doctrine of psycho-analysis, has turned the head and choked the narrative vein of many an otherwise capable novelist who has felt a spurious sense of superiority in trying to graft the art of medicine on the art of fiction. There is truer psychology in Mackenzie's novels than in the precious novels of most of our professed psychologists. He has done bigger work than theirs with a more modest conception of the novelists' function. 'I confess that I like a book to be readable,' he once wrote; 'it seems to me that a capacity for entertaining a certain number of people is the chief justification for writing novels.' He deprecates this as 'a low-browed ambition,' but it was high enough for the great novelists of the past, and the pseudo-medical methods of Freudism do not look like producing any that are greater."

After dealing with Zangwill as "new humorist," delineator of the soul of the Jew, novelist and playwright—here describing "The War God" (1911) as the noblest, most impressive drama seen

on the London stage for years—we reach the following:—"If Zangwill's road has sometimes been difficult, one reason is that he has never gone with the crowd, never been afraid to go against the view of the majority. More than once he has got himself into trouble through championing unpopular causes. When it needed courage to come out openly in favour of Women's Suffrage, he supported it in the press and on the platform; for he is as witty and can be as devastating with his tongue as with his pen. And with all these activities he has found time to do a lot of spade work as President of the International Jewish Territorial Organisation, which aims at establishing Jewish Colonies wherever land can be found for them, and time to give practical service in Leagues and Committee that are doing what is possible to build up the peace and universal brotherhood that politicians are too busy to do more than talk about. From which you may take it that he does not put all his sympathies into the printed page, does not write one way and live another, but that his books and his life are of a piece, and if you know them you know him."

May I drop from this height to mention that the metaphorical Grub Street and Fleet Street are not synonyms, though they tend to overlap. Fleet Street is the journalistic haunt of ink and its notoriety, and is real as well as figurative. Like Downing Street, where the British Prime Minister resides, Philip Gibbs has labelled Fleet Street "The street of adventure." It might as aptly been termed "of misadventure."

We have received from the publishers, Sir Isaac Pitman and Sons Ltd., a newly-published work by Mr. Fras. Raynar Wilson, Assistant Engineer, Victorian Railways, entitled "Railway Signalling: Mechanical." In it there is set out an introductory treatment of the principles, methods and equipment for mechanical signalling on railways; the preparation of a signalling scheme; and the principles of interlocking—for railwaymen, students and others. It is a

companion volume to the author's work—"Railway Signalling: Automatic," published in 1922. The present book should prove to be a most useful Vade-mecum, for it is presented in a handy form, suitable to be carried about in the pocket. It is beautifully printed on fine surfaced paper and profusely illustrated with diagrams and pictures, suitably placed for ready reference, in following the text. Obtainable from Sir Isaac Pitman and Sons, The Rialto, Collins-street, Melbourne; price 3/6.

A Little Dead Bird

The celebrated Russian novelist, Turgeneff, tells a touching incident from his own life, which awakened in him sentiments which have coloured all his writings.

When he was a boy of ten his father took him out one day bird-shooting. As they tramped across the brown stubble, a golden pheasant rose with a low whirr from the ground at his feet, and, with the excitement of a sportsman, he raised his gun and fired, wild with excitement, when the creature fell fluttering at his side. Life was ebbing fast, but the instinct of the mother was stronger than death itself, and with a feeble flutter of her wings the mother bird reached the nest where her young brood were huddled, unconscious of danger. Then, with such a look of pleading and reproach that his heart stood still at the ruin he had wrought—and never to his dying day did he forget the feeling of guilt which came to him at that moment—the little brown head toppled over, and only the dead body of the mother shielded her nestlings.

"Father, father," he cried, "what have I done?" as he turned his horror-stricken face to his father.

But not to his father's eye had this little tragedy been enacted, and he said: "Well done, my son; that was well done for your first shot. You will soon be a fine sportsman."

"Never, father; never again shall I destroy any living creature. If that is sport, I will have none of it. Life is

more beautiful to me than death, and since I cannot give life, I will not take it."

Optimism

Walking in the spring along the coasts of Cornwall, and meditating on the subject of this paper ("Optimism and Immortality"), on a green cliff overhanging the sea, I came upon a flock of young lambs. Nothing can be imagined more beautiful; nothing, as I thought, more touching. The gay innocence of these young creatures, their movements of instinctive delight, their bleating, leaping, nuzzling, sucking, under the blue sky, testified to a confidence in the benevolence of the world into which they had been born, as characteristic of nature as it is paradoxical to reason. For, the universe they trusted so naively, what had it really prepared for them? The butcher's knife, or, at least, a slow transformation into mere sheep—stupid, unimaginative, burdened with the weight of years and wool. . . . The scene was typical; and as I watched it I considered with astonishment the course of nature—how in every kind, from the lowest up to man, generation after generation flings its children into the world; how these take up existence without misgiving or fear, and whatever disillusionment they may experience, are never for an instant deterred from handing on the questionable gift of life to others, who receive it as blindly and trustingly as they themselves had done. It is this attitude of unquestioning confidence that I wish to indicate by the word "optimism." In animals it appears to be instinctive; and commonly it is so in men. — G. Lowes Dickinson ("The Hibbert Journal").

Our health means our happiness. It involves our mental, physical and financial well-being.

Have Clean Air.

Clean Teeth.

Clean Habits.

Properly Prepared Plain Food.

Proper Rest and Exercise.

Kill All Rats, Fleas and Flies—they spread disease.



SPORT.

Interstate Railways Tennis

The South Yarra Lawn Tennis Courts, with their well-kept grounds, surrounded by flowers in all their beautiful autumn tints, and surmounted by their finely equipped Club House, presented a gay picture on the opening day of the 4th Annual Tennis Contest between the New South Wales and Victorian Railways Tennis Teams for the "Blanch" Cup.

The scene of gaiety was added to by the presence of a number of the fair sex, including lady visitors from New South Wales, the beautiful day giving them one of the few opportunities they have had this year of appearing in their summer finery, and who made the day quite a social function.

The fine view of the surrounding open country and glimpses of the Yarra winding in its course gave an added zest to the enjoyment of the official luncheon, which was served in the Club House, and presided over by Mr. J. S. Rees.

Mr. Blanch, Chairman of the Staff Board, New South Wales, and manager of the team, in proposing the toast of the N.S.W. and Victorian Railways Commissioners, reminded the company that it was through the kindness of the Commissioners in each State that they were able to meet there that day in such happy circumstances. The Commissioners had always extended every courtesy to the Tennis Teams, both in Victoria and New South Wales, and no doubt they recognised it was for the good of the Service in each State to encourage their officers to meet in the sporting arena.

Mr. Miscamble, in reply, said it gave him great pleasure to be at such a happy gathering, and it was his opinion that such meetings of Inter-State representatives on the sporting field promoted the interests of the respective Departments. His experience was that men who participated in games of sport were able-bodied, clean-minded men, whom any Department would be proud of.

Mr. Evers, in submitting the toast of the Teams and the Visitors, referred to the prominent place which Tennis has attained, not only in the Commonwealth but in the other countries of the world, and also to the possible influence, by the intercourse between representatives of the different Nations in the Davis Cup Contests, on the preservation of world-wide peace.

Mr. Evers referred in a humorous vein to his position as proposer of the toast of the Visitors, inasmuch as he was welcoming the President, Secretary, and members of the South Yarra Club in their own home.

Suitable responses were made by Messrs. Hall and McIver, Captains of the respective teams, and the Honorable E. Jowett, President of the South Yarra Club.

The Chairman of the gathering, in proposing the toast of the South Yarra Tennis Club, thanked the Officials for the kindness and courtesy they had extended to the Railways teams, and Mr. H. H. Haynes, Secretary of the Club, suitably responded.

On the Tennis Courts, New South Wales again proved too strong for Victoria, and won eleven of the sixteen rubbers played, thereby entitling them to re-



N.S.W. TEAM

Messrs Carroll, Muller, Ashcroft, Blanch (Donor), Hatherly, Hall (Capt.), Davey, Boulton (Emergency).



VICTORIAN TEAM

Messrs. Stantke, Melhuish, Stenning (Emergency), Baird, Latham, McIver (Capt.), Cobham.

tain the Cup for another year. The unsettled weather prevented the remaining five rubbers being played.

The scores were:—

Doubles—

Carroll and Hall (N.S.W.) v. McIver and Stantke (Vic.), 6-1, 6-2.

Carroll and Hall (N.S.W.) v. Melhuish and Letham (Vic.), 6-4, 6-4.

Carroll and Hall (N.S.W.) v. Cobham and Baird (Vic.), 6-4, 6-2.

Hatherly and Ashcroft (N.S.W.) v. McIver and Stantke (Vic.), 6-4, 9-7.

Hatherly and Ashcroft (N.S.W.) v. Cobham and Baird (Vic.), 5-7, 7-9.

Hatherly and Ashcroft (N.S.W.) v. Melhuish and Letham (Vic.), 6-2, 2-2 (unfinished).

Davey and Muller (N.S.W.) v. McIver and Stantke (Vic.), 6-4, 4-6, 4-6.

Davey and Muller (N.S.W.) v. Melhuish and Letham (Vic.), 6-2, 7-5.

Davey and Muller (N.S.W.) v. Cobham and Baird (Vic.), 3-6, 5-7.

Singles—

Carroll (N.S.W.) v. McIver (Vic.), 6-0, 6-1.

Carroll (N.S.W.) v. Stantke (Vic.), 6-4, 6-2.

Hall (N.S.W.) v. McIver (Vic.), 6-2, 3-6, 0-6.

Hall (N.S.W.) v. Stantke, 6-1, 9-7.

Hatherly (N.S.W.) v. Cobham (Vic.), 6-3, 2-6, 6-2.

Ashcroft (N.S.W.) v. Baird (Vic.), 6-3, 6-0.

Davey (N.S.W.) v. Letham (Vic.), 6-3, 8-6.

Muller (N.S.W.) v. Cobham (Vic.), 0-6, 4-6.

New South Wales—11 rubbers, 25 sets, 198 games.

Victoria—5 rubbers, 11 sets, 148 games.

When I Was a Bird

I climbed up the karaka tree
 Into a nest all made of leaves,
 But soft as feathers.
 I made up a song that went on singing all by
 itself,
 And hadn't any words, but got sad at the end.
 There were daisies in the grass under the tree.
 I said just to try them:
 "I'll bite off your heads and give them to my
 little children to eat."
 But they didn't believe I was a bird;
 They stayed quite open.
 The sky was like a blue nest with white
 feathers,
 And the sun was like a mother bird keeping
 it warm.
 That's what my song said, though it hadn't
 any words.
 Little Brother came up the path, wheeling his
 barrow.
 I made my dress into wings and kept very
 quiet.
 When he was quite near, I said: "Sweet,
 sweet!"
 For a moment he looked quite startled;
 Then he said: "Pooh! you're not a bird; I
 can see your legs."
 But the daisies didn't really matter,
 And Little Brother didn't really matter;
 I felt just like a bird.

—Katherine Mansfield, in "The Adelphi."

A Railwayman's Athletic Association

By "SPORT"

The fact that, throughout the Department, from time to time, are held matches in various games within and between the Branches, suggests the idea that by organisation much could be done in the way of building up within the Department an Athletic Association, which could accomplish a great deal in promoting a system of competitions, which would give Railwaymen opportunities for healthful recreation, and produce a camaraderie amongst the employes which does not at present exist. Any contests which now take place are arranged in a haphazard manner, and are conducted in a free and easy style, which, while being enjoyable from a social point of view, do not produce that keen feeling of competition which would result from regular contests.

The organisation of a Sports Association is well worthy of consideration. In the service of the Department at the present time are many athletes, who have distinguished themselves in the various branches of sport, and whose names are prominent in the Athletic arena. Why should not these men belong to Railway Clubs, and why should not Railwaymen have teams representing them in all the branches of sport? We read of Rowing Clubs bearing the names of the Banks, Merc's, etc. Why not a Railway Rowing Club, and Railway Football, Cricket, Tennis, Lacrosse, and other Clubs? All these could be brought into being under the aegis of a well-organised Athletic Association, and developed as the result of Inter-Branch competitions. The idea is by no means a novel one, being in existence amongst the employes of many large Railway Companies throughout the world—particularly America, where Railway baseball teams receive the support and patronage of the highest officials of the Companies which they represent, and their contests create an interest which is not excelled by that in regard to the prowess of any other contestants. To these men the Railway service is more than merely the "Shop," which provides them with their daily sustenance—it is their field of daily life—and their toil is portion only of their activities in it.

The Victorian Railways constitute a high service, and it is true that it does provide for its employes other pleasures besides work (and work is a pleasure—properly regarded); it provides school classes, libraries, reading-rooms, concert halls, concert dramatic societies, musical societies, bands, etc. The employes in country districts are now feeling the real benefit of the wide-spreading activities of our Institute. What a great thing is our gymnasium, and what an asset to an Athletic Association.

It is fair to assume that such an Association would receive the whole-hearted support of quite 75 per cent. of the employes in the Service. The activities of the various Clubs would create an intense interest which would be State-wide. Already Inter-State contests in tennis, etc., which are conducted in a small way, command a considerable amount of attention; how much greater would this be under the organisation of such an Association as that advocated in the foregoing.

It is not too much to hope that at a distant date the Association would be in a position to acquire its own Sports Ground. The advantage of such a ground are too apparent to require stressing. Every department of sport indulged in could be catered for—nothing is too big or beyond the capacity of the great Railway Service if approached in the proper spirit, and regarded from the correct angle. One immediately has the vision of a boat shed, a miniature rifle range, a band stand, and delightful summer evenings, with all fresco concerts, and band concerts, with a community of Railwaymen, with an interest in all things Railway.

This article is contributed in the hope that it will arrest attention, and call forth comments from those who can visualise such an Association as an activity.



Marry the Right Girl

By "Mopoke"

My advice to young men about to marry is to make certain that you have chosen the right girl. Marriage will be a failure if you have chosen indiscreetly.

I am moved to make this remark after hearing fully of the case of John Blank, who is a labourer in the Railway Department, and a thoroughly decent man.

John loved too well, and, therefore, not wisely, a city girl whose mind was full of fashionable trifles, and but little else. May Charteris certainly liked John, who was in his youth, a fine handsome fellow, with a big reputation as an athlete at the Railways Institute. She liked him so well that almost any summer evening she could be seen parading with him on the St. Kilda Esplanade. She seldom saw John in his working clothes, so she did not know at the time that John was not a city man by inclination, but had his mind set on a little home in the country, even if it were a departmental residence in the hills.

John, indeed, came of a farming family, and loved all the animate and inanimate things in the country. He was one of those mute, inglorious Miltons who are poets secretly, because of the lack of the gift of expression. He felt the beauty of rural and mountainous scenery, but could not have translated his feelings into a verbal description, illuminating to another person. He was also particularly fond of horses and dogs.

How John came to be a railway labourer I am not aware. I think his people failed at farming in the early days of Mallee settlement, and that he decided to become a line repairer until he could improve his position. When he met May he was in a fair way to become a ganger, and when he got that position he intended to apply for transfer to a mountainous district. His craving for majestic scenery was about as great as that of a hungry dog for a bone.

I hope I have pictured John fairly well. He was a good fellow, a bit hot-tempered at times, but usually under strict self-control. He had acquired discipline at the Railways Institute, while a candidate for boxing and wrestling honours.

May, as I have indicated, was a butterfly. She was not so much in love with John as in love with Love, which is merely a matter of sexual attraction. She desired to be petted,

adored and cared for by a handsome young man, and John fulfilled all these conditions. I think that from the first he regarded May as a superior being. She was so dainty and so lively, and so well dressed. So unlike his country-bred sisters, with faces burnt by the sun, and with hands roughened by labour in the farm-house and in the fields. Good girls, rather good-looking in a rustic way, but not at all up to the standard of a charmer like May, who was immaculate in appearance.

So now you have the pair of them. John, the honest lover, with yearnings for the country; and May, the city girl, with yearnings after "a good time," a wedding ring, and the importance of a married woman.

I shall never forget the shock I received when I first visited John and May in their country home. They had then been married three years, and there were two children—a boy, the elder, and a girl. Delightful, healthy children; but I noticed at once that May did not care for them enough to sacrifice herself for their welfare. In the two or three days I stopped with them, May told me continually of her longings to return to the city, and her determination to give John no peace until he had applied for a transfer. I saw John wash and dress the children uncomplainingly, saw him "wash-up" after evening meals, and also saw him sweep out the house. I got up at dawn, and discovered him washing his own working clothes in a galvanised iron tub he had placed on a stand at the tank.

Poor John! He never complained to me, but I knew that he realised his terrible mistake.

The next time I saw him was in response to an urgent message. May had left the pretty home, with its flowers and vegetable gardens, the sweet-smelling cow, the nice horse and trap—left everything to follow her own desires. John did not tell me much, but I got to know him well the few days I spent there, helping him with the children and the housekeeping. When I secured for him an elderly woman as housekeeper, he was very grateful, and said he did not care for himself, but was anxious for the welfare of the children. I left him with tears in my eyes.

"Do you remember," said Miss Antiquitie to Colonel Crabtree, "how, when you were a young man, you proposed to me and I rejected you?"

"It is one of the happiest recollections of my life," said the Colonel, with an air of gallantry. And Miss Antiquitie is still wondering.

Humours of Railway Tunnels

If tunnels could speak, what could they not say? They might reveal crime upon crime, telling of aged aristocrats pitched out of trains (minus watch and pocket-book), suicides taking their final leap amongst the wheels, obstructions placed across the metals to wreck the express, and tired railwaymen overtaken and struck down in their subterranean short-cut to home. All these and many more harrowing incidents could they relate, but it is exactly the opposite side of the picture we wish just now to exhibit.

To lovers, the railway tunnel is a regular paradise. These mortals can't always have an engaged compartment (they may not have a half-crown to spare, or the guard may not be able to find room), and even with this luxury they get scared at the whiz of passing stations (always seemingly crowded) and signalmen in their isolated boxes, which seem like rows of sentinels spying at them. The tunnel is, therefore, their favourite retreat.

There are, however, tunnels short and tunnels long, and the latter may be subdivided into two classes, namely, kind and unkind. The short tunnel permits of only a squeeze of the hand. It is never thoroughly dark, and lovers are accordingly always on the alert. The long tunnel is more propitious, and the impenetrable gloom generates courage. Arms, heads, and lips meet in the delicious obscurity, and fates get there and then sealed. The seconds of bliss appear to be spun out to years; the rattle of the wheels sounds like the raging world without; and the engine, as the train emerges into the light, crowns all with its uncouth scream, which says as plainly as can be, "Bless you, my darlings!"

Such is the kind tunnel; and now for its unkind brother. It plays all sorts of pranks. There may be an opening in the roof shortly after entering it, which startles and gives distrust for the remainder of its course, or it may contain a series of ventilating shafts admitting the light of day; or, again, the sides of the tunnel may be studded with reflecting lamps. All this is very annoying. It looks as if done on purpose, and suchlike interference has spoilt many a good affair at the critical moment. But the glare from a passing train or the roar of a locomotive will play similar havoc.

There is no doubt whatever about the supremacy of the long dark tunnel, and lines having a fair sprinkling of them along their route will find their dividends ascend by publishing the fact in their time-tables (and in large posters, if desirable), stating, of course, the length and duration of the submerged journey, and the nature of the internal fittings in regard to roof holes and prying lights.

Tricks are not infrequently played on these turtle-doves. A wag in a crowded compartment, on entering a tunnel, will chirp in an insinuating sort of way by placing his lips on the back of his hand to resemble a smack, and on emerging the embarrassment of the loving ones baffles all description. In fact, the blushes of the innocent pair will not have subsided for the next ten miles of the run.

Are Second Marriages Unpopular

There are many people by whom the idea of second marriages taking place is received with great disfavour, and who think that only under exceptional circumstances should a man or woman marry again. Doubtless it would tax the ingenuity of not a few who hold and propagate these somewhat severe opinions to give adequate reasons for their line of argument. Are second marriages really unpopular? If so, why?

To the first question the writer ventures to say at the outset that amongst those who contract them they are not, if, indeed, they are not exceedingly popular. Strange to say, too, those who have been unhappily mated once are often the most eager to try their fortune in the matrimonial market a second time.

There are numerous reasons why second marriages are more likely to prove happier, and consequently more popular, than first. Contractions of the latter kind are too often made when neither party is sufficiently capable of selecting or accepting the right partner for life. The majority of unions are arranged by young couples who have not for more than a year or two ceased to be children in the eye of the law. Being young, they know better than their elders, and consequently ignore all advice. Too late they learn that a pretty face, a handsome presence, or "taking" ways, are frequently but delusions and snares; that something more substantial, more enduring, is required for two people to be yoked together to the matrimonial plough without feeling undue friction or restraint.

When men and women think of entering married life for a second time, in general the scales have been removed from their eyes; they see things as they are, and not as the charmed kaleidoscope of youth once presented to them. The allurements which caught their juvenile fancies are as easily seen through as the meshes of a net; as old birds they are not to be caught by every bit of chaff blown by the wind across their path. True, they may have lost much of the fiery and passionate love of youth—as a matter of fact, they have; the faster a fire blazes, the sooner is it burned out; but in its stead they have gained experience, and a calmer, more lasting affection takes its place.

Once bitten, twice shy; dangers known are more easily avoided. Few besides fools fail to profit by experience. A man seeking a second wife thinks more about her suitability as a companion than as an ornament; the sweetness of her disposition and her adaptability for domestic life have more weight with his choice than the beauty of her face or the stateliness of her carriage.

Likewise, a woman, before she accepts number two, is actuated in her decision more by a man's character for steadiness and sobriety, kindness and integrity, than for his reputation as a rake or his ability to "mash."

Second marriages are often considered unpopular because it is said a person cannot love twice. Well, granted. The difficulty, how-

ever, with our complex natures is to know when we really loved for the first time. It may be—it probably is—that the one we first wooed was not the one for us; that we acted conscientiously, of course, but our feelings misled us. Passion is frequently mistaken for love; love is never mistaken for passion. All marriages should be for love, but unfortunately all love marriages are not happy. Paradoxical as it may seem, it is not always those we love most with whom we best get on; marriage requires other qualities as well to make it a success.

Nearly everyone will admit that there is no existence on this sublunary sphere combining so many advantages or productive of so much felicity as a really happy married life. There is, therefore, every excuse for those having failed once tempting Fortune again; while those who have succeeded the first time are still, should occasion arise, more likely to try their luck for a second time. And instead of second marriages being considered unpopular, and unkind remarks passed on those who contract them, ought not the very reverse to be the case?



Worth Knowing

According to the latest South African papers, a spectacular feat of engineering—the Vaal River barrage—is now completed. This barrage across the river consists of 35 piers, each pier being 8 feet thick, 34 feet 6 inches high, and 55 feet long, checking the flood of the river, and creating a lake 40 miles in length, with a surface area of 6½ square miles. The estimated number of gallons of water contained in the lake is 13,500,000,000 gallons, ensuring a continuous supply of water for the Witwatersrand.

Russia contains nearly the whole of the world's supply of platinum, a rich deposit of which has been unearthed by American engineers in the Ural Mountains. This wealth of platinum enabled the late Czar to make a most unusual gift soon after the alliance with France was sealed. He presented his allies with a map of France fashioned of jewels and precious metals from Russian sources. The background is of polished jasper; rubies, emeralds and such-like gems mark the chief towns of departments; and the courses of all the rivers are shown by strips of platinum. The map was placed in the Louvre, where it still remains. It is a metre square, and at the time the gift was made was estimated to be worth half a million sterling. At present values it would probably realise twice that amount.



Eggs 10,000,000 Years Old

The third Asiatic expedition of the American Museum of Natural History is bringing to Peking two dozen dinosaurs' eggs, estimated to be 10,000,000 years old, says the "Daily Express."

Nine tons of fossils were gathered during a 3000-mile journey in Mongolia. The thousand specimens of prehistoric reptile life which the expedition found include 500 of the most valuable fossils.

Dr. Osborne, America's greatest palæontologist, who is in Peking, says that the feature of the expedition was the discovery of numerous specimens of terrestrial reptilian life, demonstrating beyond a doubt that Mongolia was always relatively high and dry, and was the centre for the dispersal of animal life to Europe.

The American scientists found no five-toed horse, and were unable to prove that the Garden of Eden was located at the base of the Altai Mountains, in Mongolia and Siberia, but they are still hopeful.

Dinosaurs were colossal land reptiles which once roamed in every part of the world. The cast of a skeleton in the Natural History Museum is 84 feet long. Fragments disinterred in East Africa were apparently relics of a beast even twice that size.



There is drought in my garden—
Its beauties are withered and chill—
Its harmonies silent—
Its bowers all empty and still—
And I am alone!
I would follow your pathway,
The path that leads into the hills,
And up to the mountains above,
And search for the Source, and the course
Of the water that fills
Your home with bright blossoms,
Your thought with the sweetness of love.

—Robert E. Key.



Wish and Will

Scatter thy wishes, and their arrows fall,
Broken and spent, beneath Fate's frowning
wall;
Forge from their fragments one sharp spear
of will,—
The barriers frown, but thou shalt pierce
them still!

—Priscilla Leonard.



Joy in the Morning

Lay your knotted cares away,
When the hours are growing late;
You shall find at break of day,
The tangled skein is smooth and straight.



Picturesque Victoria

Escorted Tours

A method of making enjoyable holiday tours which has won great popularity in the past is that of joining one of the Government Tourist Bureau's personally conducted tour parties which are organised from time to time to visit one or other of the popular tourist resorts of the State. The opportunity is thus afforded to would-be holiday-makers of spending a vacation under the ideal conditions incidental to excursions in which all arrangements for the travelling in comfort and convenience of members of such parties are made for them.

Members are being enrolled now for five of these justly popular Autumn trips. Two to the charming Gippsland Lakes, the finest chain of inland waters in the Commonwealth, including a very interesting one-day trip to the Buchan Caves; and three to Mount Buffalo, the piece de resistance of Victoria's scenic pictures. An experienced officer of the Bureau accompanies each trip, and every care is taken to ensure enjoyment to all those included in the different parties. A varied and interesting itinerary is planned for the period of stay in the centre visited, consequently the outings are well within the capabilities not only of young folks, but also those of middle and even later years.

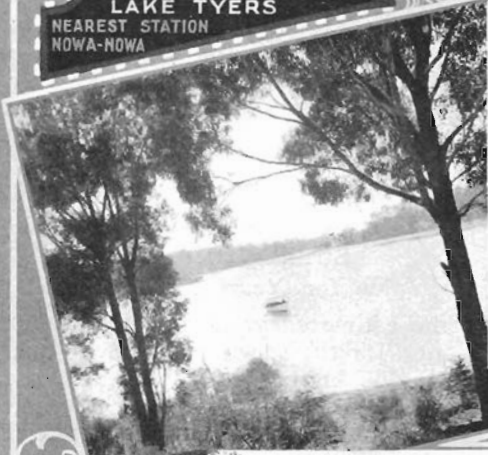
The Lakes and Caves.

The dates fixed for the trips to the Lakes are 29th March and 3rd May, and parties will leave Melbourne on these dates by the morning train for Bairnsdale. Cabs are in waiting here to convey tourists and their luggage through the town to the steamer wharf on the Mitchell river, and a start is made at 4 o'clock for the concluding stage of the day's travel by water to Lakes' En-

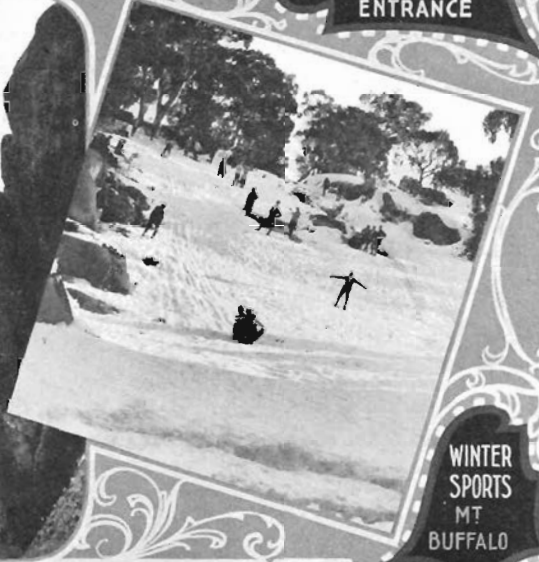
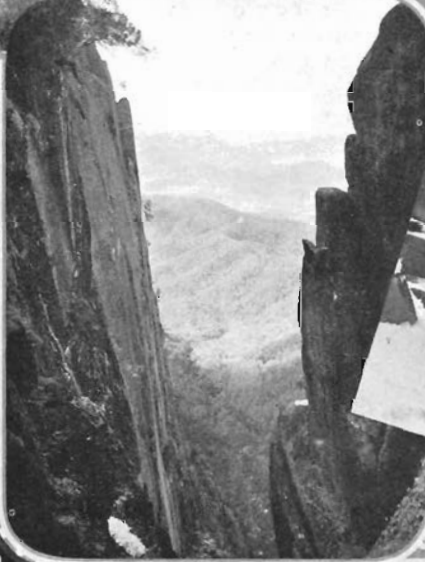
trance. For the first ten miles of the run the boat's passage is along the course of the Mitchell river, running between picturesque banks fringed with graceful willows. From the upper deck one may look beyond the narrow strip of land forming the bank on either hand, and see the sparkling waters of Jones Bay and the greater area of Eagle Point Bay and Lake King on the South. Emerging from the mouth of the stream a course is steered for Metung, on Bancroft Bay. Tambo Bluff is passed just prior to arriving at Metung, and from here the channel narrows, and the nearer banks lend greater interest to the trip. Soon after leaving Metung, Jemmy's Point is reached, and on its summit is Kalimna, 260 feet above lake level, and looking from this altitude through the entrance out to sea. The steamer journey terminates at the lakeside township of Lakes' Entrance, and members of the tourist party are met at the wharf and conveyed to the houses of accommodation at which they are to stay during their visit.

The succeeding days are pleasantly occupied in carrying out the itinerary for the tour, which includes visits to the Back Lakes, the Ocean Beach, the North Arm, Lake Tyers and the Aboriginal Station and the Buchan Caves. When at length the all too short week draws to a close and it is time to leave behind the restful charm of the lakes, the homeward journey is made by way of Lakes King, Victoria and Wellington to the Thompson river and along the course of this fine stream to Sale, where, on arrival, cabs convey the travellers from the wharf to the railway station, where the afternoon train is taken for Melbourne.

**NOWA-NOWA ARM
LAKE TYERS**
NEAREST STATION
NOWA-NOWA



**GIPPSLAND LAKES
ENTRANCE**



**NORTHCOTE
CREVASSE
MT. BUFFALO**
NEAREST STATION
POREPUNKAH

**WINTER
SPORTS
MT.
BUFFALO**



**MITCHELL
RIVER
BAIRNSDALE**

Mount Buffalo.

Three tours—on 25th April, 23rd May and 20th June—have been arranged for Mount Buffalo, and on these dates tourist parties will leave Melbourne by the Albury express for Wangaratta, changing here into the branch line train for Bright, where the night is spent and the journey continued by coach next morning to the Plateau. The twenty-mile drive up the Mount is not the least interesting part of the trip. The road crosses the Buckland river and on to the Eurobin Creek, which it follows up stream to the bridge, near to which are the pretty Eurobin Falls, one of the first points visited by tourists. From here the ascent may be said to begin, the road twisting and turning, ever upward, for about twelve miles, in which an elevation of 4500 feet is attained. On the journey a halt is made for lunch at Mackey's Lookout, a rustic shelter house from which the travellers have a glorious view of the distant ranges. The commodious Government Chalet, the headquarters of tourists whilst on the mount, is reached in the early afternoon, and on each day during their stay they are guided to one or other of the many features of botanical, geological or scenic interest, occupying whole or half-day trips, according to distance, and affording opportunities for pleasant picnic meals and easy walks or drives through charmingly picturesque environment to points of interest from which magnificent landscape views can be obtained. With the exception of Buffalo's highest peak—The Horn, 5645 feet—all the more striking features of the Plateau lie within walking distance of the house. The trip to The Horn forms a solid walk for the young and vigorous or a pleasant drive for those of riper years.

The evenings are spent in social intercourse, enlivened by music, song and story, and the hours pass all too rapidly for those who are spending a brief but enjoyable holiday in the exhilarating atmosphere of the Plateau.

The final day of the tour is devoted to the return journey. The descent of the mount is commenced soon after breakfast, and Bright is reached at about noon, lunch being obtained here before entraining for Melbourne after a week

packed with pleasant recollections of enjoyable outings.

In planning these and similar tours no effort is spared to ensure that visitors see the districts to best advantage, and travellers cannot fail to be impressed with the knowledge that within the State are to be found, at a minimum of cost, such easily attained pleasures.



Victorian Products

Striking Increases.

Value for Year, £101,000,000.

The estimated value of Victorian production for the 12 months ended June 30 was made known in a statement issued on the 14th March by the Government Statist (Mr. A. M. Laughton). Under the heading of cultivation, wheat was shown to have realised £8,031,875; oats, £1,416,355; barley, £298,792; potatoes, £1,040,662; hay, £6,327,338; green forage (exclusive of area under sown grasses), £512,255; raisins (ordinary), £132,308; raisins (sultanas), £555,059; and fruit grown for sale in orchards and gardens, £1,172,325; total, £21,197,026.

Dairying and pastoral products were worth £25,178,480. These embraced:—Milk, £1,995,280; butter, £6,660,600; condensed, concentrated, powdered milk, etc., and casein, £1,434,720; cattle, £3,384,270; pigs, £1,280,040; sheep (without wool), £3,752,600; wool, £6,380,600.

Mining produced £1,665,881, coal being of the highest value, with £695,430. Stone from quarries realised £468,468, and gold £453,962. Forest products realised £2,001,620, and miscellaneous (including poultry and eggs, £4,315,810), £4,782,561.

The total value of primary products was £54,835,568. This, with the manufacturing value added during process, namely £46,355,814, made the grand total £101,191,372. A summary for the years 1918-1919 to 1922-1923 shows an increase for the last year of £8,105,047, although in 1920-1921 the total was £97,059,593.

Figures showing the value of production per head of population set out that primary products realised £34/9/8; manufacturing value added during process, £29/3/-; dairying and pastoral, £15/16/8; and cultivation, £13/6/7. The total value per capita was £63/12/8.



Teddy's Query

"One brother was tall and slim.
The other chubby and short,—
Teddy sat looking at them one night,
Apparently lost in thought.
"Mamma," he asked at length,
"Which would you like the best—
For me to grow north and south, like Tom,
Or like Willie, from east to west?"

He Saw the Finish

Little Leonard, while out walking with his nurse, saw a blacksmith shoeing a horse, and upon returning home said: "Mamma, I saw the man who makes horses to-day."

"Are you sure you did?" asked mamma.
"Of course I am," replied Leonard. "He had one nearly finished when I saw him. He was just nailing on his hind feet."

Saying Good-bye

The Turk will solemnly cross his hands upon his breast and make a profound obeisance when he bids you farewell.

The genial Jap. will take his slipper off as you depart, and say with a smile: "You are going to leave my despicable house in your honourable journeying—I regard thee!"

In the Philippines the departing benediction is bestowed in the form of rubbing one's friend's face with one's hand.

The German "Lebe wohl" is not particularly sympathetic in its sound, but it is less embarrassing to those that speeds than the Hindoo's performance, who when you go from him falls in the dust at your feet.

The Fiji Islanders cross two red feathers. The natives of New Guinea exchange chocolate. The Burmese bend low and say "Hib! Hib!"

The 'Auf wiedersehen' of the Austrians is the most feeling expression of farewell.

The Cuban would consider his good-bye anything but a cordial one unless he was given a good cigar. The South Sea Islanders rattle each other's whale teeth necklace.

The Sioux and the Blackfoot will at parting dig their spears in the earth as a sign of confidence and mutual esteem. This is the origin of the term "burying the tomahawk."

In the islands in the Straits of the Sound the natives at your going will stoop down and clasp your foot.

The Russian form of parting salutation is brief, consisting of the single word "Praschai,"

said to sound like a sneeze. The Otaheite Islander will twist the end of the departing guest's robe and then solemnly shake his own hands three times.

Be anxious when you relate anything to tell it just as it occurred. Never vary in the least degree. The reason why our ears are so often saluted by false reports is because people in telling real things add a little to them, and as they pass through a dozen mouths the original stories are turned into something entirely different.

Sayings of Children

A small girl of three years suddenly burst out crying at the dinner table. "Why Ethel," said her mother, "what is the matter?" "Oh," whined Ethel, "my teeth stepped on my tongue."

Teacher: "Bessie, name one bird that is now extinct."

Little Bessie: "Dick!"

Teacher: "Dick? What sort of a bird is that?"

Little Bessie: "Our canary—the cat extincted him!"

A lady was once teaching her little girl how to spell. She used a pictorial primer, and over each word was the accompanying illustration. Polly glibly spelled "o-x-, ox," and "b-o-x, box," and the mother thought she was making "very rapid progress," perhaps even too rapid. So she put her hand over the picture, and then asked: "Polly, what does o-x spell?" "Ox," answered Polly nimbly. "How do you know that it spells ox?" "Seed his tail!" she responded.

Parts of Speech in Rhyme

The following rhyme was written by James Buchanan, the first master of the first infants' school in Scotland, and of the first in England:—

Three little words we often see,
Are Articles—a, an, and the.
A noun's the name of anything—
As school or garden, hoop or swing.
Adjectives tell the kind of noun—
As great, small, pretty, white or brown.
Instead of Nouns the Pronouns stand—
Her head, his face, my arm, your hand.
Verbs tell of something being done—
To read, write, count, sing, jump, or run.
How things are done the Adverbs tell—
As slowly, quickly, ill, or well.
Conjunctions join the nouns together—
As men and children, wind or weather.
A Preposition stands before
A Noun—as in or through a door.
The Interjection shows surprise—
As oh! how pretty; Ah! how wise.
The whole are called Nine Parts of Speech,
Which reading, writing, speaking teach.



Personal.



Wedding Bells

Wedded at St. Francis' Church, corner of Lonsdale and Elizabeth streets, Melbourne, on Saturday afternoon, March 1st, Mr. Thomas J. Archibold, of the Accountancy Branch, and Miss Chrissie Archer. Mr. Archibold, in his spare moments, has acquired considerable prowess as a golfer. Handshakings, toasts and expressions of goodwill filled in the time between the wedding and the young couple's departure for the Blue Mountains, where the honeymoon is being spent. In the meantime the groom's fellow-officers are turning out their pockets and putting their heads together to make a bumper presentation on Tom's return to duty. By the way, what a reign of popularity the Blue Mountains enjoy among the newly-weds.

Mr. J. Upfill, a popular Officer of the Train Running Room at Flinders-street, was recently married. His colleagues in the room, as well as his many friends, extend their hearty good wishes for the happiness of the young pair. Mr. Upfill was a "Digger," and had four years' service with the A.I.F., where he won distinction not only in the front line, but as an all-round athlete. His brother Officers, with whom he is very popular, made a suitable presentation, each Officer speaking in glowing terms of their colleague. Mr. Upfill suitably responded.

Mr. N. F. Grant, Clerk, Melbourne Goods, celebrated his marriage on 5th January last, and was the recipient of many congratulations from the staff there. He was presented by Mr. W. H. Frilay, O.-in-Ch., of Outwards Office, with a clock and silver epergne, the presentation taking place on 4th ult. We wish Mr. Grant and his wife much happiness, health and prosperity in their future life.

Mr. F. P. J. Moloney, Metropolitan Superintendent, resumed duty from his annual leave on the 10th inst. Mr. J. G. Lee, Relieving District Superintendent, who was relieving him, left for a term in the Eastern Section.

Messrs. E. Sealy and W. Dunne, Station-masters, have been transferred from Penhurst and Beeac to Murrumbena and Cohuna respectively. Both Officers were deservedly popular with railway patrons.

An intimation has been received at Geelong that Mr. O. Turton, Clerk in District Rolling

Stock Superintendent's Office since the inception of District Control, is to be transferred to a position in the Central Train Running Room, and the vacancy thus created will be filled by the transfer of Mr. W. Cummins from Maryborough. Mr. Turton has been a prominent member of the local Branch of the Institute since coming to Geelong, and will be missed by those members who regularly attended the Institute.

Miss N. Daly, of the Railway Refreshment Rooms, Kyneton, on the occasion of her recent transfer to be Manageress of the rooms at Tallarook, was the recipient of a handsome toilet set presented to her by Mr. Trafford on behalf of the Kyneton staff, with whom Miss Daly was very popular.

Mr. W. J. Parr, Apprentice Fitter and Turner at the North Bendigo Workshops, and student at the Institute Classes, was most successful at the last annual examinations and the examination for the "Harold W. Clapp" prize. He won the latter prize, Grade "A," also 1st "W. R. Brown" Memorial Prize for English, 1st "T. H. Woodroffe" Prize for Mechanical Drawing, Junior Grade, and 1st Council Prize, for Westinghouse Brake, Junior Grade.

Mr. J. Jordan, Junior Clerk, in the District Engineer's Office, won 1st "W. R. Brown" Memorial Prize for Shorthand Elementary Theory.

Students at the Bendigo Classes are jubilant at the successes of Messrs. Parr and Jordan, and the fact that prizes were received in four subjects by students competing with others from the country and metropolitan centres is illustrative of the high standard of the classes. It is also encouraging to the various Class Instructors, on whom great credit is reflected.

A very pleasing visit was paid to Geelong recently by Mr. H. J. Cadwallader, ex-District Superintendent. A round of calls was made by him to meet many of his old associates, who were very pleased to note how well he was looking. In turn, he showed great interest in the welfare and progress being made by the District previously supervised by him. It is interesting to note that it was Mr. Cadwallader's father who was the first S.M. stationed at Geelong.

Retirements

Mr. G. D. McKee, Head Porter at Geelong, retired from the Department after a service of 41 years. Prior to leaving Geelong he was presented with a wallet of notes for himself and a copper jardiniere for his wife by Mr. McGrath, S.M., on behalf of the various citizens doing business at the station, car and



Mr. G. D. McKee

cab proprietors, and local station staff, all of whom held Mr. McKee in high esteem, not only as a friend, but as a good railroader as well.

Mr. M. De Arango, Guard, Bendigo, who is retiring from the Department after 39 years' service, was last week tendered a most enthusiastic send-off, and many eulogistic remarks were made regarding the efficient manner in which he had always carried out his duties as a railwayman. A presentation was made, and Mr. De Arango suitably responded to the many good wishes expressed by his confreres.

An interesting ceremony took place at Flemington on Saturday, 8th instant, when Signal Adjuster Mr. Robt. Stewart, who is to retire shortly, was presented with a set of gold sleeve links and studs. Mr. J. Patrick, Block and Signal Inspector, in making the presentation, spoke in eulogistic terms of the recipient, and Mr. Williams, Relieving Signalman, also spoke in similar terms. Mr. Stewart suitably responded, and said he was sorry he was going to break active contact with his fellow-comrades, but hoped that after his retirement he would not lose touch with them altogether.

Sick Leave

We regret to report that Mr. J. Berry, Clerk on Bookkeeper's Staff, Melbourne Goods Sheds, has been compelled to relinquish his duties on account of serious illness since the beginning of this year, and unfortunately will not be able to resume for some time. His many friends hope that he will soon be restored to health and strength and able to take up his former duties again.

Mr. J. McIntosh, S.M., Balmattum, recently sustained a very painful injury to the palm of his left hand which necessitated the insertion of several stitches. This officer also suffered a sad bereavement in the loss of his mother, who died at Adelaide on 8/2/24.

Mr. A. H. Bedson, Signalman, Benalla, has been incapacitated for some time, suffering from gastric trouble. Although it will be some time yet before he is able to take up his duties, he is now making satisfactory progress towards recovery.

Mr. P. L. Thornton, Head Porter, who was severely gassed at the War, has been in indifferent health for a considerable time, and for some weeks now has been confined to his bed. We regret to learn that his condition is very serious.

The Last Mile Post

Deep regret was felt among the members of the Goods Sheds Clerical Staff when it was known that Mr. Patrick James Carroll, son of Ganger C. Carroll, stationed at Kilmore,



Late P. J. Carroll

had recently passed away in the Melbourne Hospital, his death being the result of a motor car accident. The late Mr. Carroll was born at Kilmore on 3rd October, 1899, being edu-

cated at Assumption College, Kilmore, and joined the service as a Junior Clerk on 8th March, 1917. For a short period he was employed in the office of the Superintendent of Goods Train Service, and later was transferred to Melbourne Goods Sheds, his duties there being associated with Timekeeping work. Our deepest sympathy is extended to his parents and family in their very sad bereavement.

The Office staff of the District Superintendent, Dandenong, and a wide circle of friends were recently severely shocked on learning of the death of their comrade, Mr. Edward Galwey. Mr. Galwey was associated with the District Superintendent's staff for a period of three years, during which time, owing to his free, happy disposition he won the highest esteem of his workmates. His death is all the more tragic, he being only 29 years of age, and the fact that he has left behind him a wife and two small children, for whom the deepest sympathy is felt.

We deeply regret to report the passing on the 19th February last of Mr. Timothy Flinn, Ticket Checker, of Flinders-street, after an illness of some months. The late Mr. Flinn had been stationed at the Central station for the past 12 years, and was a most trustworthy and reliable railwayman, always punctual in his work and civil and obliging to the public and those in authority over him. He joined the service on the 1st May, 1889, and had practically completed 35 years' service at the time of his death. Our deepest sympathy is extended to the bereaved family.

It may interest readers to know that Mr. T. A. Williams, Officer in Charge of the Telegraph Office, Ballarat, who won the Australian Bowling Championship, played at Adelaide in January, 1922, intends to proceed to Perth at Easter to defend his title at the forthcoming Bowling Carnival to be held in the West Australian capital, April 18th to 30th.

To show that he has lost none of his form it may be mentioned that he has recently carried off, for the seventh time, the single-handed Championship of Ballarat in a field of 90 competitors.

He was a member of the Australian Bowling Team which visited England and Scotland in 1922, and acted as Transport Manager for the team throughout the tour.

"Should Auld Acquaintance Be Forgotten"

"Hurry on there, you young people," said the Master of the "Hygeia" as several people whose ages averaged 70 odd years walked up the gangway embarking on the annual excursion held by the Retired Railwaymen's Social

Club. The boat was chartered to take the picnickers to Queenscliff, on Thursday, 7th February, 1924.

A few members gathered together in the early part of 1922, and it was suggested that it would be very nice if the retired men were to meet together occasionally and exchange reminiscences and retain their many friendships that had been cemented during the many years of close association with one another in building up the Victorian Railways System.

Mr. J. Ward and Mr. E. Dunne interviewed Mr. Mead, who was then Assistant Chief Accountant, and told him that it was thought of starting a small club, and such an object was heartily supported by Mr. Mead. Subsequently, a further meeting was held, and Mr. J. Ward was appointed first president of the Club. At the inaugural meeting, it was unanimously resolved to form a "Retired Railwaymen's Club." A good deal of hard work was required of the president for the first year to bring the organisation to a successful position, and the progenitors of the Club, together with a strong committee, were able to secure between 300 and 400 members during the first 12 months. At present the membership is just on 500. The annual subscription is 6/- per annum. The Club meets on the first Thursday of each month at the Unity Hall, Bourke Street, at 2.30 p.m. The members say they had enough of night shifts during their younger days, and are always pleased to finish up before sunset.

As an indication of the growth of the Club, it may be stated that in 1922 it partially chartered the "Weeroona," and 600 passengers attended the picnic, which was considered very good, but this year they chartered the "Hygeia," and 950 picnickers attended. It is anticipated that next year some extra accommodation will be required.

Mr. T. Holt, 84 years of age, was the oldest member of the Club on board. He commenced



Mr. T. Holt

duty on the Railways in 1862, and was working on the line which was being constructed between Melbourne and Bendigo by Cornish and

Bruce. He graduated through various grades, and retired in 1900, after filling the position of locomotive foreman at Princes Bridge.

Every three months a "Ladies' Day" is held, when refreshments are provided and cards and other games are played to assist in spending a few pleasant hours. Men from every branch of the Service have joined the Club, and its success is assured. Mr. McDermott, ex-Roadmaster, and Mr. G. W. Reid, ex-Workmaster, were members of the original committee. The members appreciate very sincerely the fact that they have not actually severed their action with railway practices, and the Club is an excellent means of keeping them in touch with the latest events of the day in the Railway world.

During the afternoon an opportunity was taken to welcome Commissioner Mr. Miscamble. The president, Mr. A. Anderson, said: "This is the first time we have had a Commissioner visit our outings, and I think we should regard it as a very great honour. It shows unmistakably the very keen interest the Commissioners are taking in our welfare. Our Club comprises a number of officers and employees, who have spent the greater part of their lives in helping to run the railways, and I am sure Commissioner Mr. Miscamble will recognise the fact that we were men who did assist in this job for many years.

"I need hardly say that we are indebted to the Commissioners for the assistance which

they rendered in connection with the outing. We have all had a great time, and I take this opportunity of acknowledging that kindness shown to us, and should be grateful if Commissioner Mr. Miscamble will convey our thanks to his colleagues. We are very pleased at having the opportunity of welcoming the Commissioner amongst us, and I hope that this will not be the last time that we will have this privilege."

In responding, Commissioner Mr. Miscamble said: "Mr. Anderson, Mr. Ward, and Gentlemen.—I have been touched very deeply by your kind words, because I still consider myself as a Railwayman doing my job. I will with pleasure convey to my colleagues your acknowledgment of the little kindnesses we have done to make this function a success, and also appreciate very much the kind words of Mr. Anderson, and would like to add that I will be pleased to be present with you again. I trust to be here at a future date, not as a Commissioner, but as an ex-Commissioner—as a member of your Club. I think it is one of the best things we have had for keeping the men together. There is no doubt the conditions which exist now are quite different from those which existed when some of you entered the Service, and I am sure no one is more anxious to help the Department than you are. I thank you very much for your kind words of appreciation, and trust that I will be with you later on as a member."



OFFICIALS OF THE RETIRED RAILWAYMEN'S CLUB.

Reading from left to right Messrs. G. Phillips, J. F. Boyle, E. Dunne, W. Coréwell, E. Fitzgibbon, J. Ward, W. Paul, Commissioner Mr. Miscamble, Messrs. J. Ryan, A. Anderson (President), E. J. Allen, H. J. Cadwallader, E. W. Proctor, M. Quinn (Honorary Secretary), D. Cameron.



EDUCATIONAL NOTES.

Allocation of the "Harold W. Clapp" Prize

For the year 1923, 27 candidates sat for the subsidiary subjects examination—English, Arithmetic, and Algebra—throughout the Class Centres, on Wednesday, 25th February, at Melbourne, Ballarat, Geelong, and Bendigo, to determine as to who should win the "Harold W. Clapp" Prize under the two divisions—"A," with main subjects—Electricity and Magnetism, Building Construction, and Mechanical Drawing; and "B," with main subjects—Safeworking, Engine Working, and Westinghouse Brake.

Parr, W. J., Apprentice, Fitter and Turner, Bendigo North, was the winner of the Prize "A" Division; main subject, Mechanical Drawing, obtaining an aggregate number of marks—90 per cent, in Mechanical Drawing, English, Arithmetic, and Algebra.

Dance, P. J., Apprentice, Iron Machinist, Newport, second place; main subject, Mechanical Drawing, obtaining an aggregate number of marks, 83.15 per cent., in Mechanical Drawing, English, Arithmetic, and Algebra.

Oxley, W., Apprentice, Car Builder, Newport, third place; main subject, Mechanical Drawing, obtaining an aggregate number of marks, 81.5 per cent.

"B" Division—**Bruce, J. R.**, Fireman, Loco., Geelong; main subject, Engine Working, obtaining an aggregate number of marks, 87.2 per cent., in Engine Working, English, and Arithmetic.

Croncher, F. A., Fireman, Benalla, second place; main subject, Engine Working, obtaining an aggregate number of marks, 81.9 per cent., in English, Engine Working, and Arithmetic.

Lindsay, H., Fitter, Maryborough, third place; main subject, Westinghouse Brake, obtaining an aggregate number of marks, 79.92 per cent., in Westinghouse Brake, English, and Arithmetic.

The results obtained by the Competitors under the two Divisions in English, Arithmetic, and Algebra were of a higher standard than that of any of the previous similar examinations.

Students who intend competing for this coveted honour at the close of the Educational Class Session, 1924, should now take advantage of the Classes, or Correspondence Courses, in the foregoing subsidiary subjects.

Conditions.

The following are the regulations governing the examination, which will be held at the end of the fourth class session for the allocation of the "Harold W. Clapp" Prize.

1. The Prizeman must be an employe of the Victorian Railways Department, at the date of the examination for the prize, and be deemed by the Council a fit and proper person to receive such prize.

2. The prizes will be awarded to the Candidates who, subject to Conditions 4 and 5, secure the highest number of marks at oral or written examination held by the Council, in the subjects prescribed.

3. The prize shall be given in connection with a specific course of study in a subject or series of subjects to be selected each year by the Council of the Institute.

4. In the event of the Prize being allotted for competition within the Institute Educational Class Field, it shall not be awarded to any candidate who has not effectively attended the class or classes, at the Institute for at least three terms in the main subjects of the examination for such prize. Effective attendance will be secured by attending at least 45 per cent. of the class meetings that are held during the calendar year in the subjects prescribed.

5. The prize shall not be awarded to any candidate who receives less than 70 per cent. of the total marks obtainable in the main subject at the examination for such prize; the main subject shall carry 70-100 of the total marks; the remainder shall be divided up in equal proportion among the other prescribed subjects.

6. The Prize shall take such form as may be decided by the Council.

7. In the event of the Prize not being awarded, owing to non-compliance with conditions set out for the government of the examinations, the Council will allot the Prize in whatever manner it deems best under the circumstances.

The competition for the Prize for the year 1924, in general accordance with the foregoing conditions, will be as follows:—

The Prize shall be divided and awarded to the most successful student of any of the three following divisions:—

Division (a) "Harold W. Clapp" Prize,	£7.
" (b) " " " " " "	£7.
" (c) " " " " " "	£7.

The competitive examination shall be held at the end of the Class Session in 1924, and the Prize shall be presented to the best all-round student attending the following classes, at which are taught the main subjects for such examinations:—

- Mechanical Drawing, Electricity and Magnetism, Building Construction.
- Station Accounts and Management.
- Engine Working and Westinghouse Brake, Safe Working—Signalling Duties, Safe Working—Train Running, Guard's Duties.

Students who take Mechanical Drawing, Electricity and Magnetism or Building Construction, as the main subject, shall undergo an examination in English, Arithmetic, and Algebra. Students who take Station Accounts and Management, Engine Working and Westinghouse Brake, or Safe Working—Signalling Duties, Train Running, Guard's Duties, as the main subject, shall undergo an examination in English and Arithmetic. The standard of examination in each division shall be as follows:—

Division "A," English.—To 8th Grade (State School standard), Parsing, Analysis in detail, Correction of sentences (giving reasons), all rules of Grammar, Composition.

Arithmetic.—To 8th Grade (State School standard), i.e., up to and including vulgar and decimal fractions, percentages, averages, ratio, simple and compound practice, mensuration, simple and compound interest, profit and loss, square root, square and cubic measure, area of circles, triangles, etc., present worth, discount, equation of payments and exchanges.

Algebra.—Numerical values, addition, subtraction, multiplication, division, H.C.F., L.C.M., fractions, factors, simple equations (this year).

Division "B," English.—To 7th Grade (State School standard), parsing, analysis, correction of sentences, rules of Grammar, Composition.

Arithmetic.—To 7th Grade (State School standard), simple and compound practice, vulgar and decimal fractions, percentages, averages, ratio, simple and compound proportion, simple and compound interest, profit and loss, present worth and discount.

Division "C," English.—To a standard that will enable students to clearly and distinctly define in their own language the ideas they wish to clearly and distinctly define in their own language, i.e., composition, correction of sentences, and answers to simple questions in Grammar.

Arithmetic.—Easy and straightforward exercises based on all arithmetic up to and including vulgar fractions and decimal fractions, also percentages, averages, ratio, simple proportion, simple and compound practice, and easy exercises in mensuration.

The "J. C. M. Rolland" Prize-winner

Mr. N. B. Smith, Fireman, Riversdale, was the winner of the "J. C. M. Rolland" Prize of £5/5/-, which was donated by Mr. Rolland, whose desire it is to reward and assist the student in Locomotive and Safeworking Practice, and other Railway Technical subjects over a period of years—who shows the greatest keenness and pertinacity to achieve success.

In accordance with the foregoing conditions, the Council decided that Mr. N. B. Smith should receive the prize. The following is an outline of the results achieved by Mr. Smith for the three years reviewed:—

1921.—He studied Engine Working, Senior, and Westinghouse Brake, Senior, and at the end of the year sat for the Institute Examinations, and obtained a certificate in such subject.

1922.—During this year he continued his studies in Engine Working, Senior, and Westinghouse Brake, Senior, and at the end of the year gained a certificate in each subject.

1923.—He further continued his studies in Engine Working and Westinghouse Brake, and obtained a certificate in each subject.

Mr. Smith was presented with the "J. C. M. Rolland" Prize on Saturday evening, 23rd February, at our Annual Prize Distribution.

Appreciation

The General Secretary, Victorian Railways
Institute.

Sir,—We, the undersigned former pupils of the Station Accounts Class, desire to voice our appreciation of the valuable tuition we received from Mr. E. F. Hally, who was our Instructor.

We sincerely trust that he may long be retained in this important position, which he has shown himself so capable of filling.

The many examination passes which students under him secured during last year, we submit, is a proof of his high qualifications as a teacher:—R. Buckley, B. Falloon, J. Fitzgerald, J. Menhenitt, D. J. O'Neill, T. Young, L. H. Tolliday, R. Boshen, G. L. Walker, T. Chesterfield, B. Matthews, B. Hill, T. H. Meagher, F. Bateson, A. L. Smith, V. Gough, B. Taylor, G. Kirk, E. McDonald, H. O'Keefe, S. Harry, L. W. Kennedy, E. Cooper, R. H. Moore, J. L. Ryan, R. R. Rolls, G. Whitty, B. Whightman, G. Chappell, J. McDonough, L. Bedson, G. Twose, A. E. Johnson, G. Johnson, B. Hoare, G. W. Roberts, A. R. Jeffs, H. Ford, B. Stubbs, B. Wellman, M. Sullivan, B. Jacung, R. Coghlan, H. Lennon, B. O'Meara, L. Tyquin, J. Tosh, L. Ryan, R. M. Leyod, R. T. Walker, G. E. Seameh, W. Ryan, J. Corrie, B. Andrews, L. B. Kelynaek, J. R. Daly.

Correspondence Courses

Permanent supernumeraries and casual Railwaymen, who are financial members of the Institute, and who reside outside the metropolitan area, are reminded that Correspondence Courses are open to them on payment of 2/- registration fee, which entitles them to take a course in three of the following subjects, viz.:—Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent-Way Construction and Maintenance, Shorthand, and Safeworking.

Students may join these classes at any time during the year.

Educational Classes' Certificates Ready

Those pupils who gained certificates in connection with the Educational Classes Examination for 1923 (metropolitan area) are requested to call for them at the General Secretary's Office, Railways Institute, Flinders-street.

Prize Night

An enthusiastic audience of members and their friends filled the Institute Hall on Saturday evening, 23rd February, to witness the presentation of prizes to students who passed examinations held in connection with the Institute's educational classes system for the 1923 session.

Mr. Conlan, one of the Vice-Presidents of the Institute, who performed the ceremony of handing over the prizes, said:—

"Ladies and Gentlemen,—I have to apologise for the absence of the President, Mr. J. S. Rees, and our Honorary President, Mr. T. B. Molomy, General Superintendent, both of whom, I regret to say, were unable to be present owing to illness, and in consequence, the honour has fallen on me, as one of the Vice-Presidents of the Council, to preside here this evening.

"It is very gratifying indeed, both to the students and to the Council of the Institute, to see such a fine attendance at the annual presentation of prizes to the successful students in our educational classes, and I would like to briefly refer to the Institute as an educational centre for railway men. In 1922 there were 2279 students, whilst in 1923 the number was 2792, the total increase being 513 during the year just closed. The subjects taught include every essential phase of railway operation, and as a Councillor of the Institute I can say that all the teachers are untiring in their zeal and efforts to advance their pupils, and for which the Council as a whole are deeply grateful to these gentlemen. We feel that it is our first duty to endeavour to bring all the members of the staff into intimate relationship with the Institute movements, as it is the Institute we must ultimately look to for a corrective for inefficiency, and the influence of a progressive Institute is full of advantages. Yet it is regrettable that a much larger percentage of the staff do not realise this and avail themselves of the magnificent opportunities afforded them.

"Railway working to-day, in all its branches, is complex, and calls for specialisation, and is now recognised as a science, and the classes established at the Institute are an essential part of the railway system.

It is very difficult, if not impossible, for a man to obtain a thorough knowledge of many essential railway subjects, if he has to depend solely upon his own resources. Furthermore, the staff who fail to attend these classes will, in the ordinary course, have to compete with those who are availing themselves of these instructions, and qualifying, such as the prize men who are amongst us to-night, and later on the absentees will assuredly find they are

being superseded in the service, and they will do well to remember this before it is too late.

"The Commissioners have been most generous in placing these facilities at the disposal of the whole staff, and I would like, in conclusion, respectfully to ask all of you to cordially assist the Council of the Institute in getting all your friends and relatives who are in the service of the Department to make good use of these opportunities of joining the Institute."

Mr. Conlan then handed over the prizes to the various prize-winners as they were called before him. He addressed a few appropriate words of congratulation to each student, while the audience heartily applauded.

An excellent musical programme was rendered throughout the evening.

Examination Results

List of students who passed Examinations held in connection with The Victorian Railways Institute Educational Classes, November, 1923:—

ALGEBRA.

Name.	Position.	Marks
W. G. Oxley ..	App. Car Bldr., Newport	100
R. J. Hortle ..	App. C. & W. Bldr.	94
A. Phair ..	App. F. & T.	91
P. J. Dance ..	App. Iron Mach.	90
J. F. Smyth ..	"	89
H. T. C. Hill ..	App. C. & W. Bldr.	82
E. H. Curulck ..	App. Pattern Mkr.	68
R. C. Cockerell ..	App. Upholsterer.	67
N. R. Elliston ..	App. F. & T.	68
R. A. C. Cook ..	"	63
L. Lee ..	App. Elec. Fitter	62
S. G. Silverwood ..	"	61
B. B. Blackshaw ..	App. Carpenter.	59
J. R. Hughes ..	App. F. & T.	52
W. T. McDonald ..	F. & T.	52
R. White ..	App. F. & T.	50

BUILDING CONSTRUCTION, GRADE 1.

M. R. Cards ..	Fitter & Turner, Johnmout	90
W. C. Johnson ..	Clerk, Melbourne Goods	65

BUILDING CONSTRUCTION, GRADE 2.

E. C. Jones ..	Skld. Labr., N. Melb.	61.1-3
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BOOKKEEPING, GRADE 2 (Advanced).

E. J. Terrell ..	Clerk, Refreshment Services	92
L. D. McNeill ..	Iron Machinist, Newport	65
L. C. Frazer ..	Jnr. Clerk, Accounts	62
F. Nurse ..	"	62

ELECTRICITY AND MAGNETISM, GRADE 2 (Advanced).

W. J. Johnston ..	App. Elec. Fit., Sig. Shops	77
K. C. H. Cousin ..	"	75
C. C. Clayton ..	"	73
J. L. Seymour ..	Fitter, Newport Workshops	58
W. F. Drew ..	Elec. Fit., P. House, Newport	51
C. Kubale ..	App. Elec. Fit., J'mont Shops	55
W. Horton ..	Fitter,	57
J. G. Colman ..	Elec. Fitter,	52
G. Stevens ..	Elec. Fit., W. & W. Bch., Spencer St.	60

ELECTRICITY AND MAGNETISM, GRADE 1.

H. Scarfe ..	App. Iron Mech., Newport	90
P. J. Dance ..	"	75
A. R. Goodman ..	"	70
E. H. Ransome ..	App. Blacksmith,	74
R. J. Murray ..	App. Fit. & Tnr.	68
J. McKimmie ..	App. Elec. Fit., Sig. Shops	75
S. Crellin ..	"	69
G. Delmenico ..	"	50
C. Hansford ..	App. Elec. Fit., J'mont Shps.	65
W. Kemp ..	Lad Labr.,	60
L. E. Paice ..	Lad Labr., E.E. Bch. Sp. St.	50
L. Lee ..	App. Elec. Fit., Elec. L. Stn.	57
D. J. Henderson ..	Elec. Mech., C.L. Dpt., Dud- ley St.	55

ENGINE WORKING, SENIOR GRADE.

Name.	Position.	Marks
J. R. Bruce ..	Fireman, Geelong	96
F. M. Collins ..	"	71
L. H. Hillhouse ..	"	70
H. M. Martin ..	"	68
A. Rands ..	Fireman, Ballarat	72
W. C. Humphries ..	"	59
N. Henderson ..	App. F. & T., Bendigo N.	68
G. F. Nener ..	Fitter,	68
A. J. Moore ..	Fireman, Wodonga	68
H. Lindsay ..	Fitter, Maryborough	67
G. Thompson ..	Fireman, Korumburra	62
G. C. Gazzard ..	Driver, Ararat	61
C. Crick ..	"	50
N. A'Vard ..	Fireman, Fern Tree Gully	73
H. J. Watts ..	Driver, Riversdale	76
N. B. Smith ..	Fireman,	72
M. L. Amiet ..	L.H. Fitter, Newport	78
R. G. Thompson ..	Fitter,	50
H. Edrich ..	Fireman, N. Melbourne	72
W. A. Bohn ..	Eng. Driver	69

ENGINE WORKING, JUNIOR GRADE.

T. A. Croucher ..	Fireman, Benalla	87
H. J. Castles ..	Cleaner,	68
H. J. R. Cooke ..	Fireman,	52
R. E. James ..	Fireman, Ararat	83
H. Lindsay ..	Fitter, Maryborough	81
W. J. Parr ..	App. F. & T., Bendigo N.	78
A. R. Collins ..	"	73
B. Petterson ..	Fireman, Bendigo	58
C. R. Davies ..	"	50
R. J. Wild ..	Fitter,	50
J. C. Williams ..	App. F. & T., Ballarat	74
E. J. Hyatt ..	Fireman, Geelong	71
C. G. Kemmis ..	Fireman, Colac	71
A. H. L. Hyatt ..	"	66
H. J. Hallawell ..	Cleaner, Wodonga	60

ENGLISH, SENIOR GRADE.

W. C. Hewson ..	Jnr. Clerk, Accounts	97
E. Prewett ..	"	96
A. Edwards ..	"	85.4
G. Steablen ..	"	85.4
S. Smith ..	"	84
C. V. Tregellas ..	"	81
L. Olsson ..	"	78.8
L. Pollock ..	Jnr. Clerk, Accounts Bch.	78
R. O'Haire ..	Sup. Jnr. Clk.,	59.8
E. A. Dixon ..	Jnr. Clerk, Audit Branch	87
H. T. Blake ..	Sup. Jnr. Clk.,	72
M. Condon ..	Jnr. Clerk,	66.4
R. P. Blake ..	Sup. Jnr. Clk.,	66
A. White ..	"	58
B. B. Blackshaw ..	App. Carp., Arden St.	86
J. O'Donnell ..	Actg. Clk., N. Melb. Loco.	70
A. E. Hosking ..	Lad Labr., C. & W., N.M.	64.4
D. Dean ..	"	63
W. Menzies ..	Lad Labr., Newport	84
F. Tranter ..	"	75.2
J. F. Cleary ..	App. F. & T.,	69
E. A. Reidy ..	Lad. Labr.	59.6
L. E. Booth ..	Sup. Jnr. Clk., Sec.'s Bch.	82
H. Fahey ..	Messenger	61
W. H. Tom ..	Jnr. Clerk, Murrumbena	77
K. L. Smith ..	Jnr. Clerk, Spencer St.	76
E. F. Green ..	Actg. Jnr. Clk., R.S. Bch.	75.6
J. Ryan ..	Lad Porter, S. Kensington	73
J. Mulligan ..	Messgr., Metro. Supt.'s Office	65
F. Hiscock ..	Messgr., Printing & Stnry.	64.4
C. McConnell ..	Porter, Carnegie	59.2
B. Ramage ..	Messgr., Melbourne Goods	55

ENGLISH, JUNIOR GRADE.

H. G. Bullen ..	App. Carpnt., Arden St.	95
G. Dyer ..	App. French Polshr.	73
W. J. Parr ..	App. F. & T., Bendigo	90
W. J. Wheelock ..	S'writer, W. & W., Bendigo	79
G. W. Murray ..	Lad Laborer	78
A. W. Hogben ..	"	74
G. Cross ..	Moulder	56
V. Holland ..	Lad Laborer,	56
F. W. Smith ..	App. F. & T.	55
R. A. C. Cook ..	App. F. & T., Newport	87.6
E. Forsyth ..	Lad. Labr.,	78
R. Bassett ..	"	72.4
M. Toomey ..	"	70.6
J. Currie ..	"	69.6
D. Meehan ..	"	69.2
A. Colgreave ..	App. F. & T.	69
H. Grace ..	Lad Labr.,	68

Name.	Position.	Marks
E. Southern	App. F. & T.	65
J. Whitefield	Lad. Labr.	63
R. Taylor	"	59
G. McInnes	Jnr. Clk., Accounts Bch.	87.6
N. Zanelli	Jessgt., Trans. Bch.	82
J. Flynn	"	64
H. Mortimer	Jnr. Clerk, "Audit"	79
J. Garvey	"	76.4
G. Linacre	"	76
G. Davenport	"	75
F. J. Burgess	"	69
F. Johnson	F. & T., W. & W., Sp. St.	80
V. Burns	Sup. Jnr. Clk.	72
R. Fewster	Jnr. Clk., V.R. Institute	74
R. J. Kerr	Lad. Porter, Armadale	73
W. Cross	Jnr. Clerk, Spencer St.	62
F. P. Daly	Block Reedr., N. Fitzroy	61

MECHANICAL DRAWING, SENIOR GRADE.

A. Phair	App. F. & T., Newport	90
A. T. Middleton	"	85
G. F. Cole	"	81
O. H. Doak	"	78
E. H. Curnick	App. Patternmkr., Newport	77
J. P. Smyth	App. Iron Mchnst., "	72
T. Russell	App. F. & T., Newport	72
H. W. McGown	"	72
E. H. Dickins	"	60
R. E. Kimber	"	60
H. W. Winter	"	55
A. H. Whittle	"	55
E. T. Southern	"	55
A. Murrie	App. F. & T. Sig. Shops	83
C. C. Clayton	App. Elec. Fitter	72
A. W. Thomson	Clerk, Melbourne Goods	79
W. G. Stevens	Draftsman, Head Office	60
A. R. Collins	App. F. & T., Bendigo N.	72
A. H. Drakeford	App. F. & T., Loco. N. Melb.	55

MECHANICAL DRAWING, JUNIOR GRADE.

W. J. Parr	App. F. & T., Bendigo N.	90
F. W. Smith	"	70
W. H. Harris	"	65
H. J. Hummel	Fitter	65
P. J. Dance	App. Iron Mchn., Newport	87
W. Oxley	App. Car Bldr., "	85
M. Hodgson	App. F. & T., "	83
R. J. Hortle	App. C. & W. Bldr., "	81
E. A. Smith	App. F. & T., "	70
A. Bullock	"	70
A. R. Goodman	Iron Mchnst., "	70
J. M. Schurer	App. F. & T., "	70
C. T. Ryder	Lad. Labr., "	65
F. G. Gibbons	App. F. & T., "	65
E. H. Lehmann	"	65
A. Cotgreave	"	55
K. Heller	"	55
J. F. Cleary	"	55
R. White	"	55
H. Hunter	"	55
R. A. Lechmere	Pupil, Drftsmn., St. Rivers & Water Supply	70
F. Johnson	App. F. & T., W. & W., Sp. St.	70

SHORTHAND (ELEMENTARY THEORY).

J. F. Jordan	Jnr. Clerk, c/o D.S., Bendigo	86
W. C. Ellis	Clerk, c/o D.E., "	63
F. T. Habgood	Jnr. Clerk, c/o S.S.S., "	84
F. S. Nurse	Accountancy Bch., "	81
J. T. Richardson	Loco., Geelong	78
A. J. Russell	c/o D.E., "	62
H. J. Harvey	Jnr. Clk., Sigs. & Tele. Bch.	77
G. Burrowes	"	70
H. Morris	Jnr. Clk., c/o Dist. Supt., Ballarat	76
H. Chandler	Jnr. Clk., Traffic Bch., "	71
G. Burland	Defence Dept., Seymour	67
A. R. Munro	Commonwealth Rlys., Melb.	67
G. B. Hartigan	Jnr. Clerk, Melb. Goods	64
F. Tranter	Lad. Labr., Signal Shops	61
G. M. Hamilton	Jnr. Clk., R.S., Head Office	61
H. J. Toll	"	61
D. W. Little	Jnr. Clk., c/o Metho. D.E., "	60

SHORTHAND (ADVANCED THEORY).

V. T. McKinnon	Jnr. Clerk, E.E. Bch.	83
J. L. Morgan	Jnr. Clerk, Sigs. & Tele.	73
J. A. Hickey	App. R.S., Head Office	72
R. J. Meehan	Jnr. Clerk, R.S., Head Office	63
G. O'Connor	Asst., State Crown Law Dept.	62

SHORTHAND SPEED.

	Speed.
	Words a min.
A. J. Thornton	120
A. J. Jones	100
T. Roach	80
P. J. McMahon	60

TYPEWRITING.

C. W. Trevethan	Jnr. Clk., c/o D.E., Bendigo	25
J. T. Richardson	Jnr. Clerk, Loco., Geelong	24

STATION ACCOUNTS AND MANAGEMENT.

J. L. Ryan	A.S.M., Bentleigh	81
E. Hill	A.S.M., Reservoir	78
E. Cooper	A.S.M., Glenroy	77
A. L. Smith	A.S.M., Parkdale	76
B. Falloon	A.S.M., Alphington	73
L. H. Moore	A.S.M., Surrey Hills	72
J. Menbennett	A.S.M., Glenhuntly	72
F. W. Miller	Clerk, Sandringham	72
M. J. Hayes	Clerk, Gardenvale	70
F. Young	R.A.S.M., c/o Metro. Supt.	71
H. J. Lennon	R.A.S.M., c/o Metro. Supt.	70

WESTINGHOUSE BRAKE, SENIOR GRADE.

H. Lindsay	Fitter, Maryborough	86
J. R. Bruce	Fireman, Geelong	86
H. M. Martin	"	70
F. M. Collins	"	65
L. H. Hillhouse	"	65
H. J. Watts	Driver, Riversdale	78
N. E. Smith	Fireman	75
C. Crick	Driver, Ararat	73
M. L. Amiet	L.H. Fitter, Newport	73
G. F. Nener	Fitter, Bendigo North	73
H. Edrich	Fireman, North Melbourne	60
W. A. Bohm	Driver,	68
A. Rands	Fireman, Ballarat	68

WESTINGHOUSE BRAKE, JUNIOR GRADE.

R. F. James	Fireman, Ararat	81
W. J. Parr	App. F. & T., Bendigo	80
R. J. Wild	Fitter, "	74
A. R. Collins	"	62
H. Lindsay	Fitter, Maryborough	76
C. G. Kemmis	Fireman, Colac	64
A. H. L. Hyatt	"	60
H. J. Hallawell	Cleaner, Wodonga	63
F. A. Croucher	Fireman, Benalla	62
J. C. Williams	App. F. & T., Ballarat	60

SAFE WORKING.

J. C. Clarke	Relvg. S'man, Block Office	86
H. W. L. Williams	Guard, Flinders St.	80½
G. A. Kells	Lad. Porter, Dandenong	51½
W. Statham	Sig. Porter, Burnley	51



Easter-Tide

In bough-top and in briar,
Spring's hidden fire
Leaps up with free desire.

Again earth feels the thrill
From hill to hill,
And youth must have its will.

New strivings and new hopes—
Each buds and hopes
Like flowers on genial slopes.

The sky is warm and wide—
Life glorified—
For it is Easter-tide.

—Clinton Scollard.

V.R.I. Orchestra

(By the Conductor).

Remarks on players' traits or failings you'd
Consider from their mentor rather rude:
Perfection, I've no doubt, no one expects
Not even in us they deem "the nobler sex."
Teach as we may, we can't pronounce judi-
cially

That brains may be produced even artificially.
Some are but drones who never make the pace,
Others, like tortoise, slow, but win the race:
To illustrate these types, and how they go,
Let's raise the curtain on our Passing Show!
In judging players, one must keep his temper,
For all are "varii et mutabiles semper,"
Of hard to rule: some, driven; some, coaxed
instead.

You push your pen—your pencil's always lead.
Here's Bob who boasts his future lies in clover,
But Bob, if **over-bold** may get **bowled over**:
Peter prates, but nothing says: he's not to
blame,

Members of Parliament do much the same:
Bert's fiddle-practice mad to a degree,
Yes, a degree too **Fahr-en-heit** for me:
Jack's oft away; his mountain-trips are vari-
ous,

The air upon the hill makes him **hil-air-ious**;
Late to rehearsal, Doh, our artist drops,
His pedal-organ has too many **stops**:
"Cook," of ideas has hatched out quite a lot,
Which, like most cook's ideas, have gone to
pot:

All love-lorn maids to Rica straight should go,
She has, you see, for every string—a **beau**:
V's eyes at work shine brighter as she thinks,
In bowing, unremitting as the lynx;
But Q's bright hopes off fade from what they've
been,

They turn out blue to Q's extreme cha-green:
Dot sings while playing; much she plays is
dead,

The notes that interest her come from her head:
Music—her voice! no melody **outstrips**
The choral music of Dot's coral lips.

Uncertainty in Syd (we're grieved to mention)
Is carried to a stretch beyond a-tension;

A clean note in his work is but a speck,
Like smallest blister on an **Ethiop's** neck.
Thanks be—! fault-finding Groucher now has
flown,

And steered his course for distant lands un-
known;

He picked what he thought faults—like rotten
cork

Prised from a long-necked bottle with a fork:
His cranium dense with locks that seemed to
writhe,

Had tempted us full oft to use the scythe;
No doubt, with curious notions in **that** noddle,
He's still disputing—gabbling arrant twaddle.
The late **Claude**, too, was profitless to us,
Elusive he, as **ignis fatuus**:

In giving such, instruction, what's the use?
A goose, tho' stuffed with **sage**, is still a goose:
Young Dick the lively frequently annoys,
Excused by mother fond—"Boys will be boys":
"Boys will be boys"—no! there she's wrong
again,

Boys won't be boys, who fancy they are men.
I'd best begin to estimate my chances,
If these cut music thus in all its branches,
And lop the root of knowledge I foresee
Myself (in vulgar parlance) up a tree.

—J.J.

Dramatic Society

During the coming season the Dramatic Society, in addition to its performances at the Institute, will play at the Playhouse and other halls.

The opening performance will be at the Playhouse on the 26th April, when "Passers By," a comedy drama by C. Haddon Chambers, will be presented.

The play opens with Peter Waverton becoming interested in the passers by whom he calls in out of a fog. Among these he discovers an economist, a statesman and the woman who proved to be the love of his life. How the story eventuates holds the interest of the audience during four powerful acts.

Some years ago at the Playlovers' Club, Mr. R. A. Broinowski was reviewing Australian plays and playwrights, and Mr. E. Duggan, when commenting on Mr. Broinowski's paper at the end of the evening, said that he had omitted one of the best known Australian playwrights in C. Haddon Chambers, author of the "Passers By," "Tyranny of Tears," and several others.

It seems fitting that Miss Winifred Moverley, who is presenting the play, should select for her first production the "Passers By" by so well known an Australian author.

Miss Moverley, who will play the leading role as Margaret Summers, with Mr. J. Harcourt Bailey as Peter Waverton, has always taken a great interest in Australian plays and playwrights, and some time ago gave a very successful recital.

The supporting cast includes many well-known amateur Railway players.

Change of Address

Numerous complaints have reached us regarding the non-receipt of the "Magazine." Upon investigating, we find that the cause in the majority of cases was due to the fact that members had not notified us of their transfer, and consequent change in address.

Members would greatly assist the office staff by promptly notifying the General Secretary of their changes of address, and would, at the same time, assure themselves of safe delivery of their copy of the magazine, as well as other correspondence.

Mine Host "Yes, there's lots of golf playin' here. Some of the folks 'ud rather play golf than eat."

Visitor: "Well, I'm not one of that kind. Just remember that I expect three square meals a day."

The Fifth "Reso" Train

"Reso" is the code word adopted for the Victorian National Resources Development Train, and is now the name by which such trains are popularly designated.

What is the "Reso" train? It is a means instituted by the Victorian Railways Commissioners whereby the resources and development of the State may be seen at first hand and appreciated; it is a service by which a spirit of co-operation and mutual understanding between the varied interests of the State may be engendered and fostered; its aim is to promote the prosperity, not only of the State, but of the Commonwealth; and its slogan is "See Australia First; Start with Victoria."

The first of these trains was run in August, 1922, and its tour embraced the Mallee and the irrigated districts along the north-western part of the Murray. Since then four other tours have taken place to other parts of the State.

The first four tours were mainly undertaken by men from the metropolis, who were anxious to know what our country was like, and it was on the fourth tour, that to the Western District in October last, when the people of that district—acting as hosts—came into contact with these visitors and understood what the "Reso" train really meant. The idea immediately appealed to them, and they freely expressed the opinion that such a train should be run so that they could, under similar conditions, see the hinterland of their own seaboard towns. As a result the Warrnambool Chamber of Commerce commenced negotiations for the running of the 5th Reso. Train from the Western District to Mildura and the intervening Mallee country, and this was actually brought into being on the 3rd March last.

The tour was somewhat different from the previous ones, inasmuch as it caused

representative men of one portion of the State outside the metropolis to receive and welcome representatives of another portion of the State also outside the metropolis, that is, it was a tour from country district to country district, which



Cr. Paul (Mayor of Mildura) welcomes the Resonians. The Hon. M. Saltau, M.L.C., with Crs. Bradshaw and Beveridge face the camera.



Mildura's motors marshalled.

ultimately may lead to the institution of reciprocal tours.

In conveying representative men from the metropolis to view our primary industries, the trains originated in Melbourne, where all the facilities for their proper make-up are available. In preparing for the tour from Warrnambool it was obviously impracticable to start the train from that point, involving as

it would the dead haulage of a heavy train manned by a complete staff, for over 300 miles. Special provision was, therefore, made for passengers from that district to have a special car attached to the ordinary train from Warrnambool and reserved for their use to Geelong, and tickets were issued at Holiday Excursion rates. The "Reso" train itself was run from Melbourne to Geelong, where the passengers were picked, and whence the tour really commenced.

Leaving Geelong at 12.30 p.m. on Monday, the 3rd inst., the train ran to



"Resonians" visit a Citrus Grove at Merbein.

Mildura—via Ballarat and Maryborough—arriving there early the following morning.

During the first two days the outstanding development observed was the dried fruits and citrus industry at Mildura, Merbein, and particularly on the Soldier Settlements at Redcliffs, with its incidental development works. Construction works at the site of the River Lock at Mildura afforded the visitors an oppor-

tunity of acquiring a knowledge of the value and importance of the huge national undertaking of properly controlling the Murray waters.



Cars at Underbool preparing to start for the Pink Lakes.



"Reso" Train at Underbool.



Redcliffs (Soldier) Settlement Welcomes the Resonians.

Returning through the Mallee, the visitors were brought face to face with a rich province converted from trackless stretches of scrub by the unfaltering endeavours of the early settlers, who were beset by almost overpowering difficulties. The incidence of a beneficial water supply, the result of a far-sighted Government policy, was made apparent both in the Mallee and along the river frontages.

The salt industry at the Pink Lakes, Underbool, also added to the wonders of this portion of the State, which at one time was not considered worthy of development.

Many of the men on the train were themselves primary producers in that

with which these settlers have striven with the forces of nature.



Walpeup's warm welcome. School children take part.

In this respect the "Reso" tours from country district to country district are of more importance than from the metropolis to the country, in that they are confined practically to men engaged in promoting primary industries under dissimilar conditions to those of the localities visited, with the result that a more



Resonians inspect Messrs. Hepworth's Oat Silos at Woomelang.

portion of our State whose fertility is of wide renown, and where nature has provided much better conditions such as liberal rainfall, materials for good road construction, etc.

They were astounded at the progress made in the comparatively new province, and their experience has not only made them more appreciative of their own district, but has implanted within them a strong pride in the achievements of their co-workers under such different and adverse conditions.

Where before they could only surmise, they now realise by personal contact the extent of the courage and tenacity



Lake Buloke is passed.

general knowledge of the cultivation methods throughout the State is gained.

It enables men engaged in similar occupations to interchange ideas and ex-



Donald cars await train at Litchfield.

perience and to discuss methods of farming, fertilisation, etc., and this must tend to promote the further development of our State as a whole.

It was inspiring to witness the pride with which the people of each centre pointed out to their visitors the development of their district and its possibilities, and this pride will doubtless be enhanced by the fact that the knowledge of the work they have done and the prosperity achieved is being disseminated throughout the State.

The Daily Bulletin issued on the train was a further means of recording the information gained on the tour, and in the final Bulletin Mr. G. S. Mackay President of the Warrnambool Chamber of Commerce, thus gives his opinion of the "Reso":—

"There can be no two opinions about the unqualified success of the purpose which the Commissioners have had in view in instituting this train movement as a means of providing an opportunity to the inhabitants of one part of the State of seeing by ocular demonstration what difficulties the more recently settled portions of our State have had to contend with, the means by which they have been overcome, the grit, skill and indomitable energy of these pioneers, as well as the success which followed their noble efforts in transforming what was considered by the bulk of the population a valueless land into a more remunerative agricultural proposition, as well as educating our people as to the necessity for the further assistance required in the development of what has, in the progress so far made, the assurance of undoubted success.

"Inter-district visits of this description make known the possibilities of the State in a way that no other method can do. They afford opportunities for inter-change of ideas with people of other centres, and make one better known to the other. The social life on the train itself has many advantages.

"In addition, those taking part in the tour become propagandists, and the knowledge gained is distributed broadcast not only in our own State, but throughout the Commonwealth and overseas, thus tending to attract a desirable class of immigrants to our shores.

"The continuance of 'Reso' trains should prove of immense benefit to the State as a whole, and make for its advancement."

The views of the members of the party may be summed up in the following letter received by Mr. Clapp:—

Dear Sir,—

This Reso trip has been a time of delightful comradeship between men of varied interests. The result will be new friendships, and the free exchange of opinions will be of mutual help. The concrete expression of the Resonians is one of unqualified appreciation of the goodwill of the residents at many points of travel, and of their hearty co-operation with the Railways Commissioners in making the week one of unflinching pleasure and profit.

This trip has given many of us an altered conception of the functions of the Victorian Railways. In a loose kind of way we have thought of the railways as a huge carrying company. We have now seen something of the vast educational influences exerted by the Commissioners in their endeavours to inculcate the larger vision of national life.

Of the conduct of the train, not enough can be said. The organisation, tact, persistent effort to keep the education side of the trip well in the forefront and the unflinching courtesy of the officers and staff commands the respect and thanks of the Resonians.

The Resonians are drawn from many classes of the southern community. They are all workers, and have seized the opportunity of a holiday, coupled with the prospect of seeing the activities of others. They went into those comparatively new districts of the north with open minds, but determined to be keenly critical of the methods of our northern partners in this great business of Victoria Unlimited.

What do we think of it all? First of all we have been delighted to meet these men and women of the pioneer spirit to whom have come "the vision and the whisper, the power with the need," and who by self-reliance and perseverance have carved success out of the wilderness, and have added and are adding to the wealth and stability of the nation.

This trip has given us a wider vision of the untold resources of this State, of the unexplored mineral deposits and of the millions of acres yet awaiting the hand of man.

We need the population, and the world needs what we can produce; therefore, nothing should be left undone to encourage the people of our race to help us develop this vast field in our interests and the interests of humanity.

We have been struck with the wonderful productiveness of this northern land under the combination of skill, science and industry. We saw thriving and prosperous towns which are the natural outcome of the industrial resources of their respective districts.

We congratulate you on inaugurating these "Reso" services. This trip has been a memorable one, and to this sentiment we all cordially agree.

For and on behalf of the 5th "Reso" Train Committee,

M. Saltau (Chairman)	J. P. McMeekin L. Pitcher
B. Beveridge	W. E. Downing
J. R. Coxon	E. Hanley
T. R. Crosby	R. M. Burnie
J. S. Brown	G. S. MacKay
P. H. Mayer	J. G. Chesswas.
J. Bradshaw	

The "Reso" tours have so far been well worth while, for without doubt they have surely stimulated the patriotic pride of those who have partaken in them, and have inspired in them a firm determination not to neglect anything calculated to promote the development of our State and Commonwealth. In this way they are slowly but surely gaining their objective, and as more of our citizens see what has been done, and can still be done, in connection with our primary industries, despite the handicaps incidental to their development, more confidence in the future of the land we love will be attained, and more of our citizens will be encouraged to do their share in its promotion.—E.R.

An Appreciation.—The Victorian Railways Military Band, whilst at Ballarat on Saturday, March 8th, on the occasion of the Railway Picnic, gladly and courteously contributed an item on the platform when the "Reso" train pulled in. Most of the "Reso" passengers had not previously heard our Band, and numerous expressions of appreciation were heard on the train after leaving Ballarat. On behalf of the Resonians, the Officer in Charge of the train desires to convey their thanks to the Band for its thoughtfulness.

Campaign to Reduce Loss and Damage on Household Goods

The freight claim division of the American Railway Association has inaugurated a nationwide campaign to educate the public in the proper packing, crating and addressing of household goods. The railroads' committee has enlisted the co-operation of the American Railway Express Co., the National Furniture Warehousemen's Association, and other interested organisations, in making the drive widespread and thorough.

Household goods is not an easy traffic to handle, because furniture particularly is readily breakable, and requires expert packing and marking to enable it to ride with perfect safety. Even with extreme care on the part of express and railroad employes, arms and legs of tables and chairs sometimes become broken, to say nothing of the constant possibility of scratches. As a consequence,

the carriers have been compelled to pay out thousands of dollars in settlement of damage claims. The causes of the heavy losses on household goods have been analysed by specialists in removing loss and damage both in the freight and express branches, and considerable progress has already been made in curtailing them. Two years ago, the railroads paid 1,471,702dol. in settling claims on this traffic alone, but last year these losses were cut nearly 52 per cent. Express claims on household goods in 1922 averaged nearly 50,000dol. a month, which represented a 50 per cent. reduction over 1921 figures.

The month of September will be given over to an educational campaign that is calculated to reach every nook and corner of the United States. This will be accomplished through the co-operation of practically every railroad system in the country, with the express organisation playing an important part. The public will be reached through local chambers of commerce, traffic clubs and other civic bodies; by articles in the newspapers; by printed pamphlets and placards, and by the use of the newest and most popular means of communication, the radio.

In the express business, household goods and furniture will be made the outstanding topic at the "right way" meetings, which will be resumed next month. Coupled with these efforts, there will be a close scrutiny and inspection of all shipments of this character, so that not only will the service in handling them be improved, but every case of damage will be examined, to determine what articles are most frequently involved in claims, and whether such breakage as may be encountered is old or new. With concrete information on the subject, it will be possible for the carriers to take definite steps in formulating rules to govern the acceptance of this traffic in the future.

"When Greek Meets Greek."—Voltaire and Rousseau, though on friendly terms, were in the habit of firing off jokes at one another. One day Rousseau was dining with Voltaire, and oysters were brought on the table, for, as somebody has remarked, no dinner would be complete without them. The author of "Emile," after helping himself pretty freely, made the somewhat injudicious remark:

"I am sure I could eat as many oysters as Samson slew Philistines."

"With the same weapon?" (the jaw-bone of an ass) slyly inquired Voltaire.

Rousseau did not soon forget the little joke at his expense, and sought an opportunity for revenge. Not long afterwards Voltaire called at his house during his absence. The door being open, he walked into the library, and, finding all the books thrown about in confusion and covered with dust, he traced on one of them the word "cochon" (pig) with his finger. Next day he met Rousseau, and said to him:

"I called at your house yesterday, but did not find you in."

"I know," replied the latter; "I found your card."

Transportation District Notes

Metropolitan District.

The Metropolitan Superintendent states that two innovations of a particularly progressive nature have recently been made in the train service in this district. One is the six-minute frequency of trains between Melbourne and St. Kilda with a corresponding increase in the Elwood tram service as far as Vautier-street. This alteration has proved necessary on account of the rapidly increasing traffic on this popular route, and expressions of approval have been freely made since the change became operative.

An interesting comparison of the figures showing the results obtained on this line between two periods—one prior to the alteration and one immediately after—is given hereunder, and as these figures speak for themselves the success of the move cannot be doubted:—

9th to 22nd January, 1924—12 minute service.

Total bookings at Flinders St., Elwood, South Melbourne, Albert Park, Middle Park and St. Kilda.

Revenue from Daily Rail Tickets.	No. of Combined Rail and Tram Tickets Issued.		Revenue from Combined Rail and Tram tickets.	Total Revenue.
	Single	Return		
£3,764	26,212	23,464	£1,523	£5,287

30th January to 12th February, 1924—6 minute service.

£3,977	27,374	23,829	£1,553	£5,530
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Periodical tickets and revenue are not included in the foregoing, an analysis of which gives the following particulars:—

Total increase in revenue .. .	£243
Percentage increase in revenue..	4.59%
Increase rail and tram, single journeys	1162
Increase rail and tram, return journeys	365
Total increase rail and tram combined tickets	1527
Percentage increase in combined rail and tram tickets .. .	3.07%

The second important matter is the introduction of the new section of lines

known as the "fly-over" tracks between North Melbourne and Kensington for the use of Up and Down Broadmeadows and Essendon trains, and which was brought into operation for the first time on the 20th January with satisfactory results. The opening of the "fly-over" tracks for passenger traffic is the first step of the ultimate scheme which provides for two new island platforms at Spencer-st., one of which will be used for Essendon and Broadmeadows trains, and the other for Williamstown, Coburg and St. Albans trains.

When these are completed a Williamstown and an Essendon train will be able to leave Flinders-street at the same time and proceed as far as North Melbourne on parallel tracks, and thus the crossing delays which now occur at Franklin-street will be obviated.

The increased rail motor service between Mornington and Frankston is still giving satisfaction, and the road motor competition has been entirely eliminated.

Dennis, the new station on the Heidelberg line between Westgarth and Fairfield Park, was officially opened on the 4th February, and has proved a great convenience to the residents of this district, which has made wonderful progress since the question of a station at the point selected was first mooted.

Mr. J. G. Lee, Relieving District Superintendent, who is in charge of this section during the absence of Mr. F. P. J. Moloney, Metropolitan Superintendent, on annual leave, reports great activity in the industries and timber traffic throughout the section, and states that the indications for a good season are very promising.

Melbourne Goods Sheds.

The Superintendent of Melbourne Goods says the perishable traffic at the present time is very heavy, and record tonnages are being handled in the Perishable Shed, where the bulk of the unloading is carried out between midnight and 9 a.m., so that consignments are made available for the early morning markets.

The following figures will give an idea of the volume of traffic handled. For the week ending 9th February, 1924:—

Cream	75	tons
Butter (local)	399	„
Butter (export)	432	„
Fruit	3631	„
Rabbits	86	„
Various	1623	„
Trucks (inward)	1188	„
Trucks (outward)	282	„

The wool, grain, chaff and potatoes traffic is also very heavy, as shown hereunder:—

Chaff and cereals received at Melbourne for week ending 9th February, 1924, being 156,001 bags.

Wool for the same week being 1027 bales, bring the total so far for the season to 168,887 bales.

As regards Outwards Loading to country stations, the total tonnage of 8538 tons was loaded, trucks to the number of 1967 being used, whilst at the Outside Timber Platforms a tonnage of 700 tons was dealt with.

Ballarat District.

Mr. Kenny, Relieving District Superintendent, reports:—

With the exception of a few isolated cases the wheat harvest for the past season has now been carted to the railway stations, and it is possible to form an estimate of the yield.

It has been found that on the Hope-toun line beyond Warracknabeal the estimate has been exceeded, but at Goroce and on the Balmoral and Gerang Gerung to Serviceton lines the yield has been much below that of last year, due mainly to the excessive rainfall during last winter, which not only restricted the area under crop, but had a prejudicial effect on the crops sown.

It is considered by officers of the Agricultural Department who travel the whole district, and should be in a position to give reliable information, that the yield in the aggregate for the district is somewhat below that of last year.

The potato crops in the Bungaree, Newlyn and Waubra districts, owing to the beneficial rains which have fallen

practically throughout the whole season, give promise of a record yield.

The fruit crop has been below that of last year.

Bendigo District.

Mr. W. Tredennick sends us the following information in connection with the wheat traffic:—

Number of bags loaded to	21,223	1,597,604
do. do.	21,224	1,610,924
Loaded on the	21,224	20,851
Average number bags loaded daily		22,374
Number bags at present stacked on stations		1,197,204

Extensions to Existing Lines.—Extensions to lines from Annuello to Bum Bang, Kerang to Gonn's Crossing, and Moama to Balranald are progressing very favourably, and with the opening of these lines a considerable area of new country will be made available for closer settlement.

Fruit and Other Perishable Traffic.—During February to date the fruit, tomato and other perishable traffic, including live stock, has been exceptionally heavy, with every prospect of continuing, and is easily the heaviest, in comparison with other years, yet attained. Something like a record was established on the night of the 5th February, when over 1000 tons of fruit and tomatoes, and 750 tons of live stock were despatched from Bendigo, necessitating the addition of a special train to cope with the loading offering.

Dandenong District.

Mr. H. Robertson advises:—

Sawmills at Calrossie have commenced working, and although the output of timber at present is very slight, there is every possibility of it improving in the near future.

Maffra.—Crops of sugar beet in the Maffra district are very good. Additional machinery is to be installed in the local sugar factory, and it is anticipated that record output will be realised. Potato and onion crops promise to be very good, but the decline in output of dairy produce is not likely to compare favourably with previous year. The fruit traffic is about to commence, and,

owing to the cycle of seasons, it is expected that a slight decrease in output will be realised as compared with previous season.

Seymour District.

Mr. J. Fitzpatrick reports as follows:—

Hops.—There has been a large increase in the area under cultivation in the Ovens Valley. The crop promises to be exceptionally heavy, and picking will commence towards the end of the month. The two largest plantations are those of Messrs. Pan Look and O'Sullivan, situated between Eurobin and Ovens. About 600 pickers are employed at Pan Look's and 200 at O'Sullivan's, and make good wages.

Tobacco.—During the past year much new ground has been broken for tobacco culture, and the area is steadily increasing, particularly in the King Valley along the Whitfield line. The prospects were at first very bright for a record yield, but in consequence of the unfavourable weather conditions the crop will be practically a failure owing to the prevalence of blue mould, which is attributed to the frequent thunderstorms, heavy rain and ensuing humidity.

Grain.—The grain yield in the North-Eastern and Goulburn Valley District during 1922-23 season was very light indeed, and primarily due to dry weather conditions. There was a substantial increase in the acreage sown for the past season, and owing to the adoption generally of Wimmera methods in regard to summer fallow, combined with favourable seasonal rains, the yield for 1923-24 exceeded anticipations. This was specially so in the Dookie area, where up to 56 bushels per acre obtained. From figures supplied it is anticipated that a total of 1,500,000 bags will be railed.

Lucerne.—During the past three or four years lucerne growing has been featured in the irrigable portion of the G.V. territory, and especially between Toolamba-Echuca and across country to Stanhope and Girgarre lines. Large numbers of sheep were taken on agistment last year and fattened for the Melbourne markets, and the future holds great possibilities for further development of this industry owing to closer settlement and consequent increase in cultivation.

Fresh Fruit Traffic.—The Goulburn Valley is becoming famous for its fresh fruits, such as apricots, peaches, nectarines, prunes and pears, which are grown extensively in the area between Tongala-Toolamba and Shepparton. The canning factories at Kyabram and Shepparton are now working at high pressure in addition to a large de-hydrating plant at Mooroopna and smaller plants at quite a large number of orchards. As an instance of the growth of this class of traffic the figures for one station—Mooroopna—during the 1922-23 season are interesting, and show an increase during the past two years of 25 per cent. The record load for one day was 26 trucks at this station, containing 9872 cases, and from 13/3/23 to 21/3/23 the daily average was 20 trucks. During the season 1087 trucks were utilised to transport a total of 440,155 cases from Mooroopna, equal to 11,094 tons, of which 420 truck loads were consigned to Sydney, and the balance to Melbourne, the average load per truck being 10.39 tons. In regard to small consignments (not included in above) and as a result of the Department's "Eat More Fruit" campaign, there was a great increase in the number of one, two and three case lots handled as compared with the previous year. The very efficient manner in which the season's crop was dealt with by the Railways evoked praise and appreciation from the growers generally. The fresh fruit traffic is also substantial from Shepparton, Tatura, Merrigum, Kyabram and Tongala. Owing to the cool summer experienced this year, the season is somewhat later, but the volume of business being handled approximates that of last year. A gratifying feature in the handling of the business is the hearty co-operation existing between the orchardists and the Railway employees.

Grapes.—Very satisfactory reports have been received from the principal wine growing areas, and there promises to be a record picking. Special provision has been made for the transport in bulk of 350 tons of grapes from Cobram to Rutherglen. At Rutherglen the yield will be well above the average, while at Wahgunyah it is anticipated that the yield will be 30 per cent. in excess of last year.

Good Service Brings Appreciation

Aurora Packing Co. Pty. Ltd.,
Merbein,
February 10th, 1924.

The Secretary, Victorian Railways,
Melbourne.

Dear Sir,—

Re Construction of Siding Merbein Shed.

As this job is almost through, we cannot but help express our appreciation of the manner in which your officials, including your Roadmaster Chamberlain and Ganger Venville have carried out their work.

Owing to the businesslike way in which this job was tackled, we were able to use the siding a full twenty-four hours before specified time, and this, we can assure you, was a big help to us and something we greatly appreciate.

Such service as rendered by your Roadmaster and Ganger is such that must result in better feeling between Government Officials and the general public.

Yours faithfully,

FOR AURORA PACKING CO. PTY. LTD.,
(Signed) Leo. J. Cleary.

7 Alexander St.,
Middle Footscray,
Feb. 18th, 1924.

H. Clapp, Esq.,
Chairman of Railways Commissioners.

Dear Sir,—

On behalf of my brother and the members of our family, I wish to express our thanks to the members of your staff.

My brother, who is confined to an invalid's chair, travels occasionally on the country lines, and when in Melbourne for about two months every year travels on the suburban lines very frequently.

At all times we have met with the greatest courtesy and kindness, when making arrangements for him to travel on the country trains, and the trouble taken to make him comfortable on the journey is very much appreciated.

On the suburban lines the members of your staff have always treated us with the greatest consideration and attention, which is always greatly appreciated by us.

I remain,
Your faithfully,
(Signed) L. NORTON.

Daylesford,
12th March, 1924.

Mr. Harold W. Clapp, M.I.E.E.,
Chairman,
Victorian Railways Commissioners.

Sir,—On behalf of the Daylesford District Publicity Committee, I have to express appreciation of the prompt and efficient service ren-

dered to us by your staff in connection with the carriage and delivery of the goods composing the Daylesford Display in Melbourne during "Country Promotion Week."

My Committee was enabled, by the assistance of the local railway officers, to consign and load within a few minutes of the time of the train leaving Daylesford a sizeable shipment of perishable, fragile and valuable articles. That consignment was delivered safely in Melbourne within five hours.

Yours truly,
(Signed) TOM G. TAYLOUR,
Hon. Secretary.

136 Nelson Road,
Box Hill,
Feb. 7th, 1924.

To Mr. Roffie,
Stationmaster, Gembrook.

Dear Sir,—

Just a few lines to thank you and your staff for the prompt manner in which you sent my furniture down from Gembrook. Everything reached me here in first-class order, for which I am very grateful.

Again thanking you for your care and attention.

I remain,
Yours faithfully,
(Mrs.) BLANCHE M. C. WOOD.

The Victorian Railways Institute is now training men for efficient service rather than permit experience to be gained through the sometime slow process of desk education. Classes are formed of young men in clerical service, and they are being regularly instructed in all character of accounting, including operating and station work, economics and railway law and practices. Lad Porter's duties, Guard's duties, Safe working, as well as in every other duty essential to the rendering of efficient service is also being taught.

Limits

Press on and climb, or linger still below;
Life is a land we can but partly know;
Leagues have been travel'd, many wonders met,
But the best part is undiscovered yet.

—Edwin Henry Keen.

Song and Singer

Like birds the poets come and go; but Song
Changeless abides, and shall for evermore,
As fresh to-day as when God sent the throng
Of singing stars from the celestial door.

—Frank Dempster Sherman.

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AUTUMN IN THE HILLS

SEES NATURE AT HER LOVELIEST

There are many beautiful Mountain Resorts at
which to spend a happy, healthful vacation. Some
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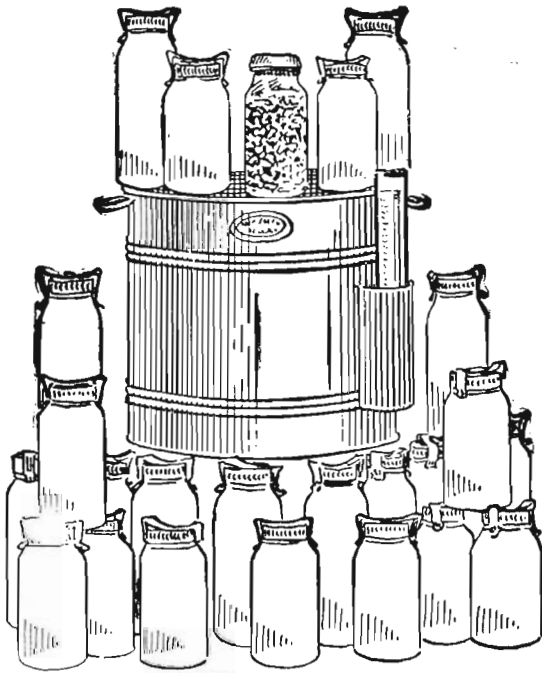
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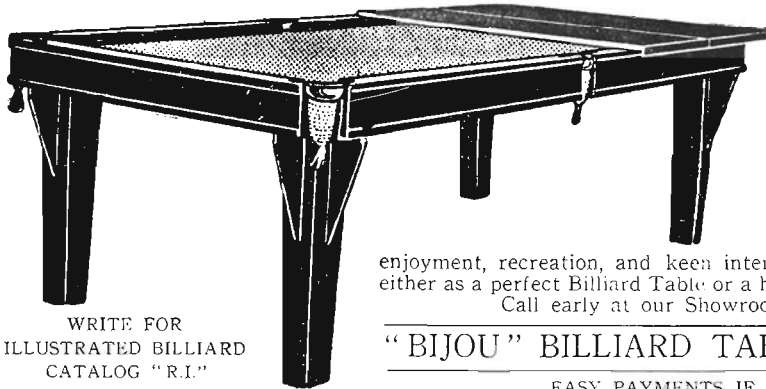
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TABLE E⁶⁰—Railway Regulations Assurance.

Sum Assured, £100.

Bonus for 1913	-	£1 12 6
" " 1914	-	1 15 0
" " 1915	-	1 15 0
" " 1916	-	1 15 0
" " 1917	-	1 15 0
" " 1918	-	1 15 0
" " 1919	-	1 15 0
" " 1920	-	1 15 0
" " 1921	-	2 0 0
" " 1922	-	2 0 0

£117 17 6

TABLE A—Whole of Life Assurance.

Sum Assured, £100.

Bonus for 1913	-	£2 10 0
" " 1914	-	2 15 0
" " 1915	-	3 0 0
" " 1916	-	3 0 0
" " 1917	-	3 0 0
" " 1918	-	3 0 0
" " 1919	-	3 0 0
" " 1920	-	3 0 0
" " 1921	-	3 5 0
" " 1922	-	3 5 0

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THE VICTORIAN RAILWAYS MAGAZINE

APRIL, 1924

Vol. 1
No. 4

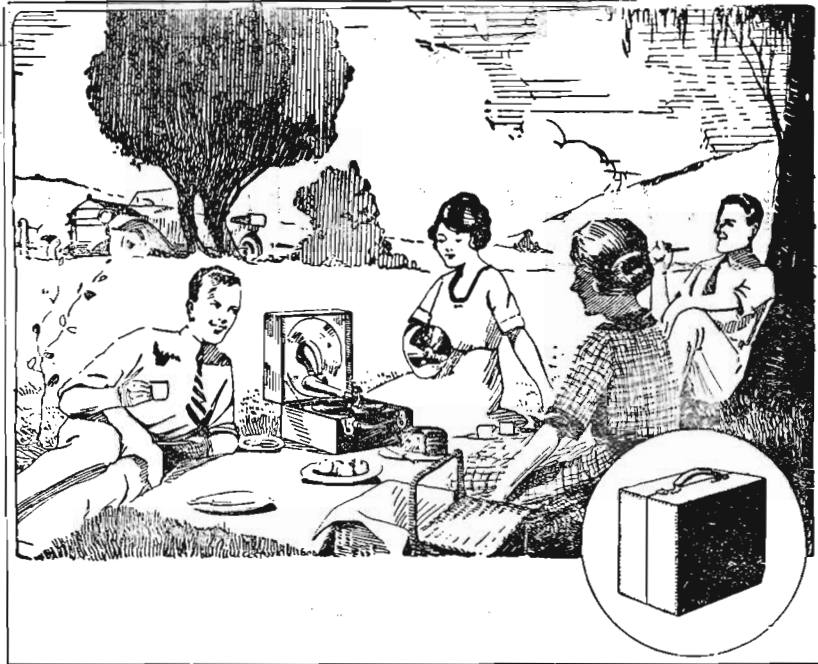
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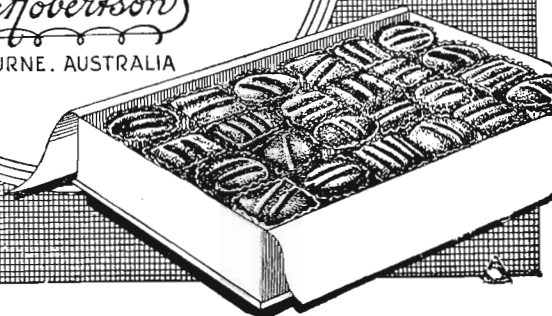


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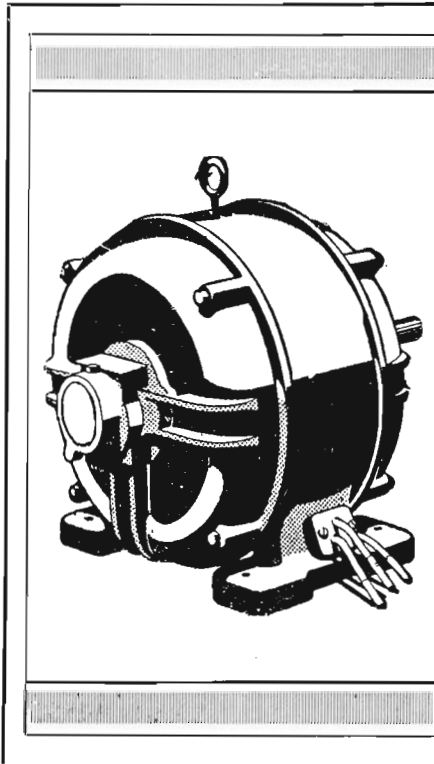
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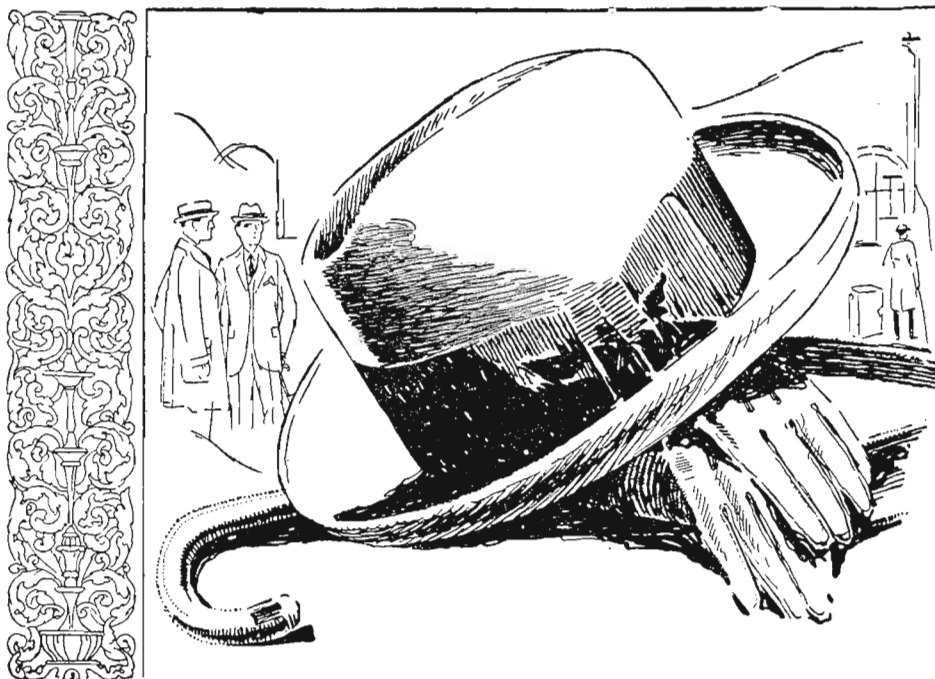
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* * *

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* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

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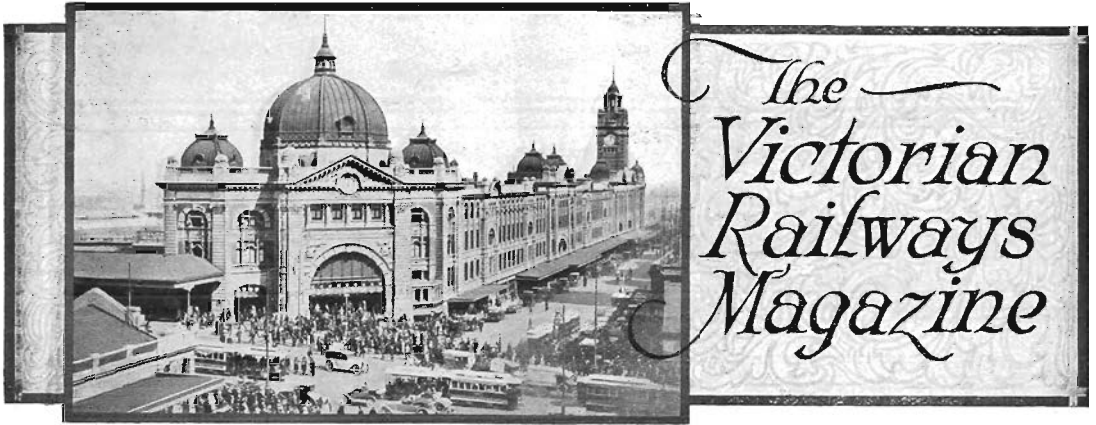
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FLINDERS STREET STATION. MELBOURNE

Lessons from the Fleet

RAILWAYMEN were so busily engaged during Fleet Week, when about 60,000 people a day were carried swiftly to Port Melbourne, and frequent services maintained on all the electrified suburban lines, that they had little time to weigh the importance of the visit of the Special Service Squadron. To many thousands of people H.M.S. Hood, H.M.S. Repulse, and the light cruisers forming the squadron, provided merely so many magnificent examples of Britain's might upon the sea.

Some, indeed, were merely concerned with sight seeing. But to thoughtful people there was much more in the visit of the squadron than the official explanation that an opportunity was being afforded the officers and men of seeing the Dominions and of becoming acquainted with their kith and kin overseas. Those of us who are of British stock—and we are in the great majority—were proud indeed to welcome the 5000 Britishers forming the personnel of the squadron. We were glad of the opportunity to see some of the ships that made it possible for Britain to protect Australia and the sister Dominions.

The ships themselves are marvels of human ingenuity in all the details of design and construction. Visitors were

impressed by the great punishing power, and the ranges of the guns. The discipline observed by the 5000 inhabitants of the ships is doubtless as nearly perfect as may be expected among recruits from a democratic people. Vice-Admiral Sir Frederick Field, Rear-Admiral Sir Hubert Brand and junior officers seemed to uphold the best traditions of the British Navy. All of these features are obvious. But what was really the object of the visit of the squadron? Perhaps it will not be wide of the mark to say that one object was to impress the people of Victoria, in common with the peoples of all the States and Dominions visited and to be visited, of the need of these uncertain and perilous times of maintaining and increasing naval defences.

It is significant that the visit of the squadron coincided with the return to the Commonwealth of the Prime Minister, fresh from the Imperial Conference held in London. Mr. Bruce has made no secret of the intention of his Government to strengthen the Australian Navy, and we may see in the not distant future an addition of several light cruisers of modern type, and also of submarines and torpedo boat destroyers. The Air Force also is to be built up for co-operation with the sea and land forces. We all hope that there will never be again

a world war, and we pray that Australia will play a noble part in promoting the peace of the world. But we must not shut our eyes to the probabilities of the European situation, and we must, for many years to come, be in a position to defend our glorious country against invasion by any possible enemy. As part of the Empire we are involved in Empire problems, and we can no more shirk our duty as citizens of the Empire than we of the service can shirk our duty as employes of the Victorian Railways.

What may be hoped sincerely is that the whole world will realise that war, except for defence, is madness, and that the League of Nations will in the next decade at least be strong enough to compel a gradual decrease in armaments in all countries. Britain is ready to cooperate fully with other Powers in maintaining the peace of the world. Here in Australia we hate war, and all those who promote war for selfish purposes. We hope that the idea of universal brotherhood will take the place of universal distrust, and that some day the nations will be affectionate members of one great human family.

We desire peace, not only "in our time, O Lord," but for all time. The fighting instinct of the worth-while peoples must be converted from war-like actions to strong efforts in the solution of pressing social problems. Let us fight for the good of all. We may all help by spreading the gospel of Peace to disperse the war clouds that threaten the extinction of civilisation.

The Ethical Life

We may define the ethical life as the conscious pursuit of an ideal end or moral purpose. It is a life governed by reason through the application of eternal principles. It is not something to be taken on occasionally, but the life of every day and hour worthy of man—the religion of duty. It is a life where one is conscious, above all else, of a desire to do the right, to follow the highest leading where one shows what one believes by one's conduct, where, in all sincerity, life and belief are one, in unselfish dedication to truth, goodness,

and service. It is not mere discontent with the present state of society, which is perhaps far better than it would be were it reformed in accordance with the ideas of those who complain of it because, for example, there is not an equal distribution of money, or because governments exist which prevent them from being lawless. It is, in fact, the persistent choice of two sharply contrasted motives which divide the world into two great classes—those who live for themselves, and those who have the welfare of others first of all at heart.

Is this ideal too high? It seems high in comparison with our low attainment. But surely there is need of such earnest effort as this to sweep away the cold formulas and ceremonies both of morals and religion so far as they claim to be what they are not. The ethical life is a life worthy of being universal, it is sincerity, justice, truth, goodness, and beauty realised according to eternal law. It is a life wherein we do the best we can in the light of our highest insight. It only asks of us to give our souls, and not trade in appearances; but it asks this much of every man and woman that lives.

You Pass This Way But Once

Do you remember the time when you were new at the job and somebody made it unpleasant for you because you were not familiar with everything you had to do, and you felt bad because you were regarded as a new chum, and it seemed that everybody had it in for you? Take that experience to yourself, right now, and if there is anybody you can help with a kind word or a little information about the work being done, give it gladly, realising that you are giving to someone else what you didn't get—what you would have given almost anything for, at one time.

That man who can never find a word of praise or encouragement to give anybody, but who is ready to come down hard on another the minute any little mistake is made, will never build up a fine line of friendship.

Starlight

Out of the night's illimitable sea,
Invisible the diver comes and hurls
Into the air his gleaming treasure free,—
A shower of pearls!

—Frank Dempster Sherman.

What Brunel Did for a Great Railway

The fastest train in Britain is on the Great Western Railway. On the run from Swindon to Paddington recently, it attained to a speed of eighty-three miles an hour. This achievement, says a contemporary, gives a topical interest to the Great Western's beginnings.

When, in 1833, Isambard Kingdon Brunel was, at the age of twenty-seven, appointed chief engineer to the newly-formed Great Western Railway, there came into the railway world a genius engineer, whose proposals evoked the following tribute from George Stephenson:—"I can imagine a better line, but I do not know of one so good." Brunel, at this time, was already famous as the designer of the Clifton Suspension Bridge, and although that work was not finally completed until after his death, the Hanwell Viaduct, Paddington Station, the Maidenhead Bridge, and the G.W.R. main line from London to Penzance, are a few examples of works which were entirely carried out under his direction.

Stubborn Opposition.

His association with the company is memorable for his being involved in two bitter fights—firstly, to get his Bill sanctioning the railway through Parliament, and secondly, over the "gauge" question. As early as 1825 the merchants of Bristol, realising the inadequacy of transport facilities between their town and the metropolis, discussed the possibility of constructing a railway. Against the company was ranged all the forms of opposition that a private Bill can have. The owners of other transport undertakings opposed it from fear of competition. The inhabitants of Windsor opposed it because it did not run as close to their town as they wished. The corporation of Maidenhead opposed it because they thought that all traffic which paid toll on their bridge over the Thames would be diverted on to the railway. Landlords and farmers near London opposed it because they feared that produce could be brought to town cheaply as they could grow it themselves.

"Streams of Fire."

Inside London every possible site for a terminus was closed to the company. When it was suggested that the line should finish at South Kensington the inhabitants of Brompton opposed the Bill on the grounds that it would interfere with "the most famous of any place in the neighbourhood of London for the salubrity of its air, and calculated for retired residences." Their counsel also stated that "streams of fire would proceed from the locomotive engines."

The Bill was rejected, but the company was more successful in 1835. This was in spite of the fact that Mr. Serjeant Merewether spoke against it for four days. He objected that the Thames would choke up for want of traffic, the drainage of the country be destroyed, and Windsor Castle be left unsupplied with water. As for Eton College, it would

be absolutely and entirely ruined; London would pour forth the most abandoned of its inhabitants to come down by railway and pollute the minds of the scholars, whilst the boys themselves would take advantage of the short interval of their play hours to run up to town, mix in all the dissipation of London life, and return before their absence was discovered.

The Tunnel Terror.

The railway was constructed in sections; the last one to be opened, between Chippenham and Bath, included the Box Tunnel, which was completed in June, 1841. The tunnel, which was of the unprecedented length of a mile and seven-eighths, was the subject of much adverse criticism from geologists and engineers, who derided the notions that it could be built at all, and from medical men, who feared for the safety of the passengers. Indeed, for some time after the trains had been running regularly through the tunnel there were passengers who preferred to do this part of the journey in a stage-coach and rejoin the train further on.

At the time when the plans for the G.W.R. were first made, the standard distance between the two rails on English railways was 4ft. 8½in.—the present-day gauge. There was no inherent virtue in this rather odd dimension, except that when Stephenson built his first locomotives, he found that the North Country trucks and carts that he had to haul were constructed with this width of track. Those who followed copied the pioneer's dimensions.

Doctors Alarmed.

Brunel and his directors had other ideas of a railway. They dreamed of larger, heavier and faster trains. So they decided on a 7ft. gauge. As early as 1838 trains of 50 tons and upwards were being drawn on the Paddington-Maidenhead section at speeds of forty miles an hour. The medical profession became alarmed. They pictured the English people being turned into a race of neurasthenics by the projected sixty-miles-per-hour trains. The only really valid objection to the broad gauge arose from the fact that there could be no through trains between one system and another. This was especially disadvantageous in the hauling of goods.

In 1845 a Royal Gauge Commission sat, and, after much discussion, the short-sighted mediocrities of which it was composed defeated the broad gauge. By this time the G.W.R. owned 1200 miles of railway, and they ran an unbroken line from Paddington to Milford Haven and another from London to Penzance. Brunel did everything in his power to demonstrate the advantages of the broad gauge, and in the year of the Commission ran expresses from London to Exeter (194 miles) in 4½ hours.

The present generation of railway engineers, in the face of fierce motor competition, realise how very much wiser that Commission would have been had it recommended a uniform broad gauge.

The Pink Lakes

The Pink Lakes, of which there are four, lie about nine miles north of Underbool and Linga, the area being 800 acres, the biggest being 400 acres and the smallest a little more than 30 acres.

The biggest of the lakes is surrounded by ridges covered with pines, willows,



A Corner of the Big Lake-

cabbage bushes, needlwoods, belars, quandongs, bitter and sweet, and acacias of many species. The ridges are, as usual, sandy, but as they decline to the lake margin become highly gypsiferous, the gypsum, of the floury variety, being in parts almost pure. On the western and southern sides they form bluffs which are almost cliffs. Sheets of tabular siliceous magnesian limestone overlies in places the gypsum deposits. At points there are low-lying flats, but little elevated above the surface of the lakes, and separating it from the ridges. These are covered with bead-bush and are composed mainly of gypsum earth. They appear to be the remaining vestiges of an older stage of the lake when it had a more extensive and more elevated bed.

The lake itself varies in appearance with the climatic conditions preceding the inspection. After heavy rains, there are a few inches of water of a distinct pink color covering the bed. But, as a rule, the bed is dry salt, level as a billiard table and having a very slight pinkish hue only. The margins or beaches which are muddy, not to say slimy, are only a few feet in width, after which the salt cruet begins.

Here and there immediately adjacent to the margin are bulges which crack when trodden on and release gas apparently exuded by the algæ beneath, which are generally highly colored and very repulsive in appearance. For some little distance from the margin there are a few scattered greyish patches which are apparently of similar origin to the bulges, being vents of the algaic gases. In parts these vent holes are surrounded by a salt of a deep pink color, which yields a colored solution. After standing a day or two, most of the color precipitates as a purplish brown deposit, and the whole of it can be removed by filtration. The gas emitted occasionally, probably at barometric changes, smells powerfully of sulphuretted hydrogen. The salt surface is marked by cracks or fissures up which more salt has risen and deposited, at times forming elevated ridgings. These markings are decidedly whiter than the rest. Small foliate pieces, very thin, are dotted all over the surface. These are due to the ascension to the surface of brine through more minute cracks, receiving continuous increment. It is on record that after a rainfall of over an inch, there was a thickness of about one



Salt Ready for Removal.

inch of the top layer of the light pinkish salt. It was composed of a mass of cubical crystals up to one-quarter of an inch in diameter. Beneath that was a very thin layer of organic matter, probably of an algaic character, resting upon a layer of green salt, set together in a very

thickness, resting upon a layer of black mud of one or two inches in thickness, containing numerous crystals of "copi" or gypsum. These crystals are generally scraped with a spade, and it will be necessary to contrive some appliance for its economical gathering. Beneath the green



Camels ready with their load

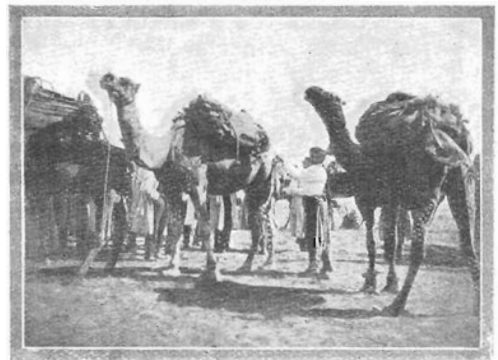
salt again is another—sometimes more than one—layer, also very hard and firm, purplish red in color. These layers form a crust of two or three inches in total hard and coherent—almost rock-like—mass. Even the upper layer, though much more friable, is too hard to be twinned and are up to two inches in length. Below the black layer is a greyish mud of six inches and over in thickness, containing a few acicular copi crystals. The two mud layers do not extend for 12 inches altogether and in places are under one inch. In the lake lying about one mile north-west of the Big Lake, the upper colored layers lie immediately upon rock salt, the total thickness of salt varying from five feet to six feet. In the Big Lake the two mud layers rest upon a colorless salt, best described as rock salt, of over three feet in thickness. This salt is in large cubic crystals joined in large masses and is completely colorless. It extends to a depth below the surface of four to five feet and rests upon a layer of copi, of a greenish color. The depth of this deposit has not been ascertained. Near the bottom of the solid salt occur a few copi crystals and a number of skeleton salt crystals.

On the lowest estimate there appears to be at least four feet of solid salt, or over 8000 tons to the acre, a total for 800 acres of 6,400,000 tons.

The Pink Lakes, so named on account of the pink tint in the salt, are nine miles from Underbool. The gathering of the salt usually commences in October and continues up to May, providing the season is favorable. At this time of the year there is little or no water in the lakes and the work of gathering the salt is in full swing. The salt is transported from the lakes to the railway by bullock and horse teams and camels. For a period of this season, two camel teams were coming in here, one being owned by Mr. E. Jones, of Underbool, and the other by D. McLeod and Co., the latter having recently gone to Hattah. Jones' team consists of 20 camels and McLeod's 30 camels. A camel, in good condition, carries four bags of salt, an average weight of one-third of a ton. It is trucked to all parts of this State and occasionally to New South Wales and Queensland. The greater proportion of the salt is used for stock and smaller lots by butchers and ice-cream manufacturers.

D. McLeod and Co. have a salt refinery at South Melbourne, and as most of the salt consigned by this firm goes to Melbourne, no doubt it is refined there. It is probable that the Cheetham Salt Co. will shortly start refining in Melbourne. This firm is supplied by Mr. Jones.

The scraping of the salt off the lakes is governed by the transport facilities,



Salt being packed upon the camels

as owing to there being no limit to the salt supply, 50 tons a day could be scraped without any difficulty. It would be of no use scraping a large quantity if it had to lie on the bank of the lake for any length of time, as a shower or two would wash it back again.

The value of salt placed on the rails at Underbool is from 40/- to 50/- a ton. If a railway was put through, as proposed, to the Sunset country and touching on the Salt Lakes, the trucking would increase tenfold.

The trucking from Underbool for 1923 was 1786 tons, January of this year 199 tons and February 164 tons.

At Linga the Sailor Salt Co. is going into the business in a big way and has the material ready for laying a tramway from the lakes to Linga, a distance of 12¼ miles. They intend to use a motor engine of 40 h.p. to haul their trains, which will run into Linga yard, where the salt will be transferred into our trucks. At present they are concentrating on scraping the salt and starting shortly three shifts of men will be employed. When the line is laid, the company expects to truck 40,000 tons a year. For 1923 there was only 45 tons trucked from Linga, and 11 tons for this year, as yet.

Country and City

Important Factors Overlooked.

With the very commendable idea of impressing city people with the productivity of the country, and the progress and capabilities of the various inland districts of the State, and also with the object of attracting more people on to the land, a Country Promotion Week, organised by the New Settlers' League, has become an annual fixture in several of our capital cities. In Melbourne, Country Promotion Week was opened on Friday, 7th March, and closed on the 14th. A large number of shop windows were placed at the disposal of the League, and were filled with a splendid and comprehensive range of the State's wealth-producing primary commodities. Agricultural and pastoral products, industrial and precious minerals, timber of various kinds, all made a most effective display. Manufactured goods, produced by factories situated in country centres, were also shown, and impressed the value, from the point of view of decentralisation, of fostering the establishment of secondary industries away from the capital cities and near the raw material.

There is a growing tendency to open manufacturing in country centres, and this should be encouraged in every possible way, as it represents an important factor in the development and progress of our inland districts. Altogether the event was well organised, and the goods excellently displayed. Judging from the keen and sustained interest shown by the public, nothing but good will result from thus

placing before city people the agricultural and other commodities which can be produced in such abundance in the country districts, not only of Victoria, but of every State.

In the speeches at the official opening of the Week, in the Melbourne Town Hall, the common mistake was made of unduly lauding the primary producers as the class alone responsible for the progress and prosperity of Australia. The dependence of the city upon the country and its products, a statement which never fails to impress the farmer, and a harrowing picture was drawn depicting the plight of inhabitants of the city in the unlikely event of their food supplies being cut off. As a matter of fact, they would be in exactly the same boat as would the primary producer if the latter was to lose the large and lucrative market provided by those who are not on the land. The dependence of the country on the city, which is very real, was entirely overlooked. It must be clear to the dullest intellect that no one section of the community can stand alone, and that each is dependent upon the others. If the people engaged in industry must have food, is it not just as essential for the farmer to have customers for his goods, the implements required in their production, and the endless range of commodities manufactured from his raw material?

Those who profess themselves the friend of the farmer would do well to impress upon him the value of the secondary industries as a means of providing customers for his goods, and to advocate the establishment of new manufactories in Australia.

The secondary industries of Australia are playing just as worthy a part in the development of the country as those connected with primary production. It must be borne in mind that we cannot live by taking in each other's washing.

Where You Are

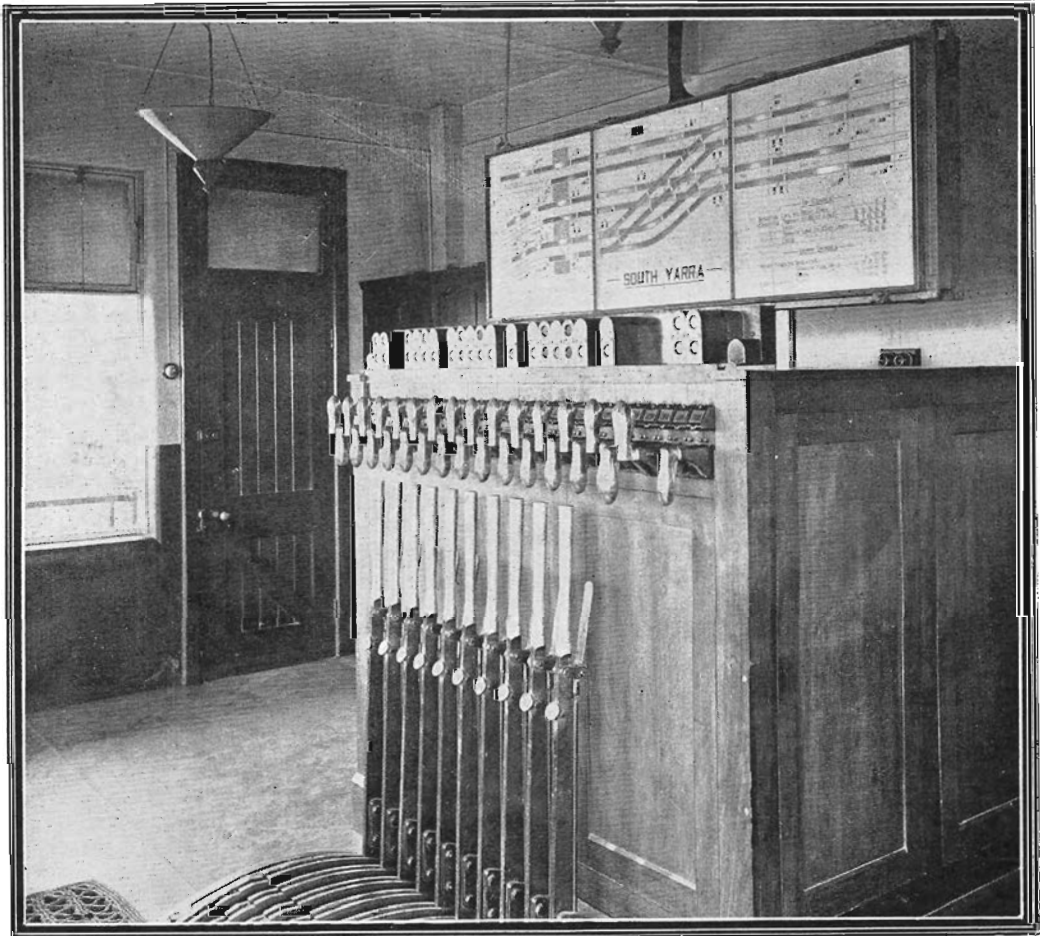
Do not despise your situation; in it you must act, suffer, and conquer. From every point of earth we are equally near to heaven and the infinite.—Frederic Amiel.

The man who takes an interest in his job makes that job not only a good job but a pleasurable job, too. There is no work so tedious as that which is done only because it has to be done. Taking an interest in one's job ensures that job being efficiently performed, and the better a job is done, the better the results obtained by the system. The success of the system means the success of the railwayman, as there is greater opportunity for advancement in a flourishing business than in one that is merely struggling along. It therefore naturally follows that it is to the personal advantage of all employes to help make the Railways pay, and the Railways will pay handsomely if we all do our bit towards that end.

Activities of the Signal & Telegraph Branch

The Signal and Telegraph Branch has a number of important works in various stages of progress, and later it is hoped to give fuller particulars, together with illustrations, of some of these. A brief

mechanical interlocking frames, each of which will contain 32 levers, and will be similar to the one now in service at South Yarra and illustrated on this page.



Electro-Mechanical Interlocking Frame, South Yarra

outline of what is being done by the Branch will serve to indicate the nature of these works.

To complete the section of three-colour daylight signalling between Richmond and Canterbury, a new signal box has been brought into service at Burnley. A mechanical interlocking frame has been installed for the purpose of working the signals electrically and the points mechanically. At Hawthorn and Camberwell it is intended to instal electro-

A 55-lever all-electric interlocking frame is to be installed at Flinders Street "D." From this frame the points will be operated and controlled electrically

The rearrangement of tracks between Spencer Street Viaduct and North Melbourne Junction involves considerable alterations to the existing signalling arrangements. Automatic signalling will be installed where possible, and at Franklin Street and Spencer Street Viaduct

new signal boxes are to be built to accommodate a 72-lever and a 40-lever all-electric interlocking frame respectively. In passing, it is interesting to note that these frames, which are to be made locally by the contractors, will be the first power interlocking frames manufactured in Victoria; the Brisbane works of the same firm have manufactured a power frame for the Queensland Government Railways, but this is not yet in service. Three-colour daylight signals will be installed on the section between Kensington flyover and the Viaduct Junction.

As the Victorian Railways have taken over the Deniliquin and Moama Railway, steps are being taken to provide additional signalling, together with staff and plunger locking of points.

Over 800 miles of additional trunk line telephone communication were established during the past 12 months, and further extensions are in progress. The method adopted has been that of superimposing the Morse telegraph circuit on the telephone circuit to allow simultaneous working. This arrangement does not require additional wires to be run, so has an economical advantage in addition to satisfactory operating results. The lines at present so equipped are:—Mildura, via Maryborough and Castlemaine, to Spencer Street station; Dimboola to Salisbury; Culgoa to Dumosa; Gredgwin to Boort; Koorong Vale to Bendigo; Wellsford to Bendigo; Seymour to Cathkin; Whittlesea to Reservoir; Leongatha to Buffalo; Welshpool to Port Albert; Warragul to Dandenong; Box Hill to Lilydale; Bendigo to Melbourne (two lines); and Woodend to Melbourne (two lines). It is of interest to note that the services between Melbourne and Mildura and Melbourne and Bendigo carry over 350 telephone messages a day. An intercommunication telephone system is being installed at Bendigo and Maryborough, which will enable a full local service to be maintained, and, in addition, will allow communication from and between those two centres to Castlemaine, Spencer Street, Korong Vale, Inglewood, and Eaglehawk.

The Strowger automatic telephone exchange in the Head Office Building,

Spencer Street, handles on an average 16,000 calls a day, apart from the manual switchboard, which handles 180 calls an hour between 9 a.m. and 5 p.m. The toll calls on the Central (Post Office) Telephone Exchange are approximately 680 a day. An extension is now being made to the automatic exchange to accommodate an additional 100 connections, thus making a total of 500 connections. The number of calls per line per day averages 40.2, which pass through the exchange at the rate of 35 calls a minute.

The automatic telephone exchange used exclusively in connection with power and traction purposes, and housed in the Jolimont sub-station, is being extended to its full capacity of 64 lines. A 100-line manual telephone switchboard has been installed in the new Dudley Street Yard Offices; and the Tourist Bureau, Melbourne, has been equipped with a new telephone switchboard and additional telephone facilities. The intercommunication telephone system at the Newport Power House "A" has been extended to the new Power House "B," used by the Victorian Electricity Commission.

Dictagraph intercommunication telephone services have been installed in the offices of the following branches:—Accountancy, Audit, Claims Agent, Refreshment Services, Rolling Stock, and Signal and Telegraph. The work of connecting other offices is now in progress. Plans are being prepared for enabling the Train Running Room, Head Office, to have direct telephone communication over long-distance lines for the purpose of train operation.

The new telegraph office in the Head Office Building is now in full working service, and several novel features have been introduced. In a future issue it is hoped to give fuller particulars of this office and its equipment.



Water Traffic

The Effect of a Dry Season.

From the beginning of December, 1922, until about the middle of May, 1923, the State of Victoria experienced a spell of dry weather, during which the

rainfall was almost negligible, and a large area of country north of the Dividing Range had practically no rain for months. Fortunately the winter and spring rains, although below the average, ensured a good harvest, and a fair supply of fodder, consequently no serious loss of live stock occurred for want of feed, but many pastoralists, anticipating a drought, rushed numbers of their stock to market whilst in fair condition.

The absence of rain during the seasons when it is mostly needed has its effect not only upon production, but also upon the water supplies of the community, and owing to the inadequacy of the winter and spring downfalls in 1922 reservoirs and storage dams throughout the State, especially in the Northern and North-Western areas, were left parched by nature.

In the far Northern and North-Western parts of the State large settlements of returned soldiers and others who had taken up land were in sore straits for water owing to the channels in course of construction by the State Rivers and Water Supply Commission not being sufficiently advanced to afford the necessary relief. The supply also gave out at many places in the North-Eastern and Western districts, and the trouble even extended to Gippsland, which was a very unusual happening. The adverse conditions also seriously affected our own Department, which is largely dependent on country Water Trusts for supplies for locomotives, and thousands of gallons of water had to be hauled daily for long distances from Mildura, Bendigo and other stations for this purpose. Even at such places as Macedon and Woodend supplies were restricted.

The position became so acute that the Railways were called upon to give prompt relief, and in order to cope with the situation nearly 300 water trucks, most of which had each a capacity of 2000 gallons, were placed in commission. The greatest demand was from towns situated north of Bendigo and along the Mildura and Ouyen-Murrayville lines, the principal railway centres from which supplies were despatched being Mildura, Hattah, Bendigo, Manangatang, Lal-

bert and Boort. Water trains were run daily (Sundays included) from Mildura and as required from Bendigo and other stations, each train hauling up to 50,000 gallons of water, and in a period of six days no less than 536,000 gallons were supplied from Mildura alone.

The quantities despatched from the following sources of supply totalled:—

From Lalbert	638,000	gals.
„ Manangatang	635,000	„
„ Hattah	215,000	„
„ Boort	112,000	„

whilst Bendigo and Mildura supplied many millions of gallons, and other places added their welcome contributions.

The 1914-15 drought was a severe one, but the quantity of water despatched by rail in that year was much less than in 1922-23, when the resources of the railways were severely taxed in all directions, notwithstanding which the demands of the public from all aspects of service were reasonably met and with a minimum of inconvenience, a most gratifying feature of the year's operations being the number of letters received expressing appreciation of the manner in which the traffic was handled and of the loyal and untiring efforts of the staff, especially at the time when their services were in greatest need.

* * *

Magnitude of Our Water Supply

Since the inception of the State's water policy to the end of the year 1921-22, approximately £13,000,000 has been expended throughout Victoria in works of irrigation and water supply. The area artificially supplied with water for domestic and stock use is roughly 13,440,000 acres, whilst the lands under irrigated culture cover approximately 300,000 acres. In 1902, the total capacity of the reservoirs then in existence was only 172,000 acre feet. This has increased to 772,000 acre feet, whilst the additional capacity of works then in course of construction brought the total up to 1,740,000.



The **LADIES.**



Woman and Her Arts

(By Housewife)

Have we ever been so sensibly dressed as we are nowadays? Certainly not for many years. We have, or rather the tyrants of fashion have, abandoned the short neck-to-knee frocks that made many of us appear awkwardly. Stout girls and women particularly suffered from those short dresses which made grandmothers look like girls, in the back view, but like ridiculous old women when you met them face to face. The longer skirts make us seem more graceful, and lend some of us charm, that elusive quality for which there is no exact definition.

Girls without charm are as flowers without scent, and, thank goodness, most of them have at least the charm of youth. You seldom see in Australia the hard wizened type that suggests a premature old age following on underfed youth.

What I personally like about the prevailing fashion is that it is good for me, as a middle-aged woman. Gowns I have seen are so cunningly draped, and yet so simple in cut-line, that an intelligent middle-aged woman has every opportunity of looking "well turned-out."

The fashions of the present season, indeed, are very interesting, because they are varied, and—apparently—contradictory. They seem tight and loose at one and the same time. As a matter of fact, I am assured, the original models designed by the famous Parisian dress-makers are nearly all mounted on ultra-tight "slips," the latter made of light, but durable Indian silk; but these exaggeratedly tight slips can only be worn successfully by very slender girls or women.

"The stouter the figure, the looser the dress" is a useful rule. If you are stout, the best way to look slender is to have your clothes a size too large; especially your coats and wraps and your casaquin blouses. The wise matron selects supple materials. She makes a speciality of handsome fringes and long tassels for her evening gowns. I am writing now, of course, of those women who can afford evening gowns. Many of us cannot do so, but it is interesting to consider the fashion of the time fully. Every woman, socially inclined, dreams of evening gowns. To tell the truth, I have owned only one evening gown in all my married life. That was in the period when I was for a time a teacher of dancing.

The wise woman avoids a tight outline; nothing connected with her clothes must be skimpy, but, on the other hand, she must not be fussy-looking. Every woman—young, elderly, stout or slender—looks her best in materials which are soft and clinging, rich in quality and in colour. The day of silks and velvets that could "stand alone" is at present far from us.

CLEANING BEADS.

In course of time beads become dull in appearance owing to the fact that they are dirty and require cleaning. If possible, when cleaning beads, it is always better to take them off the string. The actual method adopted will depend upon whether the beads will stand washing. Wooden beads and any that are likely to be affected by moisture should be cleaned with a mixture of bran and magnesia. Put the beads into a linen or cotton bag, and then cover them with equal parts of the bran and the magnesia. Shake the bag gently from time to time and then take out the beads. Spread them on a clean cloth and rub with some soft material. The colours of the beads will then be as bright as when they were new. Glass and porcelain beads that will stand washing are quickly restored in this way: Put the beads into a bag made of fine linen and then over them shake ordinary salt. Tie up the bag and immerse it in warm water. When the salt has dissolved, take out the beads and spread them out on a cloth to dry.

TO IMPROVE THE COMPLEXION.

Take a lemon, cut a piece off the top, remove the pips, and scoop a small hole in the middle. Place a lump of sugar in the hole, and bake the lemon. When baked, sip the juice, either while the lemon is still hot or after it has cooled, as preferred. This is a splendid complexion beautifier. If the juice of a lemon is taken in this way every day for two or three weeks, a most noticeable improvement will be effected. The complexion will become clearer and the skin appear more transparent.

Lemon juice taken regularly has a beneficial effect on the liver and helps to make and keep the eyes clear and bright.

CLEANING SILK.

An excellent way of cleaning silk is as follows:—Put a lump of solid ammonia about the size of an orange into a gallon of boiling water. Stir well, and when the solution is luke-warm sponge on to the silk, which is resting on a flat surface. Pay special attention to any spots or stains, and finish the process by ironing the material while it is still damp.

THE INNER MAN AND WOMAN.

Giblet Soup.

Of the war-time, cool-weather soups, that made from giblets is one of the very best. It has a richness and quality pertaining to it out of all proportion to its cost.

Those from ducks or geese are best for this purpose. Scald and clean two sets of these, cut the gizzards into four, and put them in a pan with a pound of neck of mutton that has had the fat raised. A big pan is best, and enough cold water to cover them is required. A turnip, a carrot, three onions, a spray or two of parsley and thyme, a bay leaf and cayenne and pepper to taste go in to simmer gently with the rest.

The two sets should make about a quart of soup; if the gravy appears to be boiling away add more water from a steaming kettle; the large saucepan does away with the possibility of any of the liquor running over—a wasteful sight that always rouses my ire.

When the gizzards are tender is the sign that the soup has cooked long enough; skim it well then, and afterwards stir in a table-spoonful of mushroom ketchup. We always make ours overday, so that we can remove the fat with ease while it is cold. It is a simple enough matter to warm it up when required.

To serve, place all meat first in the tureen, strain the giblet soup over it, and send to table without delay. Salt is added when the soup is in the tureen—it hardens the flesh if introduced earlier.

For the plain family dinner no other soup can rival this.

Jugged Hare.

There are hares and hares; likewise there are ways of jugging them, and other ways. The dish is one that must be perfect; the hare, the ingredients, and the cooking must all be superlative. Not everyone should attempt the cleaning, skinning, and jointing of a hare for jugging; it is a task for an expert, and the wise woman preparing everything in readiness for the cooking knows this and arranges things accordingly.

She shaves half a pound of fat bacon into slices and stands out all the things she wants for flavouring—they are legion—and then she makes a start. She sees to the seasoning first. A spray each of parsley and thyme, a shred of lemon peel grated, a little mace, four or five pounded cloves, half a nutmeg grated, and two anchovies thoroughly blended, are the ingredients she uses.

Hare for jugging is never washed, The pieces are simply strewn with salt and pepper and fried to a goodly brown. Then they are lifted on to a hot dish, and lie there while the seasoning is littered all about them. Next the wise woman lowers the hare into a homely brown earthen pot. She intersperses the portions with slices of the bacon, and when she comes to the end pours in a glass of ale. She ties a bladder over the top and lifts the pot into a boiler, filled with cold water, which she places over the fire. She puts a plate above the bladder and lets the hare boil for three hours.

When the wise woman decides her hare is done she turns the contents of the pot into a stewpan standing near, and performs the final ceremony.

She fills a wine-glass with port and pours over the steaming, savoury mess, then tosses in the same amount of mushroom ketchup. A little creamed butter and flour and a few drops of lemon juice she also stirs in while shaking the pan just above the coals.

※ ※ ※

Victorian Railways Standard Recipe for Raisin Bread

14 lbs. flour	7 lbs. raisins
6 ozs. yeast	2 gallons water
12 ozs. butter	(blood heat)
1½ lbs. sugar	

The mixing is a ferment and the method of baking is as follows:—

Take one-third of the flour, all the yeast, half the sugar, and mix to a fine batter. Set away in a warm corner until it rises and then drops about ¾-inch, then mix in the balance of the ingredients, prove for half-an-hour, scale off at desired weights, further prove in the tins and bake at 300 degrees. When baked gloss with a weak syrup.

The whole operation covers a period of approximately two hours.

Recipe from which Victorian Railways
RAISIN BREAD is made.

Current Topics: Raisins.

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Difficulty

Difficulty is a severe instructor, set over us by the supreme ordinance of a parental guardian and legislator, who knows us better than we know ourselves, and he loves us better too. He that wrestles with us strengthens our nerves, and sharpens our skill. Our antagonist is our helper. This amicable conflict with difficulty obliges us to an intimate acquaintance with our object, and compels us to consider it in all its relations. It will not suffer us to be superficial. It is the want of nerves of understanding for such a task, it is the degenerate fondness for taking short cuts, and little fallacious facilities, that has in so many parts of the world created governments with arbitrary powers.—Burke.



The Easter Holidays

The coming of Easter is foreshadowed by the swelling tide of enquiry at the Tourist Bureau for suitable spots wherein to spend the Easter holidays and, further, as to the possibility of securing accommodation in the selected district.

Armed with a copy of "Where to Stay," the Bureau's guide to hotels and guest houses in Victoria, numberless intending holiday makers have already decided or are now pondering the question of a change of scene, and contrasting the attractions of the seashore—bathing, boating, fishing, etc.—with the delights of the mountains, their wooded grandeur, fern glens and panoramic outlook, helped in many cases to a decision by a consultation of the tariffs of houses of tourist accommodation or by the fare tables of the Railway Department.

Although the Easter holiday is not the home gathering season to the same extent as is Christmas, the weather, being generally more genial and enjoyable, and the long holiday—from Good Friday till the following Tuesday—are factors which make for increased traffic at this time of the year, and there is consequently a greater demand for hotel and boarding house accommodation. Frequently the resources of the Bureau are taxed to the uttermost in the effort to furnish belated enquirers with information as to where room is still available.

"Wide Scope for Tourists."

Holiday arrangements differ according to tastes of the prospective tourists, and mountain resorts will attract as many holiday makers as the cool inviting beaches around the bay or along the southern coast. Amongst the multiplicity of holiday resorts in Victoria there is ample variety of attraction. Its scenery has distinct character and its

differing climate and production make for variety and charm. The coastline is indented by sweeping beach-lined bays, inlets and estuaries, and there are numberless beautiful beaches for those who love to linger by the sea. Its tree-clad ranges and detached mountains, ruggedly crowned with battlement, cupola or minaret, have a grandeur and fascination entirely their own. Its waterfalls have an association with clear blue skies and extraordinary beauty of foliage. Its dense forests rise from rich volcanic soil and stretch upward to imposing heights. Its lake districts never fail of placid charm. Its mountain streams rush in crystal clearness through rocky fern-clad gorges or wind through pleasant glens. Its ancient caves, so full of stalactic brilliance, hauntingly hold the fancy by their age and mystery. Victoria gives a choice of mountain snow or golden beach, and the bird life is vast in variety, bewildering in brilliance and sweet in matutinal song.

Excursion Tickets.

In order to facilitate the journey of those whose business arrangements will permit, Cheap Excursion tickets at a specially low rate are being issued by the Railway Department on the 12th, 14th and 15th April, from Melbourne to all country stations, and travellers would be well advised to take advantage of these Cheap Excursion fares, as not only does it mean a considerable reduction in the cost of travel, but there is also the added attraction of being able to make the journey in trains less crowded than will be the case if the departure is delayed until the days immediately preceding the actual holidays. Similarly, on the evening of Thursday before Good Friday, Limited Cheap Excursion Special Trains will leave Melbourne soon after 9.30 a.m. for stations on the Bendigo, Ballarat,

PORT CAMPBELL
JUBILEE STRAITS
TIMBOON.

MATHINA FALLS
HEALESVILLE.

JUBILEE LAKE
DAVLESFORD.

RIVER YARRA
WARBURTON.

ROCKY COAST
WARRNAMBOOL.

Colac, Traralgon and Leongatha lines. These trains will afford comfortable and cheap transport for those engaged in business pursuits until after the ordinary office hours on that night.

Tourist tickets, available for return for two months, can be obtained to all holiday resorts accessible by rail direct and also by rail in conjunction with steamer, car or coach services, and during the period 15th to 22nd April holiday excursion tickets will be issued to and from all stations in Victoria and they will be available for return from 18th April till 22nd May.

Seats can be booked in special trains leaving Melbourne on the mornings of 17th and 18th April and taking passengers for Sale, Bairnsdale and the Gippsland Lakes and to Colac, Camperdown, Terang and Warrnambool.

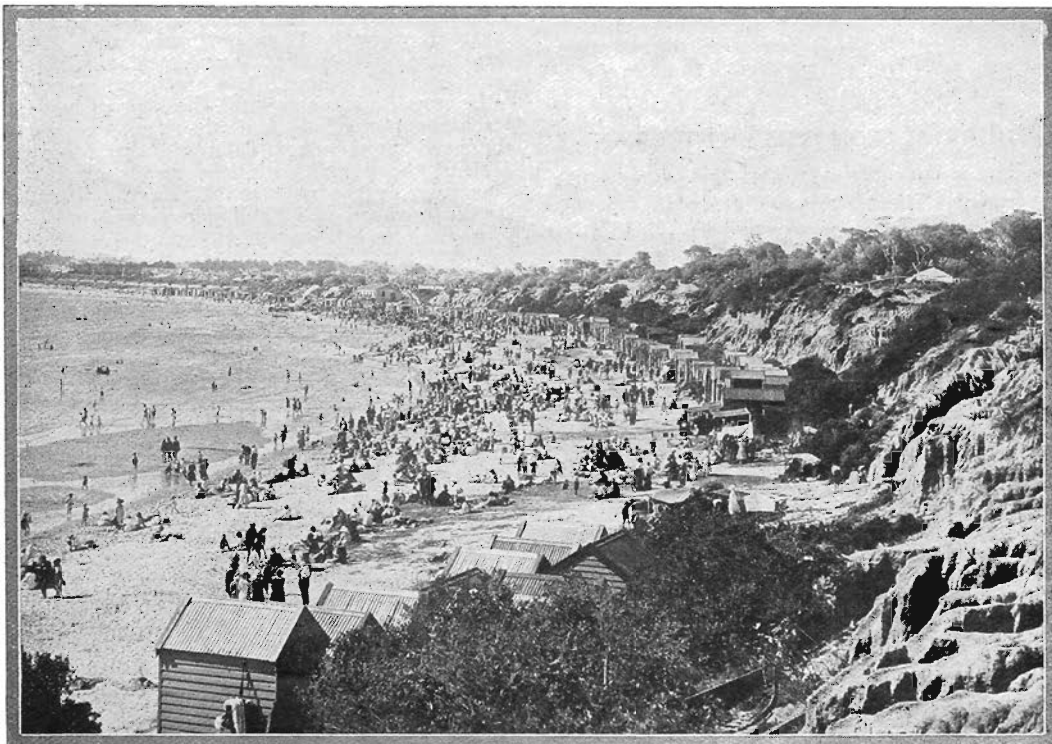
Near-Hand Attractions.

Melbourne's inhabitants enjoy the advantage of the seaside as well as those of a fine country background, and for

those who prefer to spend the holidays in making single day outings from the home hearth there are many places which offer opportunity for holiday relaxation.

Skirting the bay from Williamstown at one extremity of the suburban system to Mordialloc and Chelsea at the other, and, beyond, to Frankston, are numbers of watering places with fine stretches of sandy beach and occasional bluffs clothed with shady tea-tree scrub. Fast and frequent services of electric trains make them easily accessible, and each proves an irresistibly attractive playground where bathing, fishing, boating and shore picnics play a large part in the recreation of the younger generation as well as of their elders.

At no great distance inland there is much open country available for the sportsman, while a little farther afield are the picturesque Dandenong Ranges, which invite to bush solitudes, fern glades and sparkling waterfalls, the delights of which can be quickly and easily reached by a short and inexpensive train journey.



Hampton Beach.



ON GUARD.

Something brave within you, boys,
Bids you manly be.
When Sir Tempter's army comes
To make you bend the knee.
Sir Conscience is a nobleman,
Who'll guard you safe, if any can.

Something wise within you, boys,
Bids you watchful be.
When Sir Price would lock your heart,
And throw away the key.
It's better, boys, to keep Sir Pride,
With all his saucy men, outside.

Something true within you, boys,
Bids you honest be,
When old Sir Untruth would try
Your deepest thoughts to see.
I'd listen, boys, if I were you,
To open-hearted Captain True.

—Frank Walcott Hutt.

HURRAH FOR THE OTHERS.

The back yard had taken on a highly military aspect. There were soldiers with broomsticks, an officer with a wooden sword, and a proud boy with a flag too large for him, and a "band" with a gaily-painted drum, which he was beating furiously. Only little Robbie sat forlornly on the steps and looked on. A treacherous bit of glass had disabled his foot, and he could not keep up with the army.

"I can't do nothin'," he said, disconsolately.

"Yes, you can," answered Captain Fred; "you can hurrah when the rest go by."

So the little fellow kept his post, watching through all the marching and counter-marching, often left quite alone while the troop travelled in another direction, but he never failed to swing his small cap and raise his shrill cheer when they appeared.

Robbie was the real hero. It is not easy to hurrah for those who can go ahead, where we must stop; to forget our own disappointment, and cheer for those who are doing what we would like to and yet cannot do; to rejoice in the success of those who have the place which we wanted to fill. It takes a great heart to stand aside and "cheer when the rest go by."

A ROOK COURT OF JUSTICE.

Rooks, like men, have not all the same nice sense of justice. Some of them are honest, obliging and industrious, others knavish, idle and mischievous. In the spring months in particular, when they are all busy building nests or repairing old ones, certain evildoers invade their neighbours' store of sticks to save themselves the trouble of collecting materials in a more laborious and lawful way. This to some may appear a very venial crime, but what a plank is to a carpenter a twig is to a crow, and to pilfer the one is as bad as to purloin the other. But as often as offences of this kind are detected a complaint is made to the proper quarter, and the delinquent is tried and punished by his peers.

Some veteran bird acts as chief justice, and from the bustle that goes forward and the cawing of some rooks and the silence of others, it is plain that the court proceeds upon system, though I cannot subscribe to the startling opinion that they examine witnesses and empanel a jury. The presiding rook, who sits on a bough above all the others, is heard croaking last of all, and when sentence is pronounced punishment follows very promptly. Either the culprit is seized and pecked most severely, or the nest containing the ill-gotten twigs pounced upon and demolished until not one stick is left upon another.

FRAIDIE-CAT.

I shan't tell you what's his name:
When we want to play a game,
Always think that he'll be hurt,
Soil his jacket in the dirt,
Tear his trousers, spoil his hat
Fraidie-Cat! Fraidie-Cat!

Nothing of the boy in him!
"Dasn't" try to learn to swim;
Says a cow'll hook; if she
Looks at him he'll climb a tree.
"Scart" to death at bee or bat—
Fraidie-Cat! Fraidie-Cat!

Claims th're ghosts all snowy white
Wandering around at night
In the attic: wouldn't go
There for anything, I know.
Believe he'd run if you said "Scat!"

Fraidie-Cat! Fraidie-Cat!



Girl of the Lakes

By "BAIRNSDALE"

This is the story of Maria Gordon, who dwelt with her parents on the southern shore of Lake King, and of Bernard Gray, a railway man, who, many years ago, at the time of the beginning of this romance was stationed at Bairnsdale.

It all came about in the Easter of a year in the nineties, when Bernard, who came to Gippsland from Newport, decided to spend a fortnight's holiday boating and fishing on the lakes, and in shooting over the swamps aside from Lake King.

If you have not been to Metung, the tiny village on Lake King, you cannot understand fully what a delightful place it is for a holiday. I confess cheerfully that there is delight in every inch of the journey by water from Bairnsdale or Sale to Lakes Entrance, on any but a wet and stormy day. Bairnsdale itself is lovely, with its river, mountain, and lake scenery; and Sale has a rustic charm, and a riverine setting of great beauty.

But I have always regarded these interesting towns as being stepping-off places to the Lakes country. And Metung is so lovely, that I shall never forget having spent much of my money in living there at odd times.

It was opposite the township, or, as I have perhaps styled it more happily at the outset, the village of Metung that Maria Gordon lived with her parents, who were small farmers, and occasionally fishers.

Maria was a child of Nature—and naturally a gentlewoman. It is not pretended by me that Maria was pretty in a genteel way, or that her manners were those of ladies in the highest circles of society. She was, indeed, a rather handsome girl, tall and dark as a gipsy. Her hair, seldom confined by a sun-bonnet, was gloriously dark, if her hands were rough from toil in the open air. Her speech and her manners were good, because her parents, though poor, were people of superior education, who had lived in well-to-do circles until Mr. Gordon's health broke down, and he was forced to try his luck as a settler. He chose wisely when he chose to settle on the shore of Lake King, for at least he had the advantage of beautiful and healthful surroundings.

There were no boys in the family, and only Maria to help her parents till the soil, and, frequently, to draw in the fishing nets, and sometimes, in the season, to hunt the wild

duck. It was a rough life for a girl, but Maria grew to love it, as indeed did her parents. They were Nature lovers, and as settlers were satisfied to earn sufficient money to give them some of the comforts, and all the necessaries of life.

Such a girl as Maria naturally appeared as a great surprise to Bernard Gray, used to the elegant misses of the cities and towns he had visited in his railway career. He was rather a studious chap, and when in Melbourne had spent much time at the Railways Institute. But he had also mixed with young people of both sexes, and he had admired greatly some of the girls of his acquaintance. He knew many working girls who were admirable abroad and at home—good, modest girls, who would make good wives for men of moderate means. But they had not impressed him to the degree of affection. He had not fallen in love, as the saying is, for Cupid bided his time.

He first saw Maria in a magnificent setting. She was rowing a boat in the last rosy glow of an autumn evening. A strong breeze fluffed her luxuriant hair, so that it appeared as a crown over the eager countenance of the boatgirl. The regular sweep of the oars proved that the girl was a practised rower, and she made such a handsome picture that Bernard did not notice her shabby and toilworn clothes. He had no eyes for clothes at that moment, but was conscious only of a strong feeling that somehow this girl in the boat was to mean much to him through all the remaining years of his life.

She was rowing from Metung across the lake to the homestead of her people. Her strong, handsome face was caught in the last flush of the dying sun. The sound of the regular sweep of the oars in the rowlocks was like music in that still evening. A silver fish leaped often from the phosphorescent water, whilst as the boat swept along made a soft flame such as is seen in a piece of fiery opal.

As the boat neared the farther side of the lake, Maria began to call melodiously in a sort of chanting manner, and presently the listening Bernard could distinguish answering voices from the shore, and then shouts of welcome. Then the boat swung alongside a jetty and Maria stepped out in the evening glow, laden with the parcels gathered in the village.

Bernard stayed on the end of the Metung jetty until the dusk veiled the opposite shore. He saw lamplight gleaming through the windows of the farmhouse, and pictured the boat-

girl moving about the dining room, in setting the evening meal for her parents. He dreamed along, until a lad from the boardinghouse came to the jetty, and summoned him to appear at table.

It would be too much to say that Bernard was in love already with the "Girl of the Lake," as he named her for himself. He was strongly interested, however, and intended to make her acquaintance at the earliest opportunity. Fortune favoured him, for the next morning a boating excursion across the lake was proposed by little Jimmy Jackson, the son of his hostess, who volunteered the information that he was going over to Gordons early, to buy some potatoes for his mother.

To say that Bernard was delighted with this opportunity to become acquainted with the Girl of the Lake is not an over-statement. He made a friend of Jimmy immediately by presenting him with a pocketknife, and by promising that he would give him copies of all the snapshots he took during his stay at Metung, and particularly of the one he was to take of Jimmy rowing the house boat. Jimmy was won over completely, and for the rest of Bernard's stay was his firm friend and frequent companion in boating on the lake, and in rambles through the bush.

Mists of morning had hardly disappeared when Bernard and Jimmy, in the small house boat, came directly in view of the Gordon homestead, a rustic building, covered by creepers and climbing roses. Some well-fed looking cows browsed by the shore, and a couple of draught horses looked interestedly at a mare with a playful foal in a tiny paddock close to the potato field. It was a peaceful scene, but Bernard turned from it quickly when Jimmy exclaimed: "There's all the Gordons fishing at the bend."

This was certainly an arresting spectacle for the young railwayman, who, the evening before, had witnessed the glorious going homeward of the Girl of the Lake.

Maria this morning was a fisher girl in a short frock and long rubber boots. She made a handsome picture as she helped her parents draw in the net, in the slow, regular manner of professionals. A sunbeam illumined her luxuriant hair rather loosely tied with a faded ribbon. Some impulse, or a prevision, was surely responsible for the red rose she wore as a head ornament over one shapely ear. However, there she was, a magnificent specimen of young womanhood engaged in a task as primitive almost as the sea itself. Mr. Gordon, her father, appeared a tall, dark man, with whiskers hiding much of his sunburned face. He was barelegged, and wore merely a cotton shirt and a pair of old knickerbockers. Bernard noticed, however, that Mrs. Gordon wore rubber boots, and that even in her rough dress she appeared a capable and self-respecting woman. All sorts of weather, a rough life in the open-air, had not taken away from her entirely the good looks which many years ago had won for her a husband.

Jimmy was about to shout a greeting, but Bernard, not wishing the scene to be disturbed until its conclusion, hastily begged for silence.

"I wish to see them catching the fish in the net," he exclaimed. "Let's tie up the boat to the jetty, and then walk along the shore, when they are about to fetch in the fish."

Bernard got his reward for his patience in the beauty of the concluding stage of the netting. There were many fish in the brown net—bream, and mullet, and salmon—and they were swiftly caught and transferred to baskets waiting in a shady place under a tea-tree.

When Maria picked up a basket of the finny treasures, and turned homeward, she saw a strange young man of citified appearance in company with Jimmy Jackson. She suddenly became aware of her dripping skirt, and her long rubber boots slopping through the muddy way to the path above the water's edge.

But Maria had been too long accustomed to working in the open and to the visits of tourists to feel ashamed of her appearance. She was honest to the core, and had always felt that one should never be ashamed of necessary work, and of the clothing in which this work must be performed by thrifty people. Therefore, her nod of greeting to Bernard had in it a delightful frankness—a sort of intimation that "You must take us as you find us." It had the effect of putting Bernard at his ease at a time when he needed self-possession.

"This is Mr. Bernard Gray, and he's stopping at our place," was all Jimmy's introduction, and Maria, and, later, Mr. and Mrs. Gordon, found it sufficient.

"You must come and see us when we are ready to receive visitors," said Mrs. Gordon, kindly. "We must now change our clothing, and get on with the work of the day. We are usually very busy people, Mr. Gray, for we cannot afford help, and there is much to do on the farm. Then there is the fishing to be done on fine mornings."

"I was wondering whether you would find me in the way if I were to come over late this afternoon," said Bernard politely. "I am taking snapshots of scenes around here, and I should dearly like to become acquainted with this side of the lake. Perhaps Mr. Gordon would like to look at some magazines I have brought with me from Bairnsdale," he added, for he had determined not to let slip the opportunity to establish a friendship with the family.

"I should certainly like to see some magazines," said Mr. Gordon. "We very seldom see any but the daily newspapers here, and then not every day."

Maria was absent during this slight conversation, for on reaching the house she immediately began to change her clothing. But before Bernard left with Jimmy in the houseboat, Maria came down to the jetty and said how pleased she was that Mr. Gray intended taking photographs of Metung, and its lovely surroundings.

"May I hope that you will show me some of the beauty spots," asked Bernard, greatly daring.

"Perhaps, when we become better acquainted," replied Maria, a little primly. "But Dad will be delighted to show you round on a Sunday. That is the only day we have for strolling about the lakeside, though I often insist upon Dad and Mum coming with me for a row or a sail in the early evenings. It freshens them up after the hard work of the day and Dad can dream as he smokes his pipe in the bow. Dad is a great dreamer in the evening. He will be glad of your company, however, for he was a city man himself, and has always been fond of reading and also of discussing social problems.

"I am afraid that he will talk over my head," said Bernard, smiling. "I suppose you are very fond of boating, Miss Gordon?"

"Passionately fond of boating and swimming, ever since we came here 10 years ago. I am as much at home on the lakes as any of the fishermen."

"Maria wins all the prizes at the regatta," volunteered Jimmy.

"I can well imagine that happening," added Bernard, looking with frank admiration at the young girl poised now on the edge of the jetty.

"Jimmy, I'll be the death of you, if you fill Mr. Gray's mind with the idea that I am a heroine or anything wonderful," said Maria, playfully shaking her finger at the lad in the boat. "I am simply able to win prizes because I'm always rowing and swimming. So there is not much credit due to me, after all."

"I hope you will take me out on the lake sometimes," said Bernard, "and teach me how to row. I can neither row nor swim, though I now feel ashamed to have to say that."

"Well, if you are coming over this afternoon, you can speak to Dad about a little excursion. We might arrange a trip to the Entrance for Sunday afternoon. I will be grateful if you can get Dad to ease up sometimes while you are here. He works too hard, for he is not really very strong. Mum and I do most of the work, though Dad helps us continually. Mum and I are very strong, you know."

"Good-bye, Mr. Gray, It is very pleasant talking, but I must go about my duties now, or we shall never be finished to-day."

In spite of her hurry, Maria stood on the jetty long enough to wave several farewells to Bernard and Jimmy, as they rowed slowly across to Metung.

I wish there were both time and space so that I could relate to you in detail the several phases of the acquaintance ripening into affection between our hero and heroine.

Maria had not the polish of a city girl, but Bernard was wise enough to perceive that she was developing into a very capable woman,

who should make any decent man happy, and be as a tower of strength in adversity. She asked for so little of life that even a cautious lover would not fear the expenses of married life and all that it connotes and comprises. Her spirit was equal to any emergency, and she loved the out-of-door life so well that she would never crave for a permanent residence in a city, and for the somewhat cloistered existence in one of the suburbs. Maria, Bernard knew at last, would never be happy in the closed-in places, but very happy indeed in the country, and particularly in Gippsland. He dreamed of being able to persuade Mr. Gordon to take a farm near Bairnsdale, where they all could live in amity and comfort. Bernard was quite willing to stay indefinitely at Bairnsdale.

Bernard, in the eyes of Maria, was a clean-living young man, who would make a good husband. She was not very sentimental, and did not expect Bernard to be perfect. To tell the truth, she wished that he were a farmer and used to country life. She feared to be transplanted to a place where she could not help her parents on a farm. But she liked Bernard well enough to marry him, after he had asked the all-important question. You must not suppose that Maria was a cool, calculating person. Simply, she was wise, and so far had not been touched by passion. Some day she would love Bernard dearly.

So there they were, these two young people, growing fonder and fonder of each other as the days passed. They were often on the lake in the evenings, and Bernard was becoming used to rowing and also to sailing a boat.

And then came the accident which was to throw them into each other's arms, and to turn liking into passion.

Bernard had become so much at home on the Gordon farm in a few days that he came and went as he pleased. He often helped with the farm work, and especially with the fishing, when he took the place of Mr. Gordon at the net. He had learned to row a little and also to paddle around in a "flatty," a sort of canoe. He rather fancied himself in the flatty, and was soon venturing into the rough water beyond the Point. Whenever a strong wind was blowing the water beyond the Point became choppy. Bernard, one late afternoon, while Maria was mending the nets on the little jetty in front of the homestead, steered the flatty out into the lake, and then turned toward the Point. A rather strong wind was blowing at the time, and Maria, looking up from her work, shouted a warning. Bernard, however, was anxious to show off his newly-acquired skill as a boatman, and he drove the nose of the flatty into the waves.

Maria watched his progress anxiously. Her father had taken the larger row-boat over to Metung, and there was only a large sailing boat lying at the jetty. Maria knew that if there was an upset she would not reach Bernard in time to save him from a watery grave, unless she swam to his assistance.

It was characteristic of the girl, and an example of her admirable presence of mind in an emergency, that even while Bernard was still rowing strongly, she began to discard her shoes and stockings.

Her heart stood still for a moment when she saw that Bernard was in difficulties, and she, being a woman, screamed involuntarily when the flatty overturned, and the rash boatman was flung into the water.

But she was not for long dismayed. Hastily she stripped herself of blouse and skirt, and then, clad only in a chemise, the brave girl jumped into the water.

A magnificent swimmer, Maria was soon far out into the lake, and making for the rough water beyond the Point. Bernard managed to grab one side of the flatty, and this was keeping him afloat. But he was drifting away into the greater lake, and was becoming exhausted, and rather frightened. He began to pray for a rescue.

Bernard could not believe his ears when Maria called out to him to hang on to the flatty for a moment, and she would be at his side. He breathed a prayer that she might be able to save him, and herself. Then, in obedience to a command from Maria, he let go the flatty, and found himself being towed toward the shore.

It was an alarming experience, for Maria, with all her strength and skill as a swimmer, was in difficulties more than once in rough water, and where the current flowed swiftly round the Point.

But the heroic girl kept on, sometimes allowing herself to drift awhile for the sake of the rest it gave her, and then, struggling almost superhumanly to force her way into a current she knew would take them to the shore.

Just when she felt exhausted by her great effort, the current at last caught them, and quickly bore them along.

Panting from her exertions, Maria managed to stagger with her human burden on to the shore, and then fell among some bracken. Her last conscious effort was to hold Bernard tightly to her for fear that the cruel water would again bear him away.

When Bernard awoke from what seemed to him a dreadful dream, he found himself in Maria's arms. She was asleep. Realising that his sweetheart had saved his life at the risk of her own, he leaned over, and kissed her thankfully and reverently on the lips.

And when Maria awoke she found Bernard kneeling by her side.

"I have just thanked God that you saved my life," he said, simply. "And now I ask you to become my wife."

It seems to me that this is a fitting place to make an ending of the story, though it is

not an ending to the romance. Some day I may tell you what happened after the wedding.

Suffice it to say now, that for the remainder of his holiday Bernard felt that he and Maria were living in an earthly paradise, and "trailing clouds of glory."

The End.

True Beauty

True beauty is not so much a thing of feature as of expression; it is the soul mirrored in the face. We make or we mar this beauty by the emotions we indulge. The fine chisel of thought and feeling is all the while at work on our faces. Did you ever think how far you are responsible for your features? And they are an element of power in social life. There is magnetism in a winsome face. It wins the heart. The good-natured countenance carries with it its own card of introduction. And it is not the growth of a day. Dr. Lyman Beecher was asked how long it took him to write a sermon he had just delivered, greatly to the edification and delight of those who heard it; it was a masterly discourse, packed with thought and powerful in argument: "Thirty years," was the doctor's reply, meaning by this it was the gathered cream of thirty years' thought and experience. So that mellow loveliness of feature, that sweet benignity of expression which rests upon the face of age, is a beauty of slow growth, the steady accretion of years. It reaches perfection late in life—it is a sight pleasant to look upon, just as winter landscapes are sometimes among the most pleasant on the parlour wall, and this loveliness of feature takes on the finishing touch when the beaming face tells of a soul tingling with the hope of a bright future beyond.

Doing Nothing

In my opinion the want of occupation is no less the plague of society than of solitude. Nothing is so apt to narrow the mind: nothing produces more trifling, silly stories, mischief-making lies, than being eternally shut up in a room with one another, reduced as the only alternative to be constantly twaddling. When everybody is occupied, we only speak when we have something to say; but when we are doing nothing, we are compelled to be always talking; and of all torments that is the most annoying and the most dangerous.—Rousseau.

Anger is the most impotent passion that influences the mind of man; it effects nothing it undertakes, and hurts the man who is possessed by it more than the object against which it is directed.—Clarendon.



Horticultural Notes for May

FLOWER GARDEN AND SHRUBBERY.

To those who take a lively interest in horticulture, autumn is a suitable time for taking notes of past successes and failures, and for planning out the doings of the next season.

Sweet Peas.—Perhaps the most important work to be considered this month will be the cultivation of Sweet Peas. These flowers need plenty of room, high cultivation, with careful and constant attention, and when these are given there is no flower which better repays the grower. The soil which suits Roses will also do well for Sweet Peas, as they both like a somewhat heavy soil. Lime added is a great help. Sweet Peas should never be planted on same ground more than one or two seasons in succession at the utmost; in fact, an annual change of soil and position for all yearly crops is most desirable. Beds or borders for Sweet Peas should be all trenched two or three feet deep. If the soil is poor, plenty of manure should be used, put at least a foot or a foot and a half down, and a little superphosphate of lime and bone-dust may be added at the rate of two ounces to the square yard. Great improvement has been made in these flowers during the last few years, and all that is necessary is to plant them in fairly rich and deep soil, and not too close together.

This is a good month for planting most spring or hardy annuals, if they are ready. It is also a good time for putting in all kinds of cuttings of different flowering subject—*Mesembryanthemums*, *Lotus*, *Peliorhyncus*, *Polygonum Repens*, *Ipomaei Learii*, *Nasturtium*, double or single varieties of *Tradescantia*—are all useful creeping rockery plants that will root in the open ground now, and when renovating the rock garden in midwinter, will be useful to have for filling up the places of any that may have died out, or they may be needed for new work, should this part of the garden be in contemplation of extension. Late-flowering *Chrysanthemums* must be provided with some form of staking to keep their flowers off the ground, so that the evil results of heavy rains that may be expected from now on will be harmless; this advice also applies to late *Gladioli*.

Bulbs.—Just a little reminder about bulbs, in case you have neglected to put them in. If you have not done so, you are late, but not too late. When we realise how easy these plants are to grow, and how fine the result is with little care and expenditure, it is not difficult to find the reason of their popularity. At the risk of repeating last month's notes, we mention *Narcissi*, *Tulips*, *Hyacinths*, *Snowdrops*, *Crocuses*, and all the charming varieties that are now available; and, if readers will procure a bulb catalogue from some of the leading seed shops, they will find after an hour's perusal that a few shillings can be made to go a long way.

April is a delightful month in the Rose garden, as in some respects the autumn Roses are to be preferred to those of the spring. With reference to the rest of the gardening work, there is much that is to be done, especially if rain comes along; and, should any more annuals be required, it will be advisable to plant out as soon as possible after the looked-for showers.

THE KITCHEN GARDEN

There is time to plant out Cabbage, Cauliflowers, and most of the Brassica tribe; but the earlier this is done the better it will be, and, remembering that this late-planted stuff cannot be expected to make the same amount of growth as those plants put out a month ago, less room will be required between the plants. It should be noted that, although many of this tribe withstand drought better than many other vegetables, it is equally certain that no crop better repays generous treatment, and time spent with the watering pot among autumn Cauliflowers, or Brussels Sprouts, is rarely wasted; and if, later on, liquid manure takes the place of clean water, so much the better for the grower.

Celery should be earthed up now, and this operation must be governed to a great extent by the way in which the trenches have been made and the plants put in. If the rows of plants are too close together, then it is not possible to obtain the required amount of soil between them to do the work with.

It is wrong to commence earthing-up while the plants are very small, and to continue adding to the ridge week after week. If this be done, the roots of the celery get too dry, and feeding cannot be properly carried out, so that the plants suffer, become stunted, and sometimes "bolt," or run to seed prematurely. It is wrong to defer the earthing-up, and then place all the soil to the plants at one time. The plants must be grown on steadily throughout the season, and to this end water should be given in dry weather, and liquid manure weekly, after the plants are well established in the trenches. At least two earthings are necessary, and, for the latest crop, a third, the latter being mostly a pressing of a small quantity of top soil round the stalks.

Celery Fly.—A watch should be kept for the Celery Fly. If this pest is in evidence, the plants should be sprayed on three consecutive days with a strong solution of nicotine. In connection with the successful culture of this esteemed vegetable, other crops in the vicinity should be clear of slugs and snails, for it is only when blanching commences that these pests are most troublesome. Sow Peas, any proved Marrow-fat varieties, such as Juno or Yorkshire Hero, also Broad Beans. Transplant young lettuces from former sowings, and thin rows to about 8in apart, also thin spinach to about the same distance. All ripe vegetable Marrows should now be stored in a dry shed for use during winter. Let advantage be taken of all bright days to run the hoe through growing crops. This will save worry in the wet cool weather later when weeds thrive. A row of the culls from the Onion crop planted now will be useful for using in spring.

Clippings from Canadian Pacific Railroad News Letter

Regina, Saskatchewan.—The Indians of the three prairie provinces in the 1923 season harvested the greatest crop in their history, according to the annual report of the Superintendent of Indian Affairs. In the three provinces the Indians harvested 638,561 bushels of wheat, 574,282 bushels of oats and 62,304 bushels of barley. The report shows they raised 58,264 bushels of potatoes and 10,000 bushels of other vegetables. They summer-fallowed 20,000 acres of land, broke 6808 acres, put up 57,000 tons of hay and 9516 of green feed.

Annapolis, Nova Scotia.—The green apple pack of the Annapolis Valley for 1923 has been estimated at 1,500,000 barrels, of which 149,408 barrels, up to December 1st, have been shipped to various Canadian markets.

Ottawa, Ontario.—Final returns for the crop movement show that during the period September 1st to December 14th the receipts of grain at the head of the Great Lakes were 230,405,000 bushels, or 23,588,000 more than during the same time last year. The receipts at Vancouver were 9,533,000 bushels, or

2,241,000 bushels more than during the fall of 1922. During this time 210,058,000 bushels of grain came down the lakes, or nearly 34,000,000 more than during the fall of 1922.

Calgary, Alberta.—The largest consignment of fur pelts ever sent from Western Canada in one shipment left this city recently for New York. The consignment consisted of 1386 coyote, or what are generally known as wolf pelts. These were gathered up from various parts of the province. There is a brisk demand at the present time for this fur, prices having increased from 8 to 12 dols.

Toronto, Ontario.—Directors of the Rockefeller Foundation at their December meeting appropriated 1,100,000 dols. for the University of Toronto Medical School, and 500,000 dols. for the Medical School of the University of Alberta. The donations were made in line with previous pledges.

Ottawa, Ontario.—Canada in 1923 produced more coal, lead, cobalt and asbestos than during any other year since mining records have been kept. The output of coal was in the neighbourhood of 17,300,000 tons, or 635,000 tons better than the best previous record, and 2,000,000 tons over that in 1922. The output of copper, nickel, cement and asbestos was also much above that for the preceding years. Gold production was down somewhat, but this was due more to a power shortage than anything else.

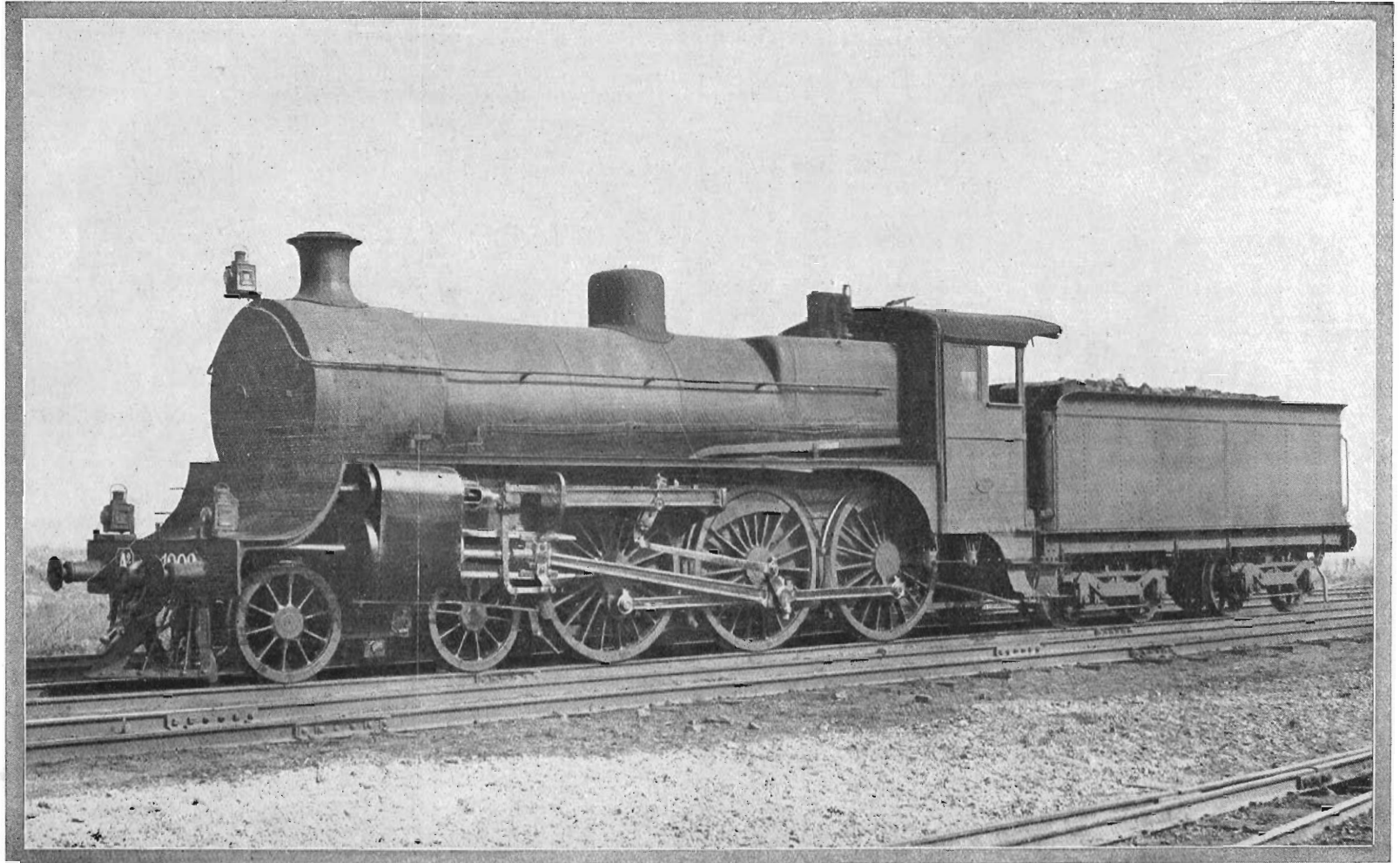
Montreal, Quebec.—Germany, during November last, was not a heavy buyer of Canadian wheat, having bought only 129,320 bushels, as compared with 43,815,000 bushels by the United Kingdom; but she was the second heaviest buyer of flour, having taken 271,000 barrels, or practically 50 per cent. of all Britain's purchases. Newfoundland, with 64,337 barrels, was the third best customer, closely followed by Denmark with 62,392.

Calgary, Alberta.—An increase of more than 100,000,000 bushels over last year's wheat crop in Alberta is shown in the final crop report issued by the provincial department of agriculture. With an average yield of 28 bushels to the acre from a total acreage of 5,973,753 acres, this year's yield is estimated at 167,265,084 bushels, as compared with 65,740,693 bushels in 1922, when the average yield to the acre was 11½ bushels.

Montreal, Quebec.—It is announced by the Canadian Pacific Railway that two free scholarships covering four years' tuition in architecture, chemical, civil, mechanical or electrical engineering at McGill University, are offered, subject to competitive examinations, to apprentices and other employees enrolled on the permanent staff of the company and under 21 years of age, and to minor sons of employees.

Not only to say the right thing in the right place, but, far more difficult still, to leave unsaid the wrong thing at the tempting moment.—Sala.

HEAVY EXPRESS PASSENGER LOCOMOTIVE, "A2" CLASS.



Cylinders—diameter, 22 inches, stroke, 26 inches Diameter of driving wheels, 72 inches; Grate area, 29 sq. ft.; Total heating surface, 2085 sq. ft.; Length of wheelbase, 53 ft. 6 $\frac{1}{8}$ in.; Length over all, 62 ft. 6 $\frac{1}{2}$ in.; Tender capacity—water, 4,600 gallons, fuel, 130 cwts.; Boiler pressure 185 lbs.; Tractive power at 80% boiler pressure, 25,867 lbs.; Total weight roadworthy, 118 tons 2 cwt.

(Built at Government Railway Workshops, Newport, Victoria.)

First Aid and Ambulance Work

(Continued from last issue)

In cases of hæmorrhage, the rule ought to be observed that stimulants should be avoided. This advice rests on the obvious rule that we do not desire to stimulate the heart.

Nature again teaches us in the case of a person who faints from loss of blood, first, that the lessening of the heart's action tends to limit the danger, seeing that the blood supply will be proportionately lessened through the faint.

Again, the position of the body is important. The elevation of a limb, for example, will materially help in the stoppage of bleeding. The heart having in this way been faced with a little additional difficulty in propelling the blood, the patient benefits from the elevation of the part.

It must also be noted that in the case of bleeding from veins, it will be important to remove all tight articles of clothing, so as to prevent any engorgement of the vein at the seat of injury.

General Treatment.

All Hæmorrhage.

If local pressure ineffectual, apply pressure, i.e.—

- (a) In the course of the artery nearer the heart.
- (b) Where it is near the surface.
- (c) Where a bone is beneath it.

This is done by—

- (a) Digital pressure (followed by),
- (b) Tourniquet.
- (c) Pad and bandage.
- (d) Flexion, with pad at joint.

In Venous.

If local pressure ineffectual, apply pressure—

- (a) On the side furthest from the heart.
- (b) On both sides if varicose, on account of valves not holding back flow.

In Capillary.

Pressure direct. Cold applications (Astringents help) where arteries lie.

Bearing in mind these general principles adapted for the treatment of bleeding accidents, we may now proceed to note the distribution of the chief arteries of the body showing:—

- (a) Part wounded.
- (b) Artery to compress.
- (c) Course of artery.
- (d) Spot to apply pressure.
- (e) Direction of pressure.
- (f) Kind of pressure employed.
- (g) Treatment to be adopted after hæmorrhage has stopped.

Analysis. Hæmorrhage.	Artery to compress.	Mode of flow Color	Direction	Arterial. Tertiary Arteries Bright Red contains oxygen From the Heart	Venous. Steady flow Purple (Carb. Acid Gas) To the heart	Capillary. Oozes from surface Dull red Everywhere	Treatment to be Adopted after Hæmorrhage has Stopped.
Part Wounded.							
1. Temple front or top of head	Temporal	Passes over cheekbone	Course of Artery.	Spot to Apply Pressure.	Direction of Pressure.	Kind of Pressure Employed.	Treatment to be Adopted after Hæmorrhage has Stopped.
2. Face below the eye	Facial	Passes over jaw	One finger breadth in front of opening of ear	Directly against the bone	do.	Digital, then pad and bandage	Press the wound.
3. Back of Head	Occipital	Passes over occipital bone	One inch in front of angle of jaw	do.	do.	do.	do.
1. Neck	Common Carotid	Passes along side of neck	Two fingers breadth from centre of back of ear	Inwards and backwards against the transverse process	Digital	Digital	When the bleeding has completely stopped, press the wound. Bend the head forward towards the chest, and fix in that position. Press wound, place arm in large arm sling.
5. Shoulder (Axilla)	Subclavian	Passes over first rib	1½ inches above the junction of clavicle and sternum	Downwards and backwards against first rib	Digital, then padded door key, etc.	Digital, then padded door key, etc.	
6. Upper-third	Axillary	Passes along outside of Axilla	Behind middle of clavicle	Outwards and backwards against humerus	Digital, then pad and bandage	Digital, then pad and bandage	
7. Lower two-thirds	Brachial	At inner border of biceps	Middle of arm	Outwards and backwards	Digital, pad and bandage, Tourniquet	Digital, pad and bandage, Tourniquet	
8. Forearm	Brachial	Under inner edge of tendon of arm	At bend of elbow	Downwards and backwards	Flexion at end of elbow	Flexion at end of elbow	

EXTERNAL HÆMORRHAGE.—Sheet No. 1.

EXTERNAL HAEMORRHAGE.—Sheet No. 2.

Part Wounded.	Artery to compress.	Course of Artery.	Spot to Apply Pressure.	Direction of Pressure.	Kind of Pressure Employed.	Treatment to be Adopted after Haemorrhage has Stopped.
Palm of hand	Radial and Ulnar	One inch above wrist	Along outer border of wrist along inner border of wrist	Against Radial or Ulna	Digital, then pad and bandage	Dress wound, then place clean hard pad in palm, flex fingers over it, secure by bandage, put up in St. John's arm sling.
Upper third thigh	Femoral	At bend of groin	Passes over Pubes	Downwards against pubes	Digital, Flexion with hard pad on Artery	Dress wound, put hard pad on Artery, fix with bandage, then raise leg.
Lower two-thirds of thigh	Superficial Femoral	Middle of thigh	Passes along middle of groin to inner side of leg	Outwards against the Femur	Digital, then Tourniquet	Dress wound, then raise leg.
Leg	Popliteal	At back of knee	Along the middle of ham	Upwards, against lower end of Femur	Flexion at knee	do.
Feet	Posterior Tibial	Under inner ankle	Below inner ankle	Against lower end of Tibia	By pad placed on each Artery, bandage around limb to retain pad	do.
Do.	Anterior Tibial	Lower end of Tibia	Middle of front of ankle	Backwards against Tibia	do.	do.

To be Continued.)

Listen to This

You are not through work when you have done that you were told to do, but when all is done there was to do.

* * *

Do what is to be done, whether it be in your particular department or not. Your success and salary depend entirely upon the success and profits of the firm.

* * *

Life insurance is the salaried man's one best bet. Don't figure how little you can carry, but how much.

* * *

Write every business letter as though it were a telegram, and you were to pay for the sending of it.

* * *

The business world is looking for the man who can wrap System in Simplicity, and tie it up with something other than red tape.

* * *

Selfishness in one form or another is responsible for just about all that is not right in this world.

* * *

Nearly every employer remembers what Sis. Hopkins said about "there ain't nothing in doin' nothin' for nobody that ain't doin' nothin' for you." That is why a lot of employes' salaries are never increased.

* * *

When you give a man a title, give him the authority that goes with it.

* * *

The fellow who knows most, says nothing, and lets the man who knows nothing do the talking.

* * *

Keep moving on the job; there are lots of fellows below you that want to come up. If you don't go ahead, they'll go around you.

* * *

You are paid for doing what you are expected to do. Increases come from doing more than is expected of you.

* * *

You're going to have to do a lot more good than bad, because it's the bad that is mostly remembered.

* * *

Worry breaks up more men than work breaks down.

* * *

I could never see the sense of some concerns paying out good money in salaries to high-class men when the only set of brains used are those of the boss.

* * *

Every employer is looking for men who see how a thing can be done, and then do it.

—Coleman Cox.

Safety First

Responsibility of Old Employes for Unsafe Habits of the Younger.

Everywhere you move in the metropolis of Melbourne—if you are observant—you have brought under your notice the word "Safety."

On our Railway hoardings, on the backs of motor buses, and in our tram cars you may read valuable advice as to the wisdom of observing rules bearing on the meaning of the word "Safety."

Yet how few of those who constitute the vast body of travellers every year on our railways, in our motor buses, or in our trams seriously observe any of the many warnings given them for their personal safety! Experience has taught the older members of the community to be cautious in many ways. In their earlier years, before gaining this wisdom, had advice been offered them, pointing out the dangers to which they were exposing themselves, they would have simply looked superior.

These thoughts suggest the question: "What are we doing to keep the Safety Movement a live and progressive one?"

The railroad business always must be dangerous to life and limb, and as we are more or less creatures of habit, it seems that we should be very careful about establishing habits and show a deep concern in the habits of those around us, especially the new men who enter our Service from time to time. We find that the majority of personal injuries occurs among the younger employes, which clearly proves that the inexperience of beginners in the railroad service is a danger, not only to themselves, but to their fellow-workers, and it behoves all of us to do what we can to make these young employes safe workers as quickly as possible.

Such an achievement is by no means easy, but, nevertheless, every effort should be made to secure its accomplishment. Older employes should co-operate to assist inexperienced and inefficient younger employes, and eventually they will find their work with them will be a great deal easier, and more satisfactory in every way.

The older employes might well compare the conditions that now surround their individual work with those which existed when they entered the Service. Everyone should realise that a constant evolution is taking place about us.

To keep our minds in the past is simply to retard our own progress and hinder the progress of others. In this matter of "Safety," the older men in the Service have a natural advantage over the younger ones because of their experience in the work.

Experience leads us to believe that the whole question is largely a condition of mind. Few of us would be willing to admit that we lacked intelligence enough to take care of ourselves, but how many of us are using our minds to help to take care of the other fellow?

It would be well to impress upon everyone the importance of bringing harmonious thoughts into our everyday tasks.

It will make your own work and that of your fellow workers easier, and be beneficial in bringing about safer conditions.

Obedying the safety rules, and using the safeguards will go a long way towards making our future years "safe," but we must keep our eyes open for possible dangers.

Many eyes and many minds are needed in accident prevention work, and it is the man on the job who can help most, but he must be a safety-first man himself. Don't merely tell a boy that something he is doing is unsafe. Make him understand that it is, even if you hurt him in doing so. The first pain you thus give him will be nothing to what he may have to suffer.

Safety as a Builder of Morale

A well-known authority, Mr. F. W. Mitchell, is reported to have said, in speaking of "Safety as a Builder of Morale":—No mechanism that functions in the production of transportation is as complex in its make-up as are human beings to whom its operations are committed. And although the human element is susceptible to great changes, by means of education and training, it can hardly be argued that the same effect has been given to railroad "humanism" that has gone into the development of mechanical resources.

It would be difficult to describe just how we should proceed, in order to attempt, in this field, the accomplishment that is apparent in the mechanical. Some things, however, are evident, and among these we find first that there should be greater care used in selecting our human material, investigating the references presented, and the conditions which surround the new employe before taking him into the organisation. For a number of years, the railroads have been carrying on safety work. The benefits derived from this effort have been far in excess of the cost of the work.

It is not too much to say that the entrance into a larger field, and the expanding activities which are directed toward development of morale, have resulted in a measure from the evident effect of the safety work in this direction. There was unquestionably a time in the history of American railroads when the voice of the public was calling loudly for speed in the annihilating of distance, together with reliability in maintaining schedules.

The effect of this strong sentiment was to increase, in no small degree, not only the number of "chance takers" in train operation, but also the extent of the risks that they were willing to take. It became evident that something was going very wrong and that a change was required, not only in methods but in the appraisal of values. Safety first was made the slogan for the railroad workers. Committees were appointed. Conditions were revealed which needed correction. The mirror was held up before dangerous practices, that

showed them in their true aspect. Officers and men were brought into close personal contact in the pursuit of safety. Together they searched for the remedies for situations which their new relationship was compelling them to face, and together they began to realise that their interest was common in endeavouring to find an answer that would satisfy the conscience of each, that the requirements of safety were being met.

When the enlightened conscience is satisfied with the contacts of life, as it is expressed in action as well as in word, that elusive and almost indefinable element which we call morale, appears; because an atmosphere which is conducive to its growth and development has been found. There is something in every real man that calls him to put his best effort into his work. He may vary somewhat in his response to this call, but, the knowledge that he is working together with other individuals in the army of railroaders to carry out a programme for protection, is a compelling force; because it is founded in sincere endeavour and carried out in the spirit of service.

Its outgrowth is quickened morale. The whole trend of the safety work is toward the promotion of these forces, sentiments and actions, which inspire respect, loyalty and efficient service. The work furnishes a point of contact between railwaymen that is mutually advantageous. From experience, there comes the knowledge that other points of contact are available, and the means of securing them follow closely.

The principles on which Safety Work is founded, the sentiments which it fosters and the methods by which it develops, have done more to build up morale upon the railroads than any other single agency. It has made for itself a place by providing an avenue for the expression of opinion, as well as the compulsion of safe practices which entitles it to all the aid that can be extended, to the end that the work, which it has begun, in building up morale may be continued, sustained and enlarged by whatever additional means as may be provided to accomplish so important a task.

“Ideals and Education”

(Address by the Rev. H. Taylor)

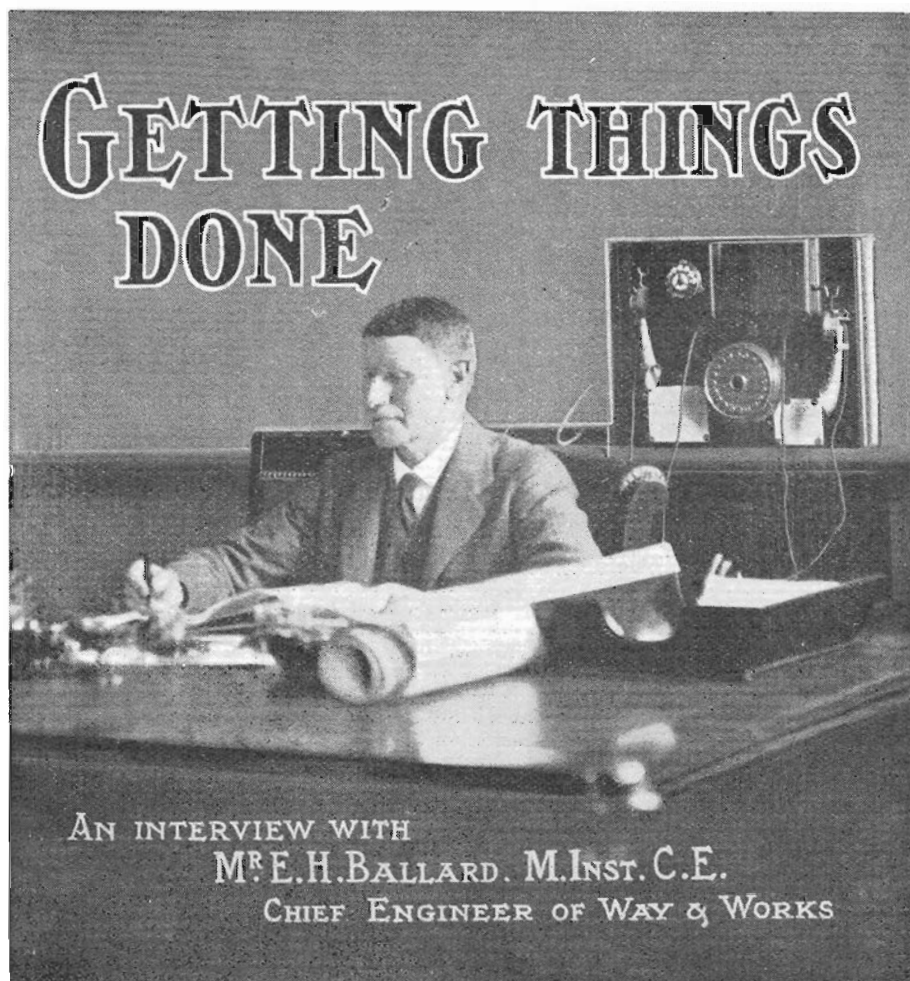
Before the annual meeting of the Workers' Educational Association, the Rev. Harry Taylor, of the Australian Church, gave a short address on “Progress Through Ideals and Education.” The association, he said, was interested primarily in the creation of suitable men and women to live under good conditions when they were attained. It was a mistake to think that the Commonwealth of Man could be attained by legislation or by Act of Parliament alone. The Commonwealth of Man could exist only

when the great mass of the people were self-determining, self-reliant democrats.

In order to ensure the permanency of the Commonwealth of Man, it was necessary to create an educated populace ready to use the advantages won. The ideal of education held by the W.E.A. was totally different from that held by the ordinary education authorities of to-day. This ideal of the W.E.A. was what the world was yearning for; it was education for citizenship and for service. The world was falling to pieces because every class was selfishly demanding its “rights,” and no class was considering its duties.

The ideal of the W.E.A. was to create within every man and woman the desire to be an artist in his or her particular job. An artist—a real artist—thought first and all the time of the quality of his work; he treated the remuneration part as of quite secondary importance. An artist was concerned about giving to the community and to posterity. In the days that were coming the manual work and the mechanical work of the world would be so small, and men would have such time to spare that unless they were really educated persons and keenly interested in some craft or art for its own sake, then they would just sink back into barbarism and decay. In the old idea of education it was thought that knowledge could be poured into the pupils much as water was poured into a barrel. But the new type of education aimed at the creation of efficient personalities. The teacher could indeed do very little except place proper facilities in the way of the pupil.

The hope of our present civilisation consisted in the creation of a sufficient number of men and women of this type to save the world from the re-descent into barbarism that even Herbert Spencer had foreseen. Unless we created a type of men and women able to use new conditions when they came, of what use would be the new conditions? We should have the old problem recurring of pulling down slums and building model dwellings only to have them turned into slums again in a few years by people with slum ways of living. How on earth could the mass of people living in our present selfish and corrupt society act brotherly in the New Society unless they were first educated and enlightened as to the duties of citizenship?



Once upon a time every good citizen had a pious conviction that each highly-placed official blessed with John Government as boss was a favoured person whom a benevolent country provided with a luxurious office, a comfortable arm chair, and a rubber stamp with which the day's work was attacked in a more or less casual manner. The hours were supposed to be easy, and the only fly in the amber of an otherwise peaceful life was the interminable wait occurring between the exhaustion of one consignment of red tape and the arrival of a fresh supply from the Bureau of the Deputy Chief Controller of Tapes and Fasteners.

The belief that those who control or work in State - owned organisations necessarily find life an easy process is a

delusion which is dying hard. But dying it is.

The extraordinary magnitude of the work carried out in recent years by the State-owned Railways in Victoria indicates that someone in the Government employ is doing something on colossal lines, and doing it very well. Without an hour's pause in the day's rush of traffic, Flinders Street station has been rebuilt without a single serious delay, and the whole of the suburban lines have been converted to electric traction. The array of tracks in the great yards beside the Yarra has become a maze through which nearly two thousand trains a day pass. The Flinders Street Viaduct has been duplicated and the lines from South Yarra to Caulfield and

Hawthorn to East Camberwell have been entirely reconstructed. A quarter of a million people are being moved daily in and out of the city from Flinders Street Station in safety and comfort and on time. These are Government jobs calling for hard work, skilful organisation and highly sustained effort from a great number of people who use very few arm chairs and very few inches of red tape in the day's work.

Tracks and trains are the two material factors in transporting goods and people. The maintenance and upkeep of the tracks, bridges, buildings, and a thousand and one other things that go with the 4000 miles of railway lines stretching over the State of Victoria and into New South Wales are under the supervision of the Chief Engineer of Way and Works. He is a general commanding an army of over 6000 men, and last year a sum of £2,000,000 was spent under his direction. Very few railways in the world have spent less money per mile of track and many have spent more than has Victoria. Yet the lines and works of the Victorian Railways are known for their high standards of maintenance and safety. It is obvious that a very complete and thorough organisation is necessary to secure this result.

Mr. Edward H. Ballard, M.Inst.C.E., is the present Chief Engineer of Way and Works, and in an informal interview he had much of interest to say about his branch and its works.

"I certainly believe," said Mr. Ballard, "in setting an example of whole-hearted interest in the work in hand. Capacity for enthusiasm is probably one of the greatest assets which anyone charged with the carrying out of work can possess."

"Perhaps," he added, "my enthusiasm may on occasions have been mistaken for irritability! However, we each have our

own special mannerisms, and perhaps a capacity for enthusiasm carries its own burdens as well as benefits.

"Enthusiasm is unquestionably an excellent quality, but it should be allied to prudence and caution, and I want to point this out to some of our younger officers, a little prudence may often save a great deal of trouble."

BIG SCHEMES IN HAND.

Spencer Street Reorganisation.

"Have you," suggested the interviewer, "any large schemes in hand at present?"



Permanent Way Ganger's Residence.

Mr. Ballard unfolded a plan which lay beside him. It represented that area of Melbourne which lies adjacent to the Yarra from Richmond, past Flinders Street, Spencer Street, and North Melbourne to the Maribyrnong River.

"Few people altogether realise," he said, "the magnitude of the undertakings the Way and Works Branch is now carrying out. The works may not be very spectacular, but they involve a large number of complex operations which will bring about great benefits to the travelling public and effect considerable economies in train operation in the course of the next few years. One of the most complicated and extensive

works ever undertaken by the Department is the reorganisation now in course in the Spencer Street Yard, for which £400,000 has been allotted.

"Passenger tracks are being duplicated between Spencer Street and North Melbourne, and to do this one of our old landmarks, the shipping shed at Spencer Street, has been demolished and improved accommodation for shipping business has been provided at Montague. Two new island platforms for suburban traffic are being constructed which will communicate with Spencer Street by means of a wide subway. The Essendon line is being carried overhead after leaving North Melbourne, and this will enable the Essendon and Williamstown services to be conducted independently of each other.

"When the new suburban platforms are brought into use at Spencer Street, the existing island platform will be dismantled and the space will be used for the re-arrangement and extension of the country train terminus. Eventually a new building will be erected at Spencer Street, and this, together with the adjacent yard, will constitute one of the most modern and well-equipped railway terminals in the world.

Tottenham and Country Yards.

"The area available in the Melbourne Goods Yard — near Spencer Street — for the marshalling of goods trains has become so congested that improved accommodation must be made elsewhere. Accordingly, a new gravitation goods yard, about 2½ miles in extent, has recently been provided at Tottenham between West Footscray and Sunshine (adjacent to the Bendigo and Ballarat lines), and new lines are now being planned to give direct connection with Tottenham Yard from the North-Eastern line at Broadmeadows, the Western line at Laverton,

and from Spencer Street via a new line through Footscray.

Similarly, at many country stations, including Bendigo, Geelong, Ararat, Dimboola, Horsham and Murtoa, business has developed to an extent which justifies the provision of better accommodation. Comprehensive plans have therefore been prepared for improved facilities both for passenger and goods business. It is our policy, in preparing such plans, to make provision, so far as is humanly possible, for many years ahead of present requirements. Complete schemes are therefore carried out in progressive sections as circumstances require and funds permit."

Railway Engineers do all Designing and Building.

"Is all work which is undertaken by the Way and Works Branch," enquired the interviewer, "designed complete by the railway staff?"

"Yes," said Mr. Ballard, "we are practically self-contained. Here, for instance, you cannot go down the street



Permanent Way Ganger's Tool House. Exterior View.

and buy a pound's worth of bridges or a shilling's worth of tracks, so to speak. The conditions in Australia do not permit of large engineering corporations supplying railway material complete from design to delivery except, perhaps, workshop machines of various kinds.

"In some countries it is possible for railway engineers requiring such things as bridges, buildings, water supply appliances or other major equipment to deal with firms who will submit designs, specifications, estimates and tenders for anything required, such as a crane, a viaduct, a tunnel or a complete railway. There are corporations in America which are even prepared to supply, clothe, equip and house small or large armies of casual labour for railway work.

"In the State of Victoria our Way and Works Branch prepares the whole of its own designs and specifications and carries out at least 90 per cent. of its own work.

Capacity and Efficiency Essential.

"The work of the branch embraces all sections of civil engineering and many branches of mechanical engineering as well. The officers in charge of divisions are men possessing not only sound technical knowledge of their own particular section of engineering, but are also of proved administrative ability. It is our policy, when a vacancy occurs, to appoint to the position the most efficient officer available, seniority in the Service being quite a matter of secondary consideration; and for many years past it has been the policy to recruit our professional staff from youths prepared to graduate at the University. These young men, after obtaining their degree, are placed in the division of the branch for which their training can be utilised to the best advantage.

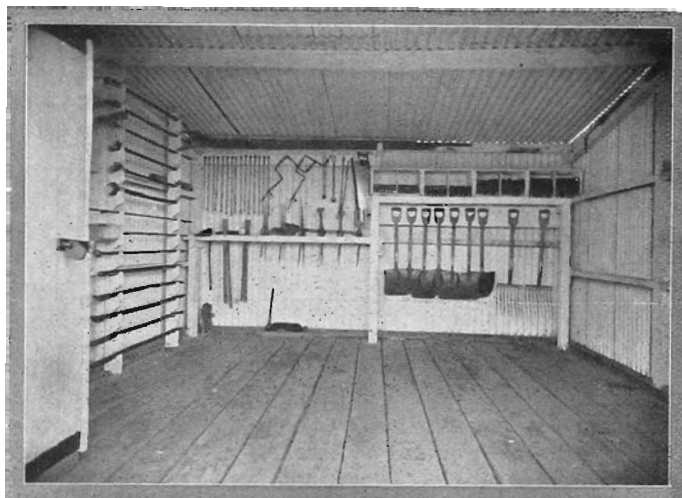
"It by no means follows that a budding engineer so placed will remain in that particular division for the rest of his official life, for we aim to turn out good railwaymen rather than specialised experts—men capable of taking charge of new divisions as circumstances require, and of eventually qualifying for the highest positions in the branch. A man, when

he leaves the University, is only at the beginning of his railway education.

"To become an efficient administrative railway officer he must continue his studies year after year, putting into railway practice his academic knowledge, and proving his ability satisfactorily to deal with men under his control. The officers generally recognise the necessity for efficiency and a healthy spirit of emulation pervades the Way and Works Branch.

Splendid Men in the Outside Force.

"Many of these remarks," continued Mr. Ballard, "refer to the reorganisation of the Head Office. After all is said and done, the administrative and executive staff of any organisation is but the rudder of the ship. However efficient the steering may be, unless the hull be sound and the engines powerful all the steering in the world will not get the ship anywhere. The hull and engines in the Way and Works Branch are the magnificent body of men who comprise the outside staff—the men who do the actual work.



Permanent Way Ganger's Tool House. Interior View.

"Overseas visitors who are competent judges have frequently remarked upon the high standard of work and the capable type of man employed on our outside work. No one realises more than myself the good work these men are doing.



BOOKS AND NEW BOOKS



More Studies and Sketches

"Jurgen" and Its Author

By DELTA

Everybody knows that there are falling stars—and nevertheless experience surprise when one is seen. The sensation of shock is a very vivid reminder of the presence of phenomena not much thought about. I liken the coming into fame of a new author to the coming into sight of a falling star. The company of front-rank novelists seems settled and fixed—at least in our gossip and valuations—when, lo, there is an addition of whom we have never heard; and we are at once intrigued.

Slowly but surely—this is the process generally—a new writer jostles his way to the front and crying "Room, room," elbows his way into the charmed circle of celebrities. Or so it appears. Here, too, many are called, but few are chosen. Hast ever noticed how you have set a limit to the number of the Great only to find, always in amazement, despite how history repeats itself, an addition demanding attention? Especially true is this of our own times. I doubt if at any period in history the claimants who challenge their right to a place in the gallery of Fame were so numerous.

Something of the above sort have been my reflections in making the acquaintance of James Branch Cabell's "Jurgen," a romance of extraordinary cleverness and a work of supreme art in plot and style. I had never before heard of Cabell or his "Jurgen," at least to bother about. Now in the zest of the appetite given by "Jurgen" I am finding out things. I gather that Cabell is of Virginia, South America, and until recently "had endured long years of neglect or contempt." His books cover historical studies, short stories, translations of poetry, and half-a-dozen novels! Hugh Walpole declares that "no writer, new to us in the last ten years, has re-

vealed in English so arresting a personality" as Mr. Cabell.

Turning up the just-published "Outlines of Literature and Art," I perceive that Cabell gets a column critique, from which I cull these judgments: "James Branch Cabell is a writer of signal originality and marked resistance to classification. His adhesion to the fantastic philosophical romance is unique in America. There is in him something of Voltaire and something of Maurice Hewlett, but very much more of himself. . . . Though his matter be poetic, romance of an imaginary land, rich with reading and burdened with allusion, it yet expresses dissatisfaction with present-day life and conditions. He seeks "escape" from life, but rather in the manner of Rabelais and Cervantes than in that of his lesser contemporaries."

Now I must tell the whole truth of "Jurgen," and therefore have to add that until suppressed when in its third edition at the instigation of the New York Society for the Suppression of Vice it was practically unknown. At once people sought to read it and paid fancy prices for it. Published in 1919, it was in 1921 or 1922 tried for being "obscene," but was released from custody, and is no longer prohibited in America. The English edition was not imprisoned. Our "Outline" mentions that the prohibition of the work "brought long deferred celebrity to its author." It also says that the tale "may be read by all in view of the delicacy and pure-mindedness of the Jurgen myth." I personally have no doubt about the verdict of History being in Cabell's favour. Indeed, it may nowadays almost be taken for granted that a book suppressed is a book great. At any rate, C. E. Bechhofer in so respectable a medium

as the London "Times" wrote: "It must, however, be admitted that any one who is in search of the salacious should not waste time on "Jurgen," not even with the aid of the list of offensive pages so obligingly compiled by the Society for the Suppression of Vice."

How shall I describe this book? It may variously be called a prose-poem of gallantry, an odyssey of the human soul, a romance of explorations in mythland, a tale of a search for beauty and reality. Yet 'tis full of fun and banter, highly diverting and entertaining; and still it is a bit sad as one tumbles to the purpose of its probings, findings and disappointments. It makes one think of the Old Hebrew's epic on Vanity. It recalls Malory's "Le Morte D'Arthur," and curiously enough oft appears a burlesque of this and works of the kind. Critics say 'tis a "tale of old years of a man's vain journeyings in search of rationality and justice." Whatever it is or isn't it's like Jurgen himself—"monstrous clever." Epigram is everywhere, the phrasing is clinging; the irony is superb in the manner of Anatole France. Genius there is in the idea of personifying Myths. You need, by the bye, a large familiarity with mythology in order to appreciate the wanderings of an oldster made youth affrighted in meeting himself as he was, genially cynical though ever he be. He sees his first love as she is and was; and in this connection there's mystic touches flying around of which you make what you will, and ditto of illusion and maybe disillusioned. The love affairs are simply stupendous. But the visits to hell and heaven are tremendous.

And having said this much I see I need to re-read "Jurgen" to really get the hang of it. Doubtless the reader will think so, too. Bechhofer considers that the book treats sex as a joke—he terms the hero non-moral. I saw parable in every adventure. Here is a sample of the scintillating conversations which abound:

"Ah, Prince, I see that you are trying to spare my feelings, and it is kind of you. But the upshot is that you do not know what I have been doing, and you

did not care what I was doing. Dear me! but this is a very sad come-down for my pride."

"Yes, but reflect how remarkable a possession is that pride of yours, and how I wonder at it, and how I envy it in vain—I, who have nothing anywhere to contemplate save by own handiwork. Do you consider, Jurgen, what I would give if I could find, anywhere in this universe of mine, anything which would make me think myself one-half so important as you think Jurgen is!" And Koshchei sighed.

"But instead, Jurgen considered the humiliating fact that Koschei had not been supervising Jurgen's travels."

"He is an imagist in prose," declares H. L. Mencken, of Cabell. I end with one further example of our author's style:

"Then Anaitis said, 'Yea, for I speak with the tongue of every woman, and I shine in the eyes of every woman, when the lance is lifted. To serve me is better than all else. When you invoke me with a heart wherein is kindled the serpent flame, if but for a moment, you will understand the delights of my garden, what joy unwordable pulsates therein, and how potent is the sole desire which uses all of a man. To serve me you will then be eager to surrender whatever else is in your life: and other pleasures you will take with your left hand, not thinking of them entirely; for I am the desire which uses all of a man, and so wastes nothing. And I accept you, I yearn toward you, I who am daughter and somewhat more than daughter to the Sun. I who am all pleasure, all ruin, and a drunkenness of the inmost sense, desire you.'

"Now Jurgen held his lance erect before Anaitis. 'O secret of all things, hidden in the being of all which lives, now that the lance is exalted I do not dread thee; for thou art in me, and I am thou. I am the flame that burns in every beating heart and in the core of the farthest star. I too am life and the giver of life, and in me too is death. Wherein art thou better than I? I am alone; my will is justice; and there comes no other god where I am.'

"Said the hooded man behind Jurgen:
'So be it! but as you are, so once was I.'

"The two naked children stood one at each side of Anaitis, and waited there trembling. These girls, as Jurgen afterward learned, were Alecto and Tisiphone, two of the Eumenides. And now Jurgen shifted the red point of the lance, so that it rested in the open triangle made by the fingers of Anaitis.

"'I am life and the giver of life,' cried Jurgen. 'Thou that art one, that makes use of all! I who am a man born of woman, I in my station honour thee in honouring this desire which uses all of a man. Make open therefore the way of creation, encourage the flaming dust which is in our hearts, and aid us in that flame's perpetuation! For is not that thy law?'

"Anaitis answered: 'There is no law in Cocaigne save, Do that which seems good to you.'

"Then said the naked children: 'Perhaps it is the law, but certainly it is not justice. Yet we are little and quite helpless. So presently we must be made as you are: for now you two are no longer two, and your flesh is not shared merely with each other. For your flesh becomes our flesh, and your sins our sins: and we have no choice.'

I wonder what you make of that?

Lamartine's "Meditations"

A wonderful book. . . . No one can be surprised, in turning over its pages, that the splendour and light of such verses, with their rush of wings and storm of voices, should have bewitched France at the moment when her poetry was waking from its ancient slumber. Lamartine was the long-awaited link with Racine; he was the clarion of romance, the herald of a new music. We find it equally comprehensible that, when the first rapture was overpast, the negligences and the hollow places in all this fervid and melancholy improvisation should become apparent. Lamartine had risen like a rocket, and when his first hour was over no one ever fell in such a shower of expiring sparks. Excessive laudation was succeeded by extreme neglect. . . .

That would be impossible to-day, for he has gradually taken his place again as one of the great poets of Europe, and we have all come back to our senses. He himself

summed up his claim on our regard when he said, "I was the first man to bring poetry down from Parnassus, and to give to what was called the Muse, not a conventional lyre of seven strings, but the very fibres of a human heart, touched and thrilled by the innumerable vibrations of nature." His faults were a tendency to mistiness and incoherence of thought, an excess of spontaneity laxly voluminous, and a prodigality of ornament not sufficiently under his control. But he could say, with no less truth than did his great English contemporary:

"Thanks to the human heart by which we live,
Thanks to its tenderness, its joys, and fears,
To me the meanest flower that blows can give
Thoughts that do often lie too deep for
tears."

—Edmund Gosse, in "More Books on the Table."

Some Mighty Ifs

If you can keep your head when all about you
Are losing theirs, and blaming it on you;
If you can trust yourself when all men doubt
you,

But make allowance for their doubting, too;
If you can wait, and not be tired by waiting,
Or being lied about—don't deal in lies—
Or being hated, don't give way to hating,
And yet don't look too good, nor talk too wise;

If you can dream—and not make dreams your
master;

If you can think—and not make thoughts your
aim;

If you can meet triumph and disaster
And treat those two imposters just the same;
If you can bear to hear the truth you've
spoken

Twisted by knaves to make the trap for fools
Or watch the things you gave your life to
broken,

And stoop and build 'em up with worn-out
tools;

If you can make one heap of your winnings,
And risk it in one turn of pitch-and-toss,
And lose, and start again at your beginnings,
And never breathe a word about your loss;

If you can force your heart and nerve and
sinew

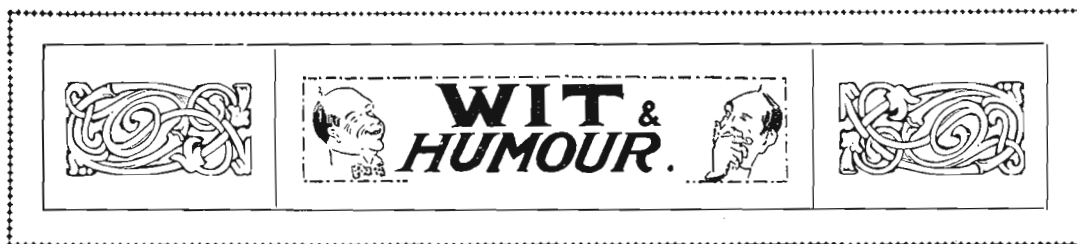
To serve your turn long after they are gone,
And so hold on when there is nothing in you
Except the will which says to them "Hold on";

If you can talk with crowds and keep your
virtue,

Or walk with Kings—nor lose the common
touch;

If neither foes nor loving friends can hurt you,
If all men count with you, but none too much,
If you can fill the unforgiving minute
With sixty seconds' worth of distance run,
Yours is the Earth, and everything that's in it,
And what is more, you'll be a Man, my Son.

—Rudyard Kipling.



Couldn't Hold It.

The Stationmaster, hearing a crash on the platform, rushed out of his office just in time to see the express that had just passed through disappearing round the curve, and a dishevelled young man sprawled out perfectly flat among a confusion of overturned milk cans and the scattered contents of his travelling bag.

"Was he trying to catch a train?" the Stationmaster asked of a small boy who stood by, admiring the scene.

"He did catch it," said the boy, happily; "but it got away again!"—E.C.C.

"Henry" said his employer, sternly, "you did not expect me back again this morning?"

"No, sir," said Henry.

"I suppose you are aware that when I came in I caught you kissing the typist?" And his employer glared at him angrily.

"Yes, sir," replied Henry, without blushing, "but if you remember, you told me to be sure and do all your work while you were away."—*"Stray Stories."*

The editor of the "Coyote Mail" says in an editorial:—

"I notice in an Eastern exchange that society women knead bread with their gloves on."

"The editor of this paper needs bread with his coat on—he needs bread with his pants on—and if some of his delinquent subscribers don't pay up, he will need bread without a blame thing on."

Pleased With Show.

There was a commotion in the rear of the theatre, and the usher was seen ejecting a man. The man was sputtering angrily when the manager of the theatre came into the lobby. "Why did you eject this fellow?" asked the manager. "He was hissing the performance," replied the usher. "Why did you hiss the performance?" asked the manager. "I d-d-didn't h-h-h-hiss," spluttered the man. "I m-m-m-merely s-s-s-said t-t-to m-m-m-my f-f-f-friend beside me: 'S-S-S-Sammy is-s-sn't the s-s-s-singing s-s-s-s-superb.'" — *"Capper's Weekly."*

Smarty: "Say, Pop, what do currants grow on?"

Pop: "They grow on plants, my boy."

Smarty: "But, father, I mean electric currants."

Pop: "On power plants, most likely."

—*"Texas Utility News."*

Tit for Tat

Officer 666: "Who is the man butting his head against the wall of the padded cell?"

Officer 555: "He is a bootlegger."

"What's wrong with him?"

"He sold some fellow imitation booze——"

"Uh! huh!"

"And got paid with counterfeit money."

A musician entered a music store and inquired: "Have you a copy of 'Yes, We Have No Bananas To-day'?"

To which query the clerk replied, 'No, we have no 'Yes, We Have No Bananas To-day.'

"I don't believe the Negro race is naturally eloquent," remarked the Northern visitor.

"Sir," replied the old-fashioned Southern gentleman, "You have probably never heard a coloured bootblack addressing a few appropriate remarks to a pair of dice."

An editor was dying, but when the doctor bent over, placed his ear on his breast, and said, "Poor man! Circulation almost gone!" the dying editor shouted: "You're a liar! We have the largest circulation in the country!"

Nip: "Why did you break your engagement with that school teacher?"

Tuck: "Well, if I failed to appear every night, she expected me to bring a written excuse signed by my mother."—*Exchange.*

"These apples are not fit for a pig to eat," said a kid-gloved dandy to an apple-woman.

"You jest try one and see," she retorted.

Literary Lady: "I am very fond of Bacon, aren't you?"

Unliterary Gentleman: "Can't say as I am, but I like ham and eggs."

At a lecture on "The Decline of Literature," the eloquent orator shouted: "Where are the Chaucers, and Shakespeares, and Miltons, and Spencers, and Macaulays? Where are they, I say?"

And a voice answered sadly from the gallery: "All dead."

He Will Do

The shoe dealer was hiring a clerk. "Suppose," he said, "a lady customer were to remark while you were trying to fit her, 'Don't you think one of my feet is bigger than the other?' What would you say?"

"I should say: 'On the contrary, madam, one is smaller than the other.'"

"The jobs is yours."

The vicar, in the pages of the parish magazine, thanked a parishioner for the gift of a bed-rest for the use of the sick, and added, "The kind donor will be gratified to know that it has already been used in one case which ended fatally."

A Georgia author recently wrote to a New York publisher:

"What could you do with a story of, say, sixty-five thousand words?"

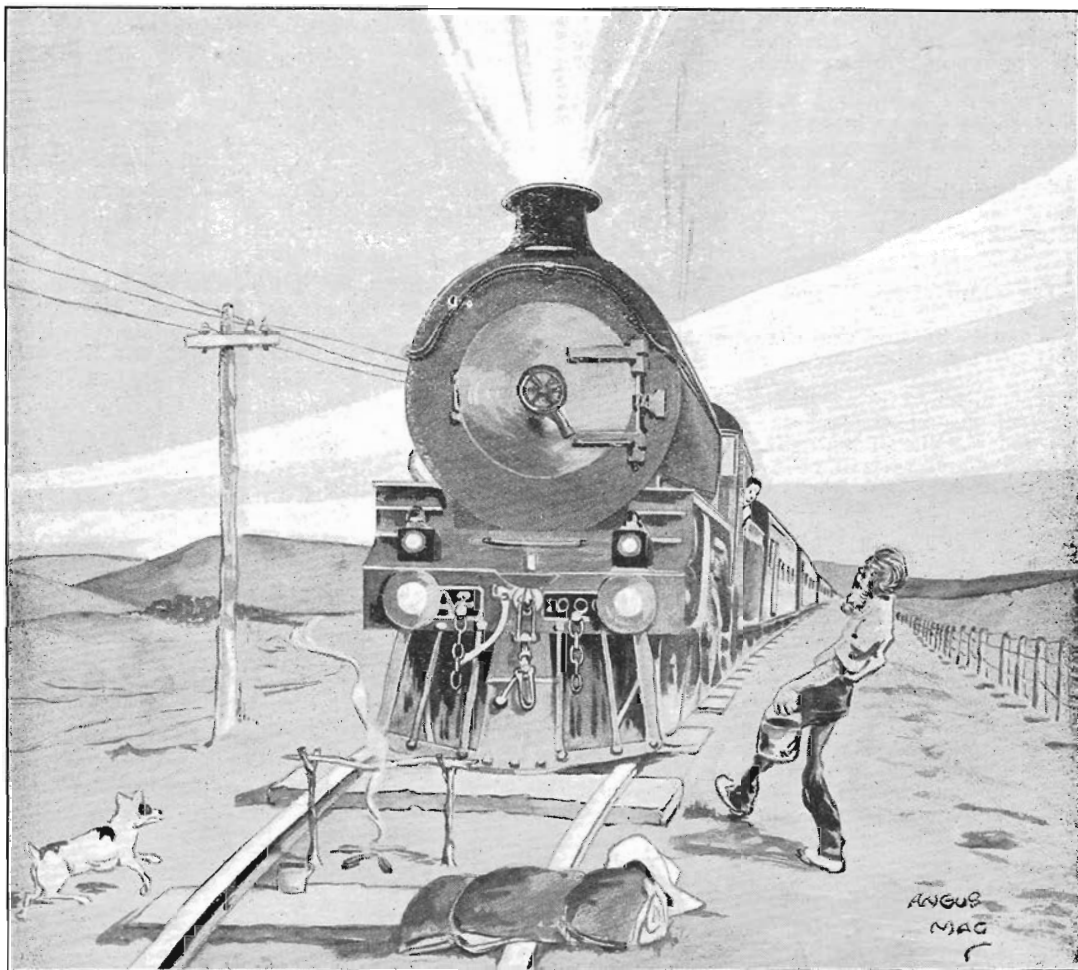
The publisher replied briefly: "If the express company would undertake it, we could send it back to you immediately."

We are naturally proud of our historic institutions. It comes as a shock, therefore, when the bona fides of this Department's most priceless and time-honoured jokes are doubted.

For the benefit of those joyless and acid sceptics who are of the opinion that the Methuselahs of all our jokes are fabrications of romance, it is now officially announced that the following highly respected and time-honoured narratives is based on fact:—

At Warracknabeal the station master instructed the new porter to clearly announce the station name on the train arrival. When the train arrived the porter remained mute, as he could not pronounce the name. The station master therefore took up the cry: "Wa-RACK-na-beal — Wa-RACK-nabeal — Wa-RACK-na-beal," and the porter, still confused but determined to say something announced: "The same here! The same here! The same here!"

This story has always been regarded most favourably, and is now recommended for approval.



Sydney the Swaggie: "Could yer let's have some hot water for me tea, mate? Me wood's a bit damp this morning!"

Fuel Conservation

The Commissioners, realising that a large field for economy existed in the proper use of locomotive fuel, and that such economy could be achieved only by the enthusiastic co-operation of all grades of Railway men concerned in train operation, instituted a Fuel Conservation movement during the latter part of 1922, with a view to stimulating the interest of the men in whose power it is to effect such economy.

During the 18 months of its existence the movement has made rapid strides, not only in the direction that its name implies, but generally in the promotion of better working conditions, by bringing Railway men into personal contact with, and enabling them to express their opinions and desires to, their Branch officers, and also as a means of obtaining economies in matters indirectly, and in some cases only remotely, connected with the saving of coal.

The Commissioners, when directing the inauguration of the movement, were aware of the far-reaching nature of its possibilities. Apart altogether from the question of economies in the Coal Bill, and the improvement in efficiency generally, they saw that such an organisation must react to the advantage of Railway men by creating more harmonious relations among the staff generally and enabling the operating section to appreciate more fully the point of view and difficulties of the supervising staff, and vice versa.

As is generally known, the organisation consists of seven District Committees, each embracing representative Drivers, Firemen, Guards, Shunters, Train Examiners, Porters, etc., each District for simplicity of operation being identical with that of the District Superintendents. The Transportation and Rolling Stock Superintendents of each District select the members for their Committees, and preside alternately over their meetings, which are held monthly.

There are thus Fuel Conservation District Headquarters at Ballarat, Bendigo, Dandenong, Flinders-street, Geelong, Maryborough and Seymour, an officer at each of these centres acting as District Secretary. Each Committee has been constituted so that half its personnel retires at the end of each three months, every member thus acting as such for a period of six months. This arrangement has a very far-reaching effect, as also do the facts that each Committee holds its meetings alternately at the various large locomotive terminals throughout its District, and that visitors of all grades and from all Branches are invited to attend.

The work of these Committees may be summarised under three headings: firstly, discussion of suggestions affecting Fuel Conservation, or matters closely allied thereto, which may be submitted by members or visitors; secondly, the submission and consideration of papers on matters of Railway interest; and thirdly, stimulating the interest of all with whom they daily come in touch on the job, and enlisting the co-operation of all fellow-employees in this very important movement.

As regards results, although it is not possible, on account of the many factors influencing fuel consumption, to assess definitely the economies in coal which have been effected, the following paragraphs give a fair estimate of the results achieved during the first twelve months' work.

Approximately 1300 suggestions have been received, and close on one-third of these have been adopted and put into operation. The savings effected by some of these amount to hundreds of pounds per annum, whilst others, although realising little financial saving (in some instances, perhaps, necessitating a small expenditure), have brought about improvements in working conditions, or have removed some slight difficulty which prompted their suggestion.

Several important factors have combined to affect the coal consumption per train mile, as follows:—

- (1) There has been a marked increase in Goods Train loads relative to previous years. Passenger Train loads also were higher than hitherto, and Mixed Train loads highest since 1917-1918.
- (2) Suburban Steam Running, which consumes very little coal per train mile, has been practically eliminated.
- (3) A number of Passenger services have been speeded up.

These factors would all tend to increase the coal consumed per train mile.

- (4) During the first three months of 1923 the State Mine was idle, and two-thirds of the coal used was Maitland. This produced considerable apparent economy in coal. Later, however, owing to strikes on the Maitland fields, the opposite effect occurred, as a great deal of coal was lifted from ground storage sites. During May, July and August the coal used per train mile was higher than ever previously recorded.
- (5) The number of Superheater engines increased from 178 to 195. This circumstance, no doubt, contributed towards fuel economy.

Comparing the average monthly coal consumption during the 12 months before and after the inception of the Fuel Conservation movement, the figures are 37.53 and 35.07 lb. per 100-ton miles respectively. Keeping the above mentioned factors in mind, there is considerable justification for believing that the Fuel Conservation movement has resulted in a saving of at least $\frac{1}{2}$ lb. of coal per 100-ton miles. This improvement is equivalent to 500 tons of coal per month, or approximately £10,000 per annum. This figure is regarded as a conservative estimate of the gross economy resulting from the Fuel Conservation movement. Against this must be charged the cost of meetings and consequent investiga-

tions—possibly £1200—leaving a net saving of approximately £9000 per annum.

The Coal Consumption figure for January, 1924, was 32.70 lb. per 100-ton miles, which, taking into consideration the percentage of State Mine coal used, gives the best result that has been obtained for many years.

Apart altogether from the economies which can be identified, it is believed that the Fuel Conservation meetings have in most cases created a more harmonious relationship between Railwaymen concerned. Those responsible for the organisation have expressed gratification at the enthusiastic response made by all sections of the service to the appeal for co-operation in making the movement a success. There has been no lack of interest on the part of those chosen as Committee members, nor from those who have forfeited many of their leisure hours to attend meetings as visitors. The men who have served on Committees, many of whom are prominent Unionists, have almost, without exception, sincerely expressed personal conviction that the movement broadens the minds of all who have been associated with it, and makes them better Railway men. Many matters having only the barest connection with fuel economy are discussed, and frequently minor grievances are ventilated and rectified. It is therefore felt that the Fuel Conservation movement is gradually producing a better understanding between the administrative and operating sections which cannot fail to react to the advantage of the individual members of the staff and the Department.

Reaction of Buffer Springs

One of the most powerful causes of breakage of draw gear on loose coupled goods trains is the force set up by the reaction of the buffer springs, which are compressed when the front of the train reaches a rising grade. If the power of the engine is used to accelerate the front portion of the train, when it reaches the rising grade, this action can be greatly minimised. The regulator can then be throttled or closed when the train is "bunched" in order to prevent the slack running out too rapidly.

In the case of a "hump" the hand brake may be used in addition to the above, but care should be taken not to apply it too early or the buffer spring action will be aggravated.

Present and Prospective Railway Construction Programme

The present authorised programme of new railway construction work to be carried out by the Board of Land and Works (Railway Construction Branch) is a large one.

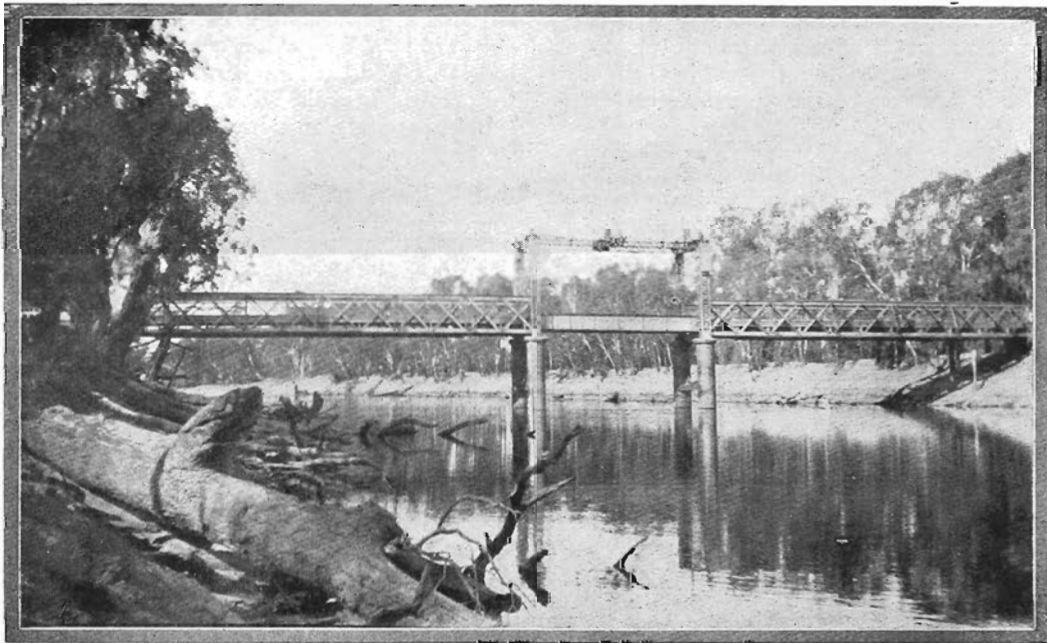
At the moment the construction of 225 miles of new lines is being proceeded with, involving an estimated expenditure of £1,335,000.

This includes the new railway from Moama to Balranald, in N.S.W., with a length of 120 miles, and an estimated

the Board of Land and Works, Public Works Department, Victoria, and the New South Wales Government.

The Border Railways Act also authorises the construction of two bridges at Abbotsford and Mildura, estimated cost £176,000, which are being built by the New South Wales Government, and the expenditure on which is chargeable in equal proportions to the States of Victoria and New South Wales.

In addition to the above, 187 miles of



Bridge for Road and Railway Traffic over Murray River, Tocumwal—Lift Span in Centre.

cost of £780,000, authorised under the provisions of the Border Railways Act, 1922.

In addition a commencement is being made with the construction of two bridges across the Murray River at Gonn Crossing and Euston, which are estimated to cost £180,000, and of which amount one-third each is to be borne by

new construction has been authorised by Parliament, but not yet commenced.

Of this total mileage, 98 miles are authorised under the provisions of the Border Railways Act, 1922, and will nearly all be constructed by Victoria in the State of New South Wales.

The balance of 89 miles represents the total mileage of new lines authorised

for construction in Victoria during last session of Parliament, and comprises the following:—

Gorcke to Morea	9	miles
Kanagulk to Edenhope ..	38	"
Kooloonong to West Narrung	7	"
Bowser to Peechelba .. .	11	"
Marnoo to Wallaloo .. .	6½	"
Black Rock to Beaumaris Electric Street Railway..	2¼	"
Werrimull to the Hut .. .	15¼	"

In the case of three of the above-mentioned proposed lines, viz., Kanagulk to Edenhope, Kooloonong to West Narrung and Bowser to Peechelba, the authorisation is conditional upon a contribution of a specified sum being made in each instance from the Developmental Railways Fund (a non-interest bearing fund) towards the constructional cost, in order that there shall be a reasonable prospect of the revenue meeting the interest charges and operating expenses.

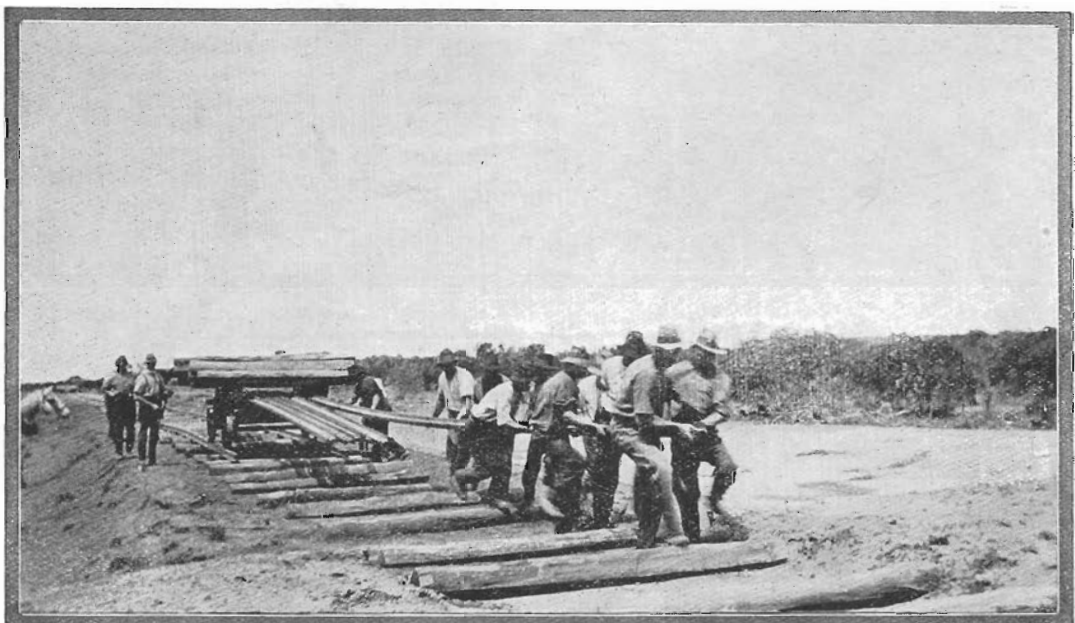
In the case of the Kanagulk to Edenhope proposal, an additional condition is the provision of at least £35,000 towards the capital cost by the landholders benefited by its construction.

The Black Rock to Beaumaris Electric Street Railway is a proposed extension

of the existing street railway from Sandringham to Black Rock, and its authorisation is conditional upon the Sandringham City Council undertaking for the first five years from the opening of the line to reimburse the Railways Commissioners for any deficiency which may occur in working the line up to a maximum of £2000 annually, such sum to be raised by the imposition of a special rate over the area benefited.

The extension of the railway from Annuello to Euston is now almost completed and the ballast laid to the Murray River, a distance of 18 miles. A temporary bridge across the Murray has been built in preparation for the work of erecting a bridge to carry the railway as well as ordinary traffic. When the line enters Riverina it is proposed to carry it on from Euston to Lake Bennonee, where an irrigation settlement can be established. The line will take the Riverina traffic through Quambatook, Korong Vale and Bendigo to Melbourne.

Work at Gonn Crossing is also proceeding steadily, and a quantity of bridge material, rails and stone is now at the site of the bridge in readiness for the work. Piles have been driven to provide a temporary platform.



Annuello to Bumbang - Laying the Track.

A huge concrete pier is being put in close to the edge of the water, and a coffer dam will be made, in which a second pier will be built to carry the main bridge. A 90ft. span is then provided for river traffic, and two similar piers will carry the New South Wales side of the bridge. The centre span will be fitted with a lift bridge so that this section can be raised clear of boats passing along the Murray.

Ordinary road traffic will also be carried by the bridge, in addition to the railway.

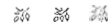
This bridge will subsequently carry a further extension of the railway in a north-westerly direction to Stoney Crossing in New South Wales territory, a distance of 17 miles, authorised by Border Railways Act, 1922.

The line at present under construction from Annuello, the present terminus of the railway from Manangatang to Bumbang, on the Victorian side of the Murray River, a distance of approximately 20 miles, was authorised for construction under the Border Railways Act, 1922.

The work of constructing a bridge over the river between Bumbang and Euston

is being proceeded with, and when this work is completed, providing funds are then available, the line will be further extended into New South Wales territory from Euston in a northerly direction for a distance of about 30 miles. This latter extension is also authorised under provisions of the Border Railways Act.

The territory between Annuello and the river, which the line at present under construction will tap, is fair quality Mallee country and suitable for the production of wheat.



It Will Go Better, Anyhow.

A foreign musician, notorious for his illiteracy, was given the contract to furnish a band at one of the city parks for a concert on the Fourth of July.

Having to make up a programme, he consulted his friend the bass drummer, to help him out.

"What will we play for the first number?" asked the drummer, pencil and pad in hand.

"Make it the '1812 Overture,' by Tchaikowsky," replied the boss.

"How do you spell Tchaikowsky?" asked the drummer.

"Never mind, put down 'Stars and Stripes,' by Sousa."—Drum Topics.



Bridge over Murray at Gonn Crossing. Commencement of Work.

Transportation District Notes

Seymour.

Mr. J. Fitzpatrick writes to the effect that the volume of superphosphate traffic shows a substantial increase over last year throughout the N.E. District, which augurs well for heavier production owing to the larger area to be put under cultivation. Assuming that favourable seasonal conditions obtain, the acreage put under crop should approach the record.

Farmers and graziers are appreciating the great advantages to be derived from a wise and extensive use of superphosphate, not only for cereal crops, orchards, etc., but for the growing of lucerne and top dressing of pastures generally.

The heavy early rains have enabled fallowing operations to be carried out on a large scale, and the farmers in the dry areas have reason to rejoice at the bountiful late summer downpours, which also ensure autumn feed for sheep and cattle.

Fresh Fruit Traffic.—With the advent of the "King" crop of peaches, railings have rapidly increased of late, and we are now approaching the peak period. Owing to the heavy demand for louver trucks for interstate fruit and vegetable traffic, ex-Melbourne, and heavy shipments of apples, etc., from other districts, this class of stock is in great demand.

Whitfield Line.—For some years the cultivation of broom fibre has been carried on in a small way in the King Valley, and the good price obtained for the high grade fibre harvested has given impetus to the industry. The 1923 crop railed amounted to 97 tons. The area now under cultivation is 50 per cent. more than last year, but the coming harvest has been somewhat affected owing to the wet season experienced.

Mr. E. Wade, Stationmaster, Cudgewa, reports that the season's prospects in the district are very bright generally

Abundant feed for all classes of stock is available, due to the fine rains falling in January and February. It is anticipated that a record season will be experienced by farmers all round. Up to 50 trucks of fat stock are being despatched from Cudgewa weekly. The outlook for the dairying industry is very promising, and the local butter factory is working at full pressure to cope with the large supply of cream coming in.

NEW INDUSTRIES.

Seymour.—Some time ago a company was formed for the purpose of exploiting the vast deposits of river gravel by establishing a concrete making plant to turn out building blocks, posts and material of all kinds. The project was held up for a while, owing to the difficulty experienced in obtaining the necessary sanction from and conforming to the legal formalities between the company and the State Rivers and Water Supply Commission. However, matters have recently taken more definite shape, and recently a Conference took place at Seymour, at which our Engineers were present, and the question of the provision of the necessary siding accommodation about 1¼ miles on the down side of Seymour was fully gone into. Almost inexhaustible supplies of this natural gravel are available at Seymour, and it is of such high grade, and the percentage of sand and rubble so satisfactory, that the company should be able to place the manufactured article on the market at a most reasonable figure.

The long contemplated alterations and extensions to Seymour Refreshment Rooms will shortly be put in hand. A start has already been made on the pulling up of portion of the Dock at the down end of the platform, facing the recent extension of the passenger platform, where portables are being erected to house the District Superintendent's Staff, whose old offices will be merged into the new bar extensions.

Benalla.

A Queen Carnival has been organised at Benalla to raise funds jointly for the Railways Institute and local town Band. In addition to gaining funds for two deserving local institutions, endless entertainment is being provided for all and sundry, and the final results are being eagerly awaited.

Mansfield.

About a year ago several adjoining business places in the Main Street were razed by fire and left a big and unsightly gap. With commendable enterprise, rebuilding was started upon, and fine new modern concrete shops have replaced the buildings destroyed.

The Stationmaster

When a Stationmaster takes over the charge of a station, he acts as the representative of the Commissioners, and as such it is his duty to make himself familiar with local activities and industries. He, of course, also has to be acquainted with the requirements of his station, such as knowledge of classes of engines that are usually run on his lines; loads that can be hauled over the various sections, etc. He assists in the education of his staff, in respect to their responsibilities to the public, in tactfully, cheerfully and readily attending to their welfare and requirements; at the same time bearing in mind that protection of the revenue is essential. While the Stationmaster carries out his duties to the best of his ability, he takes a pride in the appearance of his station, and exerts himself in making it look orderly and nice.—H.

The Way of Co-operation for Farmers

The factory system is recognised as the key to all forms of productive industries to-day all over the world—except in agriculture, writes Aaron Shapiro in "The World's Work." Now, where there is the factory system or group production there is group capital. Where there is group capital there must be a corporation formed. That is why every State in the Union established laws

whereby group marketing and production could be carried on, giving us the artificial thing called a corporation for carrying on that activity. But they forgot the farmer. The farmer's is the only part of modern industry (besides art) in which you have individual production. The ideal of every man is a country dotted with farm units in which one man operates the farm and produces through his own labour or through the assistance of hired men. And they think that because the farmer produces individually, marketing is an individual problem.

But marketing is not individual at all. It is a group problem. You cannot market without a distinct consideration of what all the other producers are doing at the same time. You cannot market without knowing what the market absorption is, or what the market demand is, what the money markets are, and the other elements of trade.

Craftsmanship

It is always pleasing to find among the workmen in a certain trade or craft those who take a real pride in the perfection of their workmanship. In the Engineering and Building trades the product of the craftsman often stands for quite a long time as a thing of beauty and a monument to the skill and enthusiasm of its creator.

In the Running Branch of the Railways, although the product is of a more transient character, we may still find those who take satisfaction in the efficiency of their workmanship. A train run to schedule time, or a train worked through, without detention to other traffic, are things that carry the satisfaction of a job well done. The ability to accomplish these things, like the ability to perform a perfect piece of engineering or architectural work, requires close study and application to many details, apparently unimportant though some of them may seem.

The rules for safeworking must not be violated. The rolling stock and other railway mechanism must not be damaged, or the job is not well done. Every pound of coal must be made to evaporate the maximum possible number of pounds of water, and the resultant steam converted into the maximum possible amount of work, if the operators are to enjoy the satisfaction due to the accomplishment of the best results. The maintenance of maximum boiler pressure, with but little smoke and no blowing off under the varying load conditions of the locomotive, makes a call on the skill and enthusiasm of the craftsman and its accomplishment leaves a sense of satisfaction in having overcome the many difficulties that traffic conditions and combustion problems place in the way.



EDUCATIONAL NOTES.

Mr. H. P. Colwell

Mr. H. P. Colwell, the present Chief Electrical Engineer of the Victorian Railways Department, joined the service as an apprentice fitter and turner on the 7th February, 1905, commencing duty in the Rolling Stock Branch at the Newport Workshops at the age of 16 years.



Mr. H. P. Colwell.

In common with other apprentices, Mr. Colwell attended the course of instruction provided by the Department at the Working Men's College, and at the conclusion of the first term passed his examinations with credit and was awarded 1st prize of £5.

At the conclusion of the second term, Mr. Colwell again passed the College examinations with credit, and similarly passed with credit the final year's examinations, and was awarded a scholarship at the College for a period of one year, with a proviso that should he prove satisfactory, this period would be extended. At the conclusion of the 12 months, having served this period with the utmost satisfaction to the Commissioners, Mr. Colwell was given facilities for taking up the full day course in Electrical Engineering at the College, his title being altered from that of apprentice fitter and turner to that of engineering assistant.

Mr. Colwell's history in the Department has been one of advancement. From engineering assistant he was appointed assistant chief electrical engineer. Upon Mr. W. Stone's retirement from the position of chief electrical engineer in 1920, Mr. Colwell was appointed, on the recommendation of the Commissioners, to the position of chief electrical engineer, which position he still holds. Having risen in fifteen years from the position of a first-year apprentice to that of head

of an important engineering branch, is regarded as an unique record in the annals of the Victorian Railways.

Apart from his professional qualifications, Mr. Colwell possesses many splendid attributes which combine to make him one of Nature's gentlemen. As the head of a Branch, he is highly esteemed by all his officers and the whole staff under his control, while, as a man, he is admired for his many sterling qualities.

Railway Apprentice Awarded Free University Course

A High Tribute to the Commissioners' Apprenticeship System.

Apprentice Electrical Fitter A. P. Taebring has been awarded a free course in Electrical Engineering at the Melbourne University under the provisions of the amended University Act of 1923.

This Act provides that not more than five persons (other than teachers of the Education Department) in the employment of the Government of Victoria shall be admitted each year to a full course at the University without payment of any fees for lectures and examinations subject to their having passed the requisite entrance examinations and being nominated by the Minister of Education.

The selections are made by a board under the chairmanship of the Public Service Commissioner, and are determined by a consideration of the age, suitability and qualification of the students and the recommendations of the head of the Department.

The officers selected will be allowed the necessary time off from their official duties to enable them to attend essential lectures and examinations in the subjects of their course,



Mr. A. P. Taebring,

and in consideration of this concession and the exemption of fees they are required to enter into a bond for 250 by themselves and an approved security that they will continue in the Service after the termination of the free place,

if so required, for a period not less than that covered by the course.

After considering the claims of eligible railway officers and employes, the Commissioners decided to nominate Mr. Taebring, and this nomination was approved by the selectors and the Minister of Education.

Mr. Taebring gained his Merit Certificate at the Cremorne-street State School, Richmond, in 1915, and won a scholarship for entrance to the Swinburne Technical College. After passing the junior technical course, he won a further scholarship for the senior technical school, where he passed the Diploma course in Electrical Engineering in 1920.

He entered the Railway Service on 6th October, 1921, and secured first place at the final examinations at the Railway Technical College in 1922, and third place in 1923.

Subject to satisfactorily completing his University course he will be appointed to the professional staff of the Electrical Engineering Branch, and will then be eligible for further promotion on his merits.

The selection of an apprentice for a free University course illustrates the opportunity open to Railway apprentices for advancement. In addition to being eligible for a free place at the University, they are eligible at the end of the third year of apprenticeship to compete for free scholarships awarded by the Commissioners for the Diploma course in Electrical or Mechanical Engineering at the Working Men's College, covering the full day classes for three years.

Keen interest is manifested by the Commissioners and their officers in the training of apprentices, and, as is now generally known, an up-to-date Technical College was established a couple of years ago by the Commissioners adjacent to the Newport Workshops.

All apprentices in Metropolitan Railway Workshops are required to attend this college for certain periods in working hours each week during the first three years of their apprenticeship. The college is conducted under the auspices of the Victorian Railways Institute, and is in charge of three highly qualified technical teachers, whose services were made available by the Education Department. Parents are notified quarterly by the instructor in charge of the progress made by their sons at the classes. Apprentices at Ballarat and Bendigo Workshops are afforded facilities for attending the local School of Mines, and are eligible to compete for the Departmental Scholarships, etc., on equal terms with the metropolitan apprentices.

The system of technical training adopted by the Department has been thoroughly justified by the results, and affords splendid opportunities of promotion. Many young fellows who started as apprentices have attained highly important engineering and administrative positions in Victoria and in other States, and amongst those who started as apprentices are Mr. Colwell, Chief Electrical Engineer of the Victorian Railways, and Mr. F. J. Shea, who was appointed some little time ago as Chief Mechanical Engineer of the South Australian Railways.

Applications are publicly invited once or twice each year for apprentices, and to secure appointment candidates must pass a Board of Selectors and certain medical and educational examinations. The opportunities of gaining a thoroughly sound theoretical and practical training, as well as the prospects of advancement, are such that, lads with high technical and general educational qualifications are seeking entrance to the Service as apprentices in increasing numbers each year.

Our hearty congratulations go out to Mr. Taebring, with a sincere hope that he will finish as brilliantly as he has begun.

The Robert Bage Memorial Scholarship at the Melbourne University, for the year 1924, has been awarded to Mr. Arthur Cecil Tregoning, son of Mr. W. H. Tregoning, Chief



Mr. A. C. Tregoning.

Clerk of the Accountancy Branch, and one of the Auditors of the Victorian Railways Institute.

The successful student is at present doing fourth year of Civil Engineering at the Melbourne University, having graduated thereto through the University High School.

Harold W. Clapp Prizewinners

Mr. W. J. Parr, Apprentice Fitter and Turner, Bendigo North, won the "Harold W. Clapp" Prize, "A" Division, 1923.

Before joining the Victorian Railways Service, he attended the Castlemaine Technical School, having won a Government scholarship.

On 12th April, 1920, he entered the Railways Service as an Apprentice Fitter and Turner, and obtained a credit pass at the Apprentices' Examination, being 5th on the list. Mr. Parr was a regular attendant at the Institute Classes, Bendigo, during 1923, and at the Annual Institute Examinations succeeded in winning "The W. R. Brown Memorial Prize" First English, Grade 1; "T. H. Woodroffe Prize," First Mechanical Drawing, Grade 1; and Council Prize, Second Westinghouse Brake, Junior. It is the winner's intention to further continue his studies, and qualify as a Draftsman in the Mechanical Division.

Mr. J. R. Bruce, Fireman, Geelong, was the successful student in winning the "Harold W. Clapp Prize," "B" Division, 1923. He is a keen student, and his records show him as being remarkably successful. In 1911, he joined the Service as a Casual Cleaner, and was appointed to the permanent staff in December, 1913.

1920—Won "T. H. Woodroffe" Prize, Engine Working—Junior.

1922—Won "T. H. Woodroffe" Prize, Engine Working—Senior,

1922—Awarded "J. C. M. Rolland" Prize, £5/5/-.

1923—Won "T. H. Woodroffe" Prize, Engine Working—Senior.

1923—Divided "Peter Alexander Memorial Prize," Westinghouse Brake—Senior.

1923—Won "Harold W. Clapp Prize," "B" Division, £10/10/-.

Mr. Bruce is at present attending classes in Mathematics and Mechanical Drawing at the Gordon Institute of Technology, Geelong, as well as doing the Correspondence Course in English, Arithmetic, and Algebra at the V.R. Institute.

We regret that the photographs of Messrs. Bruce and Parr were unsuitable for reproduction.

Mr. N. B. Smith, Fireman, Riversdale, has been awarded the "J. C. M. Rolland" Prize, 1923. This prize is awarded to the student who shows persistency and keenness in studying Railway subjects, extending over a period of years, particularly those which apply to the Locomotive Branch. The winner joined the Victorian Railways on 30th May, 1911, and



Mr. N. B. Smith.

was placed at Ararat as Supernumerary Engine Cleaner, receiving a permanent appointment on 2nd June, 1913.

After having been stationed at Heywood, Dartmoor, Mt. Gambier and Ballarat, he was transferred to Riversdale, where he has been stationed for the past five years. He is a first-class Fireman, holding a Guard's certificate.

For consistency and perseverance as a student, Mr. Smith's record is exceptionally good:

1921—Westinghouse Brake—Senior, 92 per cent.; Engine Working—Senior, 74 per cent.

1922—Westinghouse Brake—Senior, 88 per cent.; Engine Working—Senior, 78 per cent.

1923—Westinghouse Brake, 75 per cent.; Engine Working—Senior, 72 per cent.

Safe-Working Instructor

Mr. J. C. Clarke has been appointed Instructor in Safe-Working—Orally and by Correspondence—rendered vacant by the death of Mr. W. J. McGrath. The late instructor was busily engaged in finalising his papers on the Correspondence Course of the subject at the time of his death, and, pending the appointment of his successor, the work of completing the papers has had to be held in abeyance for some time. However, Mr. Clarke is now busily engaged in preparing the following papers:—

Safe-Working for Enginemen.

Safe-Working for Permanent Way Employes.

Safe-Working for Officers in Charge of Stations.

Guards' Duties.

The papers completed and ready for students are:—

Electric Staff.

Single and Double Line Block.

Train Staff and Ticket.

Automatic Signalling on Single Lines.

It is in the personal interest of Railwaymen, whose duties include Safe-Working and who are desirous of promotion, that they should not fail to attend these classes or join the correspondence course.

Advice will at all times be readily given by the Instructor, so do not fail to enrol at once and be ready for promotion.

Safe-Working Class

It is pleasing to see the large number of Junior Clerks and Lad Porters in the country who qualify for their Train Staff and Ticket Certificates through the Institute Correspondence Course. Also the number of Repairers who qualify for Safe-Working Certificates. It is a wonder the Lads and the Repairers in the suburban area do not take more advantage of the better opportunities offering, by attending the Oral Classes on Safe-Working at the Institute.

Country Centre Area Libraries

Inauguration of New System.

By the introduction of the new system of exchanging books for our Country Centre Area Libraries, we are striving to benefit borrowers by a regular and systematic exchange of books with the Central Library at short intervals.

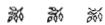
By this means the stock of books held at Country Centres will always be replenished with new fiction at comparatively short intervals, thus enabling borrowers to make use of the Library to its utmost capacity and so obviating complaints of insufficient reading matter at these centres.

The Council hopes that the efforts being made will be rewarded by a greater use of the facilities thus provided Railway Institute members.



Lecture Season 1924

Arrangements are well in hand for the commencement of the Lecture Season, which will open about the last week in May. An excellent series of lectures are in course of preparation and will be delivered by some of the ablest lecturers in Victoria. Watch "V.R. Magazine," Weekly Notice, and Posters for further particulars.



Country Branches

SEYMOUR CENTRE.

The progressive policy of the Institute is illustrated by the formation of a class in English and Arithmetic at the above Centre, which will give local members an excellent opportunity to gain knowledge in two very important subjects.

A class is now established in Engine Working and Westinghouse Brake, with Mr. F. G. Miller as Instructor.

Cleaners, Firemen, etc. who are members of the local Centre, are fortunate in obtaining the services of such an able Instructor, and they should not fail to join the class and attend it regularly.

BENDIGO CENTRE.

Mr. G. Perrin, District Engineer's Office, Bendigo, is acting as Instructor in Shorthand and Typewriting at the Centre, vice Mr. Crowle, transferred to Melbourne.

Mr. Perrin has been recommended for appointment as Instructor, and it will be confirmed, subject to his passing the customary examination for Instructors.

MARYBOROUGH CENTRE.

Telegraph Class.

A further illustration of the progress of the Institute is shown by the formation of a class in Telegraphy at the Maryborough Centre, and Mr. George Boyd has been ap-

pointed to the position of Instructor thereof, subject to the approval of the General Superintendent. Mr. Boyd, who has been the Departmental Instructor at Maryborough, for the past five years, has an intimate knowledge of the work required, and students are well provided for in having such a capable teacher.

Shorthand Class.

Intending students in Shorthand and Typewriting will be pleased to learn that a class in the above subjects has been commenced at Maryborough. Mr. W. Wilsher, District Superintendent's Office, Maryborough, has been appointed Instructor, and carries with him the best wishes of the members of the Committee, who are well satisfied with his ability as such.



Appreciation

The following letter has been received by Mr. Hally, Instructor in Station Management and Accounts.

Trawalla.

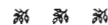
Dear Sir,—

Having passed my examination for A.S.M., I wish to thank you for your kindness in giving me such great help through the correspondence course of the V.R. Institute. I feel sure that without it I would not have been successful, and would strongly advise all who are not members of the class to at once join up. It is the best 2/- ever invested by me. Trusting you still have more pupils successful in their coming exams.,

I am, yours sincerely,

(Sgd.) A. W. BOYCE,

A.S.M., Trawalla.



Dawn

Above the east horizon
The great red flower of the dawn
Opens slowly, petal by petal;
The trees emerge from darkness
With ghostly silver leaves,
Dew-powdered.
Now consciousness emerges
Reluctantly out of tides of sleep;
Finding with cold surprise
No strange new thing to match its dreams,
But merely the familiar shapes
Of bedpost, window-pane, and wall. . .

But, at the edges of the city,
Sleep is already washed away;
Light filters through the moist green leaves,
It runs into the cups of flowers,
It leaps in sparks through drops of dew,
It whirls against the window-panes
With waking birds;
Blinds are rolled up and chimneys smoke,
Feet clatter past on silent paths,
And down white vanishing ways of steel,
A dozen railway trains converge
Upon night's stronghold.

—John Gould Fletcher.



Inter-State Cricket

Railwaymen at Play.

The annual cricket match between teams representing the New South Wales and Victorian Railways Administrative Offices took place in Sydney in February, and was won, after an exciting contest, by the home team, by 10 runs on the first innings. In the second innings, the Victorians closed, after losing seven wickets, and appeared to have a good chance of victory when time called a halt, as New South Wales had quite a number of runs to get and only three wickets in hand, but as one of them was the mighty "Bill" Ives, there's no telling what would have happened, even if a hundred runs were wanted. The genial "Tommy" Foster seems to have been our stumbling block—which is something of a misnomer, as he neither stumbled nor blocked.

In the first innings, both the heroes mentioned were ably supported by a very fine even side, and we cheerfully take off our hats to the lot of 'em. On the Victorian side, "Erney" Cameron, was the bright particular star, as he got sixty odd in both innings, and made many fine shots.

"Charlie" Lilley also played a good hand, while McRae, in bringing off two brilliant catches, kept up our reputation as a good fielding side. All our chaps played the game from end to end, and are given high praise by Captain Coyle.

At the luncheon on the first day, Assistant-Commissioner Mr. Fox presided, and both teams fully appreciated the honour thus conferred upon them. Many of the leading officers of the N.S.W. Department were also present, and amongst our old friends were Mr. Cumming, of the Institute, and Messrs. Jordan and Cox. Regret was expressed at the absence of Mr. J. S. Rees, who was prevented by illness from accompanying the Victorian team. Our team cannot speak too highly of the hospitalities showered upon them. From the time of their arrival until their departure they were treated most handsomely; indeed, one wonders that they had the heart to beat us!

Mr. Bracher, Secretary to the Electrification Committee, who happened to be in Sydney on business at the time, very ably responded for the Victorians at the luncheon, and said that there was nobody more sorry than Mr. Rees at not being present.

This brief reference to the match and the accompanying festivities would be incomplete, indeed, were Mr. E. J. Doran not specially mentioned. Mr. Doran, in his position as General Manager of the N.S.W. Tramways, has not much spare time, but he cheerfully gives up quite a lot of it in managing and looking after the welfare of the N.S.W. cricket team. He is perhaps mainly responsible for the handsome shield for which the teams competed for the first time this year. The Victorians, in thanking Mr. Doran for his many courtesies, leave the shield in his hands with pleasure for the present and with equal pleasure hope to relieve him of it when the New South boys come over here next season to again do battle for it.

Scores:—

Victoria.—First Innings.

H. Mills, c Asprey, b Emery	7
E. Cameron, c Shea, b Ross	64
C. Walsh, b Ross	10
C. Lilley, b Shea	31
A. Hosking, b Ross	3
K. Coyle, b Ives	8
S. M'Arthur, c Emery, b Ives	0
G. M'Rae, c Thatcher, b Shea	6
J. Hayes, b Shea	3
S. Watson, not out	7
D. Lord, b Shea	2
Sundries	13

Total 154

Bowling.—Shea, 4 for 29; Ross, 3 for 20; Emery, 1 for 20; Asprey, none for 3; Thatcher, none for 45; Ives, 2 for 24.

Second Innings.

A. Mills, c Osborne, b Shea	4
C. Walsh, not out	62
E. Cameron, c Thatcher, b Ives	61
H. Hosking, b Thatcher	5
C. Lilley, c Foster, b Thatcher	8
S. Watson, b Thatcher	0
K. Coyle, b Ross	26
G. M'Rae, c Parker, b Shea	5
Sundries	4

Seven wickets for 175

(Innings declared closed.)

Bowling.—Emery, 0 for 22; Shea 2 for 36; Thatcher, 3 for 62; Asprey, none for 17; Ross, 1 for 17; Ives, 1 for 17.

New South Wales—First Innings.

A. Toby, b Lord	0
A. Norris, c Cameron, b Lord	16
A. Thatcher, b Lord	6
T. Foster, not out	85
H. Parker, c Coyle, b Lilley	3
S. Emery, run out	2
W. Ives, c M'Rae, b Watson	20
R. Asprey, c M'Rae, b Lord	4
J. Ross, c Cameron, b Lord	12
R. Osborne, c Walsh, b Lord	7
S. Shea, lbw, b Walsh	3
Sundries	6

Total 164

Bowling.—Lord, 6 for 59; Lilley, 1 for 56; M'Rae, none for 1; Walsh, 1 for 26; Watson, 1 for 16.

Second Innings.

A. Toby, st Coyle, b Mills	33
A. Norris, c Cameron, b Lord	1
H. Parker, b Mills	4
A. Thatcher, c Cameron, b Mills	5
S. Emery, b M'Rae	18
T. Foster, c Hosking, b Mills	1
J. Ross, lbw, b Lord	3
S. Shea, not out	5
W. Ives, not out	15
Sundries	2

Seven wickets for 87

Bowling.—Lord, 2 for 24; Walsh, none for 4; Mills, 4 for 38; M'Rae, 1 for 19.

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Cricket

Accountancy Branch v. Auditor of Receipts Branch.

Youthful and enthusiastic representatives of the above Branches met at Richmond in a spirit of friendly rivalry on Tuesday, March 18th, to decide which Branch should claim for its younger members superiority at the gentlemen's game. The match was played to a finish, and resulted in a win for the Accountancy Branch by 68 runs and wickets to spare. The teams and details of scoring were as follow:—

Accountancy Branch.

1st Innings.		2nd Innings.	
Nurse, lbw., b Windsor	6	not out	8
Cadan, b Purcell	74		
Heath, thrown out	1	b Baker	23
Heabbin, b Garvey	1	not out	13
Herron, c, b Purcell	10	lbw., b Garvey	5
Whitford, c, b Purcell	2	b Garvey	4
Smith, b Windsor	0	b Nancarrow	0
Mayne, c, b Windsor	17		
Hough, b Purcell	1	run out	4
O'Haire, lbw., b Purcell	4	c, b Purcell	1
Pollock, not out	1	b Windsor	2
Sundries	9	Sundries	2
	126	6 wickets for	62

Audit Branch.

Weinson, b Heath	9	c, b Heath	0
Hore, b Heath	3	b Herron	6
Baker, c, b Smith	6	b Herron	19
Blake, c, b Smith	5	c, b Heath	22
Garvey, b Nurse	2	c, b Heath	0
Purcell, std., b Heath	2	c, b Herron	8
Nancarrow, b Smith	0	c, b Cadan	6
McNamara, b Smith	0	not out	1
Jory, not out	3	c, b Whitford	3
Ryan, c, b O'Haire	4	c, b Heath	1
George, b O'Haire	0	c, b Heath	7
Sundries	4	Sundries	7
	38		50

Victorian Railways Institute—Week-end at Maryborough

Picnic, Musical and Sporting Carnival.

Saturday and Sunday, 3rd and 4th May, 1924.
The sports to be held at the above Carnival, which are of a varied and interesting character, promise to be equal to anything of the kind ever held in Maryborough.

Entries are excellent, and the events should be keenly contested, and of an exciting nature. With the many Band recitals, side shows, and other attractions, an afternoon's sport will be provided to give pleasure and enjoyment to everyone—an opportunity in a life-time, which should not be missed.

The programme comprises the following:—

Pedestrian Events—

Sheffield Handicap—130 yards	£50
Maryborough Handicap, 220 yards	£15
W. R. Brown Handicap, 440 yards	£15
Sprint Handicap, 75 yards	£15
Midlands Handicap, 880 yards	£20

Cycling Events—

Cycling Stakes, half-mile	£10
Railway Wheel Race, one mile	£15
Inter-Teams Event, two miles	£10
Novelty Race	£2

Athletics—

Putting Light Stone (16 lbs.)	£2/5/-
Running High Jump—Handicap	£2/5/-
Handicap Quoit Match — Sweepstake, with £3 added.	
Boxing and Wrestling, Amateurs—Under V.A.A.A. Rules—Valuable Trophies.	
Scientific Weight-Lifting—Under V.A.A.A. Rules—Valuable Trophies.	
Skipping Competitions—Under V.A.A.A. Rules—Valuable Trophies.	

Juvenile Dancing—

Highland Fling—	
12 years and under	£1/10/-
Over 12 and under 16	£1/10/-
Shean Truibhais—	
12 years and under	£1/10/-
Over 12 and under 16	£1/10/-
Sailor's Hornpipe—	
12 years and under	£1/10/-
Over 12 and under 16	£1/10/-
Irish Jig—	
12 years and under	£1/10/-
Over 12 and under 16	£1/10/-
Sword Dance—Open	£1/15/-
Strathspey and Reels	£1/15/-
Scottish Piping—Open Event—Marches	£3/-/-
Scottish Piping—Open Event—Strathspey and Reels	£3/-/-

Exhibitions of Acrobatics, Calisthenics, Dancing, Fancy Skipping, Physical Development, Posing and Weight Juggling, by V.R. Institute students, under direction of "Billy" Meeske, Champion Cruiser-weight Wrestler and Physical Culturist of Australia, and "Larry" Copeland, Boxing Instructor.

The V.R. Military Band, Maryborough Brass Band, and Maryborough Pipe Band will assemble at the railway station at 1 p.m. on Saturday, 3rd May, and march to the grounds, arriving at 1.15 p.m. During the afternoon Band Recitals will be given as follow:—Brass Band, 1.30 p.m.; Pipe Band, 1.45 p.m.

Dances and Dance Music will be carried on without interruption until 3.30 p.m., after which the Military Band will give its first Recital at 3.45 p.m., second at 4 p.m., and again at 5.15 p.m.

Dance Music will be continued until 6 o'clock.

In the evening, the Military Band will assemble at the local Institute Rooms at 7 p.m., and march to the Sports Ground in Prince's Park.

The Maryborough Highland Pipe Band will assemble at the Highland Society's Club Grounds at 7 p.m., and proceed to the Sports Ground. The Maryborough Brass Band, after assembling at the Post office, will follow the Military Band to the Sports Grounds.

On Saturday evening, an excellent musical programme will be given by the V.R. Military Band, assisted by leading artists from Melbourne. Amongst the items are those to be given by the famous quartette party, consisting of Madame Evelyn Ashley, Miss Florrie Gordon, and Messrs. W. Roberts and W. Davey, who will render the following numbers:—"Tally-ho" and "Hail to the Chief." The duet, "In Springtime," will be given by Misses Evelyn Ashley and Florrie Gordon; and "Flow, Gently Devon," by Messrs. W. Roberts and W. Davey.

The V.R. Military Band will render the following selections:—"Iron Division," "Marianella," "St. Patrick," "Wee MacGregor," "Bells of St. Martin," "Il Trovatore," "Sword and Lance."

On Sunday afternoon, at 2.30 p.m., the Military Band will assemble at the V.R. Institute, and march to Prince's Park. The Maryborough Pipe Band will also meet at the Highland Society's Club-room grounds at 2.30 p.m., and the Maryborough Brass Band at the Post Office, and march to Prince's Park. The V.R. Military Band programme will consist of—"Star," "Oberon," "Angelus," "Evening Bells," "Nearer My God to Thee," "Carmen," "Preciosa," and the Maryborough Highland Pipe Band and the Maryborough Brass Band will also assist by rendering special selections.

A sacred and classical Concert will be given in the Town Hall on Sunday evening, 4th May, at the conclusion of Church service.

The following artists will appear:—Quartette: Madame Evelyn Ashley, Miss Florrie Gordon, Mr. W. Roberts, Mr. W. Davey, "God is a Spirit" and "Good Night, Beloved"; duets—Madame Evelyn Ashley and Miss Florrie Gordon, "Sainted Mother"; Messrs. W. Roberts and W. Davey, "Fishermen"; solo—Mr. W. Davey, "Love Sounds an Alarm"; Mr. W. Roberts, "Hour and Arms"; Miss Florrie Gordon, "Abide with Me"; Madame Evelyn Ashley, "Ave Maria"; recitation—Miss Winifred Moverley, "Bells of Is" and "Scene from Uncle Tom's Cabin."

The Institute Gymnasium will hold a Monster Athletic Demonstration in the Institute Concert Hall on Friday, 11th April, commencing at 8 o'clock. The programme will include:—Exhibitions of Skipping, by Mr. L. Copeland, Champion All-round Skipper of Australia; Acrobatics, Jiu-jitsu, Gymnasium, Posing, Russian and Medley Dancing, by Mr. W. Meeske and students.

Exhibitions in Boxing by L. Copeland (Champion Light-weight of South Australia), J. Suter (Heavy-weight Champion of Victoria), P. Thompson (Champion Feather-weight of the Australian Railways); A. MacGarvey (Champion Bantam-weight of the Australian Railways).

Exhibitions in Wrestling by W. Meeske (Cruiser-weight, Champion of Australia), C. Angelo (Olympic Games Representative and Feather-weight Champion of Australia), J. Heslin (Heavy-weight Champion of Australia), B. Potts (Champion Strong Man of Australia).

Admission, One Shilling.

Second Term of the Gymnasium Classes commence 14th April.

Gymnasium Notes

The form shown by the Gymnasium pupils at the opening demonstration was most satisfactory. Messrs. Thompson, Hoare and Bryant boxed very well indeed, and should hold their own with any opponent in or out of the Victorian Railways Institute Competitions, to be held during the coming season.

The Amateur Skipping Championship of the Victorian Railways Institute Gymnasium was held on Saturday, 3rd March. The two 2-minute test was won by Mr. Geo. Corkill, with 387 turns of the rope in two minutes, while Mr. T. P. Thompson was a close second, with 384 turns in the same time.

The Double-skipping Championship was won by F. Bromley (132), with Geo. Corkill (131) second. Double-skipping is much harder than any other

kind, as it means two turns of the rope to every jump, and each jump counts as one. When the rope is fouled, the total is decided. Mr. Bromley's 132 was therefore a very good effort. There will be several of these competitions during the season, and the Champions (Geo. Corkill and T. Bromley) are training well to retain their much-coveted honours.

Each instructor has about forty students in the Boxing and Wrestling Classes. All intending students are reminded that the second term starts on the 14th April.

Mr. Jack Conway, the Institute Bantam Champion of a season or so ago, has again started training.

It is more than likely that Mr. Conway will be the representative Featherweight boxer this year.

We have a welcome addition to the class in Mr. Allen MacGarvey, who has been resting since the last trip to Sydney. Mr. MacGarvey won the Bantam-weight Championship of the Australian Railways Institutes when only a mere boy. He still boxes in that division.

The ever-reliable "Paddy" Thompson, who is only a shade over the Bantam-weight, won the Feather-weight Championship of the Australian Railways Institutes at Sydney in 1922. He also won the special prize at the "Jack Suter Benefit" for the most scientific exhibition of boxing. He is doing fine work this year, and looks like being well in the running for championship honours this season.

Mr. E. Newton has started to do light work, and is getting into good form again, after his unfortunate accident at the "Jack Suter Benefit." Everyone was pleased to see him back in the Gymnasium.

Mr. Muir, who was a member of the Victorian team which visited Queensland in 1922, has started to do light work, and it is probable that he will be seen in action in the Maryborough tourney in May next. The tournament, which is being conducted by the Institute, will provide a very fine boxing programme, and should be popular with the city and country people alike.

At the weight-lifting competitions, held at the Institute on March 3rd, the heavy-weight division was won by Mr. F. Bromley, who, with two hands' jerk, lifted 220 pounds very easily.

The following are some interesting performances by Mr. Larry Copeland, the all-round Skipping Champion of Australia, and Instructor at the V.R.I.:—116 turns of the rope in 24 seconds, twice—this was done by Mr. Copeland when with the A.I.F. in France in 1918. At Port Pirie, South Australia, in 1919, 383 turns in 1 minute, but he lowered this to 30 seconds at the Victorian Railways Institute, Melbourne, on 2nd March, 1924. 620 turns of the rope in 3 minutes at Maryborough, 1923. 1123 turns of the rope in 5 minutes at Parkhouse, England, 1917. 11812 turns in 10 minutes at Parkhouse, England, 1917, and 4136 turns in 30 minutes at the Victorian Railways Institute, January, 1924.

Challenge

Recently there has been a great deal of controversy as to who were the best skippers—Boxers or Wrestlers? I say the Boxers, and hereby, with a team, consisting of four or five Boxers, challenge Billy Meeske to meet me with an equal number of Wrestlers: the competitions to take place in the Victorian Railways Institute Hall on Friday, June 20th next.

(Signed) LARRY COPELAND,

Boxing Instructor.



Personal.



Wedding Bells

Mr. Chris. Irwin, an officer of the Train Running Room, Head Office, Spencer Street, recently joined the ranks of the benedicts. The occasion was suitably recognised at a function held on the 18th ult., when Mr. Irwin received the felicitations of his brother officers, who presented him with a fine blackwood clock.

Mr. Lance Osbourne, of the Secretary's Branch, was married on Saturday, 22nd March, to Miss Dorothy Caudwell, of Mentone. We heartily congratulate Mr. Osbourne, and wish him, with his young partner, every possible happiness.

Mr. W. Robert, third Member of the Betterment Board, who has recently been transferred from the Transportation Branch, is marrying Miss Elsie Rawling, of Brighton. Good wishes.

Retirements

Mr. H. J. Kimpton, Clerk, who has been attached to the Training Running Room, Head Office, for some considerable time, resigned from the Department on the 17th March. This young officer, who was farewelled by his brother officers, has entered into business on his own account, and we wish him success in his venture.

Mr. A. J. C. Cobb, who has been stationed at Cheltenham for some time as Yard Porter, handed in his resignation on the 15th March. We understand that Mr. Cobb has entered into a partnership business with an ex-railwayman. Our best wishes go out to him.

Mr. H. Cunningham, who has been attached to the staff at Flinders Street, resigned from the Department on the 14th March, and has commenced a motor car business on his own account. Mr. Cunningham saw service on the other side for some years. We join his colleagues in wishing him success.

Mr. J. J. C. Gardiner, who was attached to the Office of the District Superintendent, Geelong, as a Relieving Operating Porter, and who has been on extended leave without pay for some time, resigned from the Department on the 14th February. Mr. Gardiner is another officer who has found the opportunities prevailing outside the Department for money-making are better than those obtaining inside.

Mr. Gardiner has, we understand, entered into business on his own account, and the best wishes of all his colleagues go out to him in his venture.

Promotion

Mr. M. R. Harper, who was employed as Special Ticket Checker, under Mr. George Johnson, Chief Ticket Inspector, has been promoted, and transferred to the staff of Inspector Borsum, where he will act as Special Inquiry Officer. He was well and popularly known as a Conductor on the electric trams, where his tact and courteousness won for him many friends.

Mr. G. F. Yates, formerly of the Rolling Stock Branch of the Railways, and who some few years back attended the class in Accountancy at the Institute, made good use of his opportunities by attending regularly and paying strict attention to his studies, for he fin-



Mr. G. F. Yates.

ished up by gaining the distinctions—A.F.I.A., L.I.C.A. Mr. Yates is now Instructor of this class, and, judging from the high percentage of passes which students from his class have gained at the yearly examinations conducted under the auspices of the I.C.A., he is well qualified for the post.

The friends of Mr. Bert Stenning, of the Secretary's Branch, will regret to learn that he has been obliged to go into hospital. The necessary operation, we understand, has been successfully performed, and Mr. Stenning is now making good progress. Mr. Stenning, who is an ardent tennis player and a champion in his class, was greatly missed from the recent Railway tennis contests with New South Wales. Our best wishes for a complete and speedy recovery.

Mr. George Arcus, of the Head Office of the Chief Engineer of Way and Works, we are sorry to say, is still in poor health. Mr. Arcus has now been away from duty for a considerable time, and is much missed by his many friends.

We are very pleased to hear that Mr. Malcolm McInnes, who for some weeks has been on leave due to ill-health, has resumed duty, and we sincerely hope that he may be enabled to continue.

Miss Winnifred Moverley has this year been appointed to the position of Manageress of the Institute Dramatic Society. She has been for two years Instructor of the class in Public Speaking and Dramatic Art, which is held in connection with the Institute Social Classes system. Those who have listened to her fin-



Miss Winnifred Moverley.

ished style of elocution upon the platform, as well as having witnessed Miss Moverley's great ability as an actress when she played with the Society last year, know that the management of the Society is in capable hands.

Mr. G. Nippard, Custodian of the Seymour Centre Area Institute rooms, we regret to hear, has been in rather poor health for some time past. We trust that he will shortly be about again.

Mr. E. L. James is acting vice Mr. Nippard.

The Last Mile Post

We regret to have to record the death of Mr. James John Dawes, Plant Foreman, at the Newport Plant Yard, who died on 25th February.

The late Mr. Dawes, who was born at Yarrowel, near Buninyong, in 1870, entered the Railway Department in 1888, and was associated with the Stores Branch at Newport during the whole of his service, and as a result of an accident while on duty with a plant train

at Fitzroy in 1889, lost his right arm. Mrs. Dawes predeceased her husband in 1907, and a son, Mr. G. R. Dawes, who served with the Navy in the late war, died in 1921. Mr. Dawes leaves a son and daughter; Mr. L. J. Dawes, who was recently transferred from the Rolling Stock to the Stores Branch, and Mrs. C. Booker, of Newport.

The funeral took place at Williamstown, where Mr. Dawes resided for many years, and was largely attended; a number of retired Railwaymen being present as mourners for a departed comrade.

The many friends of Mr. P. L. Thornton, late Head Porter, Benalla, will learn with regret of his death, which took place in that town on 24th February last, after a long and distressing illness.

Mr. Thornton was badly gassed at the late Great War, and the sympathy of the Railway staff generally is extended to his widow in her great loss.

Victorian Railways Military Band

On Sunday, 2nd March, 1924, the Band gave a recital in Queen's Park, Moonee Ponds, in aid of the funds of the Victorian Civil Ambulance Association. This organisation being at the call of every member of the community in cases of accident, sickness, etc., is deserving of every assistance, financially, that the community can give it.

In spite of the dull afternoon, approximately 1200 people turned out to these beautiful gardens to hear the following programme:—"Entry of the Bulgars" (Lotter); "Poet and Peasant" (Suppe); "Le Carillon" (Rondella); "Iolanthe" (Sullivan); "Blumenfluster" (Blon); "Wee MacGregor" (Amers); "Don Giovanni" (Mozart); "Electric Current" (Lincoln)—which was rendered by a full band. The audience was thoroughly appreciative of the high class of music that was played, and after each selection, enthusiastically applauded.

St. John Ambulance volunteer brigades, under the leadership of their Superintendent, took charge of the collection boxes, and the result totalled £22/8/- for this most deserving cause.

The Band fully appreciates the assistance given them by the Essendon City Council and the Curator of the Gardens, who, in their efforts to assist the Band, arranged a special stand in the centre of the lawn, in such a position as to be heard to greater advantage by those present.

Railways Dramatic Society

will present C. Haddon Chambers' well-known Comedy-Drama "PASSERS BY" at the PLAY-HOUSE on SATURDAY, 26th APRIL, 1924.

Don't be a Passer by! Come In!

V.R.I. Orchestra

By the Conductor.

My Dream (after a Recent Late Supper).

Last Tuesday night, from cares exempt,
I slept—and what d'you think I dreamt?
I dreamt that somehow I had come
To dwell in Topsy Turveydom,
Where vice is virtue—virtue vice,
Where nice is nasty—nasty nice,
Where right is wrong, and wrong is wright,
Where white is black, and black is white:
Where babies, much to their surprise,
Are born astonishingly wise,
With every Science on their lips,
And music at their finger-tips.
And strangest of these social twirls
The girls were boys—the boys all girls;
The men were women, too—but then
Per contra women all were men.
Beer GRATIS made men run amuck,
Plebeian corned beef turned to duck,
Yet, strange, the rich cared naught for these
Luxurious superfluities.
If brainy there you're ranked a fool,
And empty heads alone could rule,
Even I myself got "three months' hard"
For being a doggerel Railway bard.
My players each a baton bore
While wretchedly I played the score:
"Poor chap!" said they; "his quick decease
Would be a merciful release."
The Orck, you see, all knew the stuff,
And branded me a stupid muff,
Alleging, in tones ill-advised
My playing quite demoralised.
The fiddles laughed; the cornets blinked,
The drummer scowled, the cellist winked
And poked my heaving ribs in play
(It was that cellist's giddy way).
At this I frowned and said: "I grieve
Your harsh demeanour to perceive:
It's scarcely 'just the thing.' I think,
So don't annoy me! please, don't wink!"
To one who to tradition clings
This seemed an awkward state of things,
"I'll think no more of this," said I,
It really doesn't signify."
But this resolve, I grieve to state,
Came just a little bit too late,
For, as I framed it in my head,
I woke—and found myself in bed.

J.J.

※ ※ ※

Questions and Answers

Q.—(1) If a truck of oats is received at a station and re-consigned to another station, who finds an undercharge on it? How is it dealt with?

A.—(a) By an ordinary undercharge sheet being sent to the re-charging station, if no Interstate or other foreign proportions are involved.

(b) If an undercharge is discovered on a re-charge waybill, involving Interstate or other foreign proportions, the amount is collected and a paid waybill sent to the original sending station, showing the amount due to each State.

Q.—(2) Can cream be carried at half-parcels rate to pay?

A.—No; it must be prepaid.

Q.—(3) Can a blind person, holding a permit, travel free on the street railways?

A.—Yes.

Q.—(4) Can live poultry be sent to New South Wales at half-rate?

A.—No; full rate must be charged.

Q.—(5) If horses were loaded in a horse-box for different stations, is any extra charge made?

A.—Yes; 2/4 for each pick-up or set-down.

Q.—(6) Can the journey be broken on a family seaside ticket at Melbourne?

A.—No; if desirous of breaking the journey at Melbourne, the whole of the ticket is collected.

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Keep Your Engine Depot Tidy

Cleanliness in engine depots where engines are stabled for cleaning and overhaul might be thought to be an impossibility, and the work entailed therein a waste of time and energy; but when it is taken into account that the accumulation of soot on everything, smoky windows, and the resultant absence of light which can impede, if not seriously impair, the accuracy of the work of inspection, repair and cleaning of engines, it will be readily understood that the keeping clean of windows, the provision of receptacles for waste, etc., and the general tidiness of the shed, is not only an economical system of conducting the necessary work, but has a good effect on the morale of the staff, who have to use the depot to the best advantage of the Department and themselves.

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At the Railway Station

"There is not much that I can do,
For I've no money that's quite my own!"
Spoke up the pitying child—
A little boy with a violin
At the station before the train came in—
"But I can play my fiddle to you,
And a nice one 'tis, and good in tone!"
The man in the handcuffs smiled;
The constable looked, and he smiled, too,
As the fiddle began to twang;
And the man in the handcuffs suddenly sang
Uproariously:
"This life so free
Is the thing for me!"
And the constable smiled, and said no word,
As if unconscious of what he heard;
And so they went on till the train came in—
The convict, and boy with the violin.

—Thomas Hardy.

※ ※ ※

Disappointments are shafts sent to the very bottom of our souls, and whatever is there, whether gold or only copper, they bring it to the surface.—Edmund Garnett.

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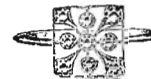
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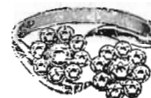
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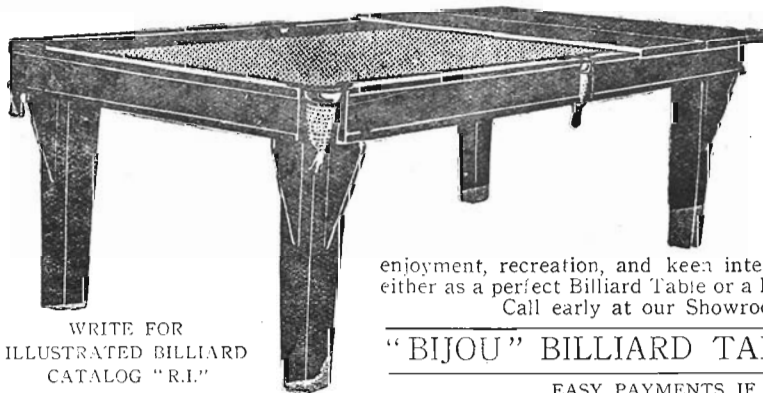
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TABLE E60—Railway Regulations Assurance.

Sum Assured, £100.

Bonus for 1913	-	£1 12 6
" " 1914	-	1 15 0
" " 1915	-	1 15 0
" " 1916	-	1 15 0
" " 1917	-	1 15 0
" " 1918	-	1 15 0
" " 1919	-	1 15 0
" " 1920	-	1 15 0
" " 1921	-	2 0 0
" " 1922	-	2 0 0

£117 17 6

TABLE A—Whole of Life Assurance.

Sum Assured, £100.

Bonus for 1913	-	£2 10 0
∴ " 1914	-	2 15 0
" " 1915	-	3 0 0
" " 1916	-	3 0 0
" " 1917	-	3 0 0
" " 1918	-	3 0 0
" " 1919	-	3 0 0
" " 1920	-	3 0 0
" " 1921	-	3 5 0
" " 1922	-	3 5 0

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THE VICTORIAN RAILWAYS MAGAZINE

MAY, 1924

Vol. 1
No. 5

Story—Love By Proxy; High Tension Distribution System; Where to Go (Illustrated); Scientific Notes; Book Reviews; and Various Items of News.

6^D



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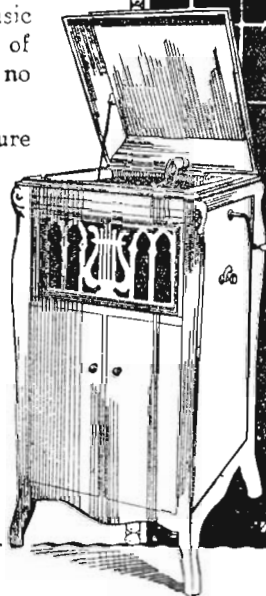
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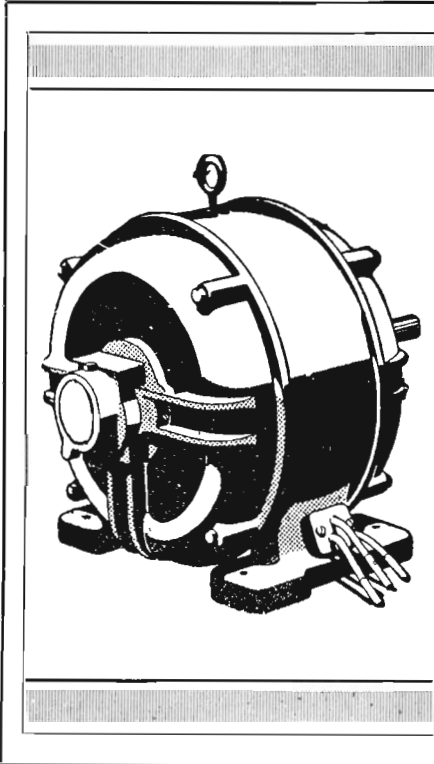
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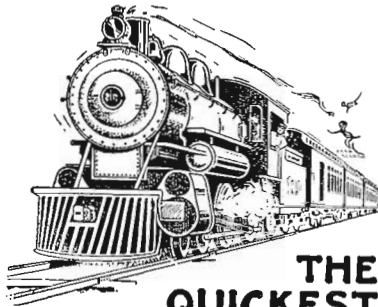
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The Victorian Railways Magazine

Vol. I.--No. 5.

Melbourne, May 1924

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* * *

Articles and reports on matters of interest to employes, short stories, verse, etc., photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

* * *

All enquiries, except on advertising matters should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

* * *

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FLINDERS STREET STATION, MELBOURNE

Transportation and Life



ANY wise things are said by Dr. Charles A. Eaton, manager of industrial relations for the General Electric Company (of America), in an address reproduced in the Chicago "Railway Review." Perhaps one of the wisest things he has said is that in the solution of the railroad problem, the human element transcends the political or the economic aspects, or, to put it in other words, the fundamental need of transportation is a soul.

It is, of course, true that the essence of progress for any nation is transportation. Down the centuries that is the organising principle that makes possible real social progress. The greatest day in history was when someone discovered a wheel. It may be that some cave man was dragging home an animal, or a wife or something, and a round stick got underneath and relieved the friction. At any rate, someone discovered that a wheel would lighten the load. That was thousands of years ago. How long it took people before they had an ox waggon; and then how much longer before they had an engine on wheels; and then how much longer before they had a trans-continental express running, say, from Perth to Melbourne!

What an event it was when somebody discovered that a stick of wood floating

on water would carry more than its own weight. Out of that grew the canoe and then the sailing boat; and, finally, out of that grew the gigantic liners plying between the continents and knitting them together. A long process!

Australia was discovered because the peoples in northern lands had sailing vessels. We have depended upon transportation for our progress. For many years the pioneers of Australia depended upon primitive means of transportation, such as the bullock waggon. It was a great day when on September, 1854, the railway from Flinders Street to Port Melbourne, the first railway to be constructed in Australia, was opened for traffic. That event marked an epoch in the progress of the nation. To-day we have in Victoria alone 4706 track miles of railway, including 349 track miles of electric lines. There are 936 miles of sidings, 1039 railway stations, 791 engines, including two electric locomotives. There are 2587 railway carriages (710 electric), 19,211 trucks, and 728 other vehicles. The Victorian Railways cost £65,000,000, and carry in a year approximately 156,000,000 passengers, 7,000,000 tons of goods, and 9,257,000 head of live stock. Approximately 27,000 men are employed by the department.

We may hope that some day the nation will have a railway running without

break of gauge from Perth to Townsville, nearly 6000 miles; that there will be a railway from the south to the north of Australia; and that every district will be well served, both by railways and by good roads leading to railways.

We could not be a great nation were it not for our modern means of transportation, and we cannot have efficient railways unless railwaymen realise that each and every one of them is a necessary part of the system, not only as a railwayman alone, but also as a man with a soul, giving the best that is in him to the service of the community. This applies to the Commissioners of all our railway systems, as much as it applies to the boy porters on our suburban railway stations. Transportation needs a soul.

Transportation can only be given a soul by co-operation. There must be co-operation between officers and officers, between officers and men, and between men and men. This can be expressed in the homely phrase, "Pull together, men!"

Prosperity and Service.

In Australia it is impossible for all but few of us to understand the agony of starvation. We are, thank goodness, a well-fed people, and those who are short of food and ordinary comforts are either sick, mentally deficient, or terribly unfortunate in some other way. Poverty is not the rule here, as it is in some countries. On the contrary, poverty is with us the exception, and prosperity the rule. When we say "prosperity" we do not mean that we are the majority of us rolling in riches. Such a statement would be absurd, and if it were true it would be regrettable, for to roll in riches is neither spiritually nor physically a good condition, unless one is also rolling in wisdom. But it is a fact that the most of us are in receipt of sufficient money as wages or income to live comfortably, and to enjoy ourselves reasonably.

As we are so favoured in this bountiful land, we should show our appreciation

by giving good service in whatever position we attain to in our industrial and social careers. It was, however, our material well-being, as evidenced by the plentiful supplies of food in this country, that we meant to stress in this article. We were led to the subject after witnessing the performance of Mr. Seymour Hicks in *The Man in Dress Clothes*, which has been played at the Palace Theatre. In the third act the hero of the play is almost delirious from want of food, and the fact that the audiences took this scene more as comedy than as tragedy was regrettable, but understandable. Not even the fine acting of Mr. Seymour Hicks could convince Australian audiences that the theatrical representation of starvation is a tragic thing. We are writing now, of course, of the majority of the auditors. Many visitors from European, Asiatic, and American countries have remarked privately that until Australians have known want they will not know how to appreciate their blessings. Some of us appreciate them without having known want, and some of us are old enough to remember the lessons of adversity drawn from the effects of the bursting of the land boom of more than 30 years ago.

But it may be true that the majority of Australians do not realise what it means to live in a country where food is scarce among the poor. It is also true, however, that they have contributed generously to relief funds when called upon to do so for the benefit of starving people elsewhere. So we may conclude that, although we do not all of us feel keenly the tragedy of starvation, we are not unsympathetic; and, indeed, we are not really unmindful of our blessings. We know that Australia is a good country; for us, at any rate, the best country in the world.

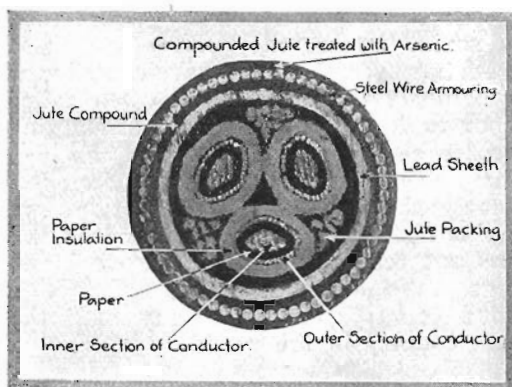
Twenty years ago last December, man made his first successful flight in a heavier-than-air machine. The aeroplane has by no means revolutionised the world, but it has removed just so much further man's limitations, and whatever does that, makes life just that much more worth living.

The High-Tension Distribution System

The high tension distribution system forms the connecting link between Newport Power Station, at which the electrical energy used on the suburban railways is generated, and the various sub-stations where this energy is converted into a form suitable for operating the electric trains.

In the inner and more thickly populated suburban areas the electrical power is transmitted as 3-phase 25 cycle alternating current at 20,000 volts, by underground cables, an overhead transmission system being employed in the outlying areas.

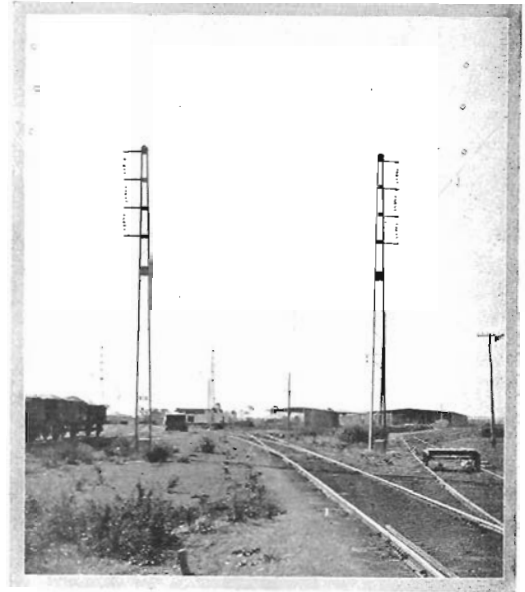
At the time when the Melbourne suburban transmission system was designed, 20,000 volts was about the maximum voltage for which reliable cables were designed. In addition, for this system it was an economical transmission voltage. Whilst underground cables are much more expensive than overhead transmission, the additional cost was considered to be justified in view of the very important nature of the supply, and the fact that cables laid underground are practically immune from trouble.



"Split Conductor," Underground Cable.

A section of the "split conductor" underground cable is shown, from which it will be seen that the cable contains three separate copper cores arranged at the apex of a triangle, each main core being divided into two cores of equal section, for reasons

which will be explained later. The cores are insulated from each other by oil impregnated paper, the whole being surrounded by a lead sheath to exclude moisture. Mechanical protection is afforded by an outer armouring of steel wires, a layer of compounded jute

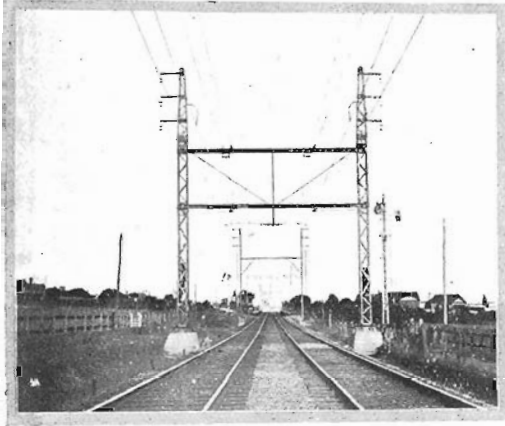


20,000 Volt 3-Phase Split Conductor Overhead Feeders.

being interposed between the lead sheath and the armouring. A further layer surrounds the steel armouring, and protects it from the corrosive action of the soil. As a protection against the ravages of white ants, this outer layer is impregnated with a solution of arsenic, it being found that in some parts of Australia these insects had penetrated the lead sheath of cables laid underground, resulting in the entry of moisture and the ultimate breakdown of the cable.

All cables on the Melbourne system are laid direct in the earth at a depth of approximately 3ft. 6in. The earth immediately surrounding the cable is screened during the laying in order to provide a uniform support and ensure that no rock or other undesirable material should be in contact with the cable. The cables are protected by a red gum board, which is placed several inches above the cable continuously over its length.

The overhead transmission system is entirely different, the majority of the feeders consisting of three bare, stranded, copper conductors (one for each phase) suspended by porcelain insulators from angle brackets attached to extensions of the masts carrying the 1500 volt overhead equipment.



20,000 Volt 3-Phase Overhead Feeders carried on structure as 1,500 Volt D.C. Catenary.

The three conductors are arranged in vertical alignment spaced 4ft. apart, and carried on the side of the mast remote from the railway line. In one particular case, that of the two overhead feeders from Newport to Albion sub-station, the split conductor system is used, each phase conductor consisting of two stranded copper conductors, separated from each other by ring-shaped porcelain spreaders.

All overhead feeders are connected to the sub-stations by short lengths of underground cables.

For economical reasons, and to ensure continuity of supply, it is the universal practice, especially in alternating current distribution, to transmit power by a number of smaller feeders rather than by one large one. This is clearly illustrated by considering the layout of the

high-tension feeder system supplying power to Jolimont sub-station.

Seven .15 square inch cables of a total carrying capacity of 53,830 K.V.A. connect this sub-station with Newport Power House, five of which cross under the river near the Spotswood Pumping Station of the Melbourne and Metropolitan Board of Works, and proceed to Jolimont via Port Melbourne, whilst the other two follow a route via Footscray. These two latter cables provide power in bulk to several consumers en route. In addition to the seven cables above, another cable serves as an inter-connector between Newmarket and Jolimont sub-stations.

The present suburban system consists of approximately 144 miles of underground cables and 104 miles of overhead feeders.

In every electrical system an adequate means of protecting the equipment from overloads and from faults is necessary, but with an electrified railway it is of equal importance to maintain the service, whatever the conditions. A protec-



Laying 20,000 Volt Cables in Trench.

tion scheme must therefore be able to discriminate between (1) light overloads, which may in a fraction of a second disappear, or which may continue and cause damage; (2) excessive overloads, which must be removed instantly to

prevent trouble; and (3) faults, which however light at first, will undoubtedly develop and assume dangerous proportions. Having made the discrimination, the apparatus employed must also be capable of performing some operation to disconnect the supply of energy and of giving some indication of the movement.

Electrical weaknesses usually give no sign of their existence until an absolute fault occurs, and overloads, especially in a traction system, occur with such rapidity that no human operator could hope to deal with the situation if unassisted by other means.

With a large interconnected system, such as the suburban electric railway, the task of providing adequate protection is extremely complicated, but it has been dealt with by the installation of a scheme of relay protection applied to both feeders and machines. A number of delicate instruments, known as relays, are provided, both at the sub-stations and at the power house. As long as everything is in good order, the relays remain inoperative; when an overload or fault occurs, the relay affected comes into operation, causes the supply switches to open and disconnect the circuit, rings a bell to warn the operator, and indicates by the lighting of a red lamp that the switching movement has been carried out.

It has been found convenient to divide the "Protection System" into two sections—Fault Protection and Overload Protection, and separate relays are provided for each section.

The underground cables and one overhead feeder between Newport and Albion are equipped with what is known as "split conductor" fault protection. As previously mentioned, each cable core is divided into two halves or "splits," insulated from each other, and under

normal conditions the current flowing in each phase is equally divided between the "splits." When a fault occurs it affects one split before the other, and the current is no longer equally divided, but is said to be unbalanced. This unbalancing operates the relay, which in turn causes the switches governing the supply to open.

The overhead feeders, with the exception of the one already referred to, are equipped with "leakage relays," which come into operation when a fault occurs, and the current thereby leaks to earth.

The fault protection relays operate instantaneously in all cases, but the overload relays act in a different manner. Traction overloads are usually of a tran-



Laying 20,000 Volt Cables.

sitory nature, lasting in some cases for a fraction of a second, and then decreasing in value. Under these circumstances it is undesirable to disconnect the high tension supply until such action is unavoidable, but when this becomes imperative, the overload section must be disconnected without disturbance to the rest of the system.

Both conditions are met by giving all overload relays a time limit setting. That is, every relay is furnished with an adjustable device, which renders it necessary for the overload to be maintained for a certain period before the relay operates. Overloads decreasing to normal before the expiration of the "time setting" leave the relay unaffected.

The time setting is graded, relays at the power station having a comparatively long delay, the setting decreasing as the distance from the power station increases. Then when an overload occurs the nearest relay on the supply side operates before those nearer to the power house have completed their timing. The overloaded section is therefore isolated, and the rest of the system undisturbed.

Some of the overload relays, in addition to being provided with a time delay device, also have the power of discriminating between light and exceptionally heavy overloads. With the former, the relay takes the full time to operate, but with the latter it functions almost instantaneously, the discriminating power being such that the heavier the overload, the more rapidly the relay disconnects the circuit.

“Let’s Go”—“On Time”

The everyday traveller, seated in an express or passenger train, on glancing at his watch as the train glides into his destination station, quietly remarks, with satisfaction, “On time.” He had purchased from us transportation, and received a full measure of service. We had “delivered the goods.” To the practical railwayman comes a somewhat different feeling. As his thoughts unconsciously fly back, it is over a record of achievement—difficulties inseparable from running to schedule have been overcome; something has been attempted—something done.

Everywhere attention is centred on the punctual running of passenger trains, but we must not overlook the fact that we have an obligation just as great in respect of the timekeeping of goods trains. If we fail to maintain our schedules for these trains, our reputation suffers, but there is something more which many of us forget; we lose money—for late running is costly.

Whilst it is the concern of all members of the running staff to do their utmost to expedite train movements, transportation men have open to them numerous avenues for good work.

Opportunities exist each day for speeding some goods train on its way—are we letting those chances to display our knowledge of railway working slip by? If we who are interested in the movement of the trains could all analyse the running statements we would no doubt find that some of us are.

The causes of detention are various—some avoidable, and some unavoidable. It is the avoidable contributing factors that every man interested in his work will set out to prevent. One District Superintendent (Mr. Fitzpatrick, of the North-Eastern Division) has by circular recently reminded the staff in his district of the many ways in which trains are avoidably delayed, principal amongst which are the blocking or checking of trains unnecessarily at home and starting signals; guards failing to notify stations in advance of work which has to be done; and the station staffs neglecting to forward guard’s notification to stations ahead when so requested, failing to have outwards goods on trollies and at the proper position on the platform for prompt loading into van or van trucks, neglecting to have tail ropes available at the place in the yard where they will be most handy for shunting purposes, failing to have trucks coupled up, waybilled, carded, and enveloped prior to arrival of trains, not conferring with consignors to arrange for trucks to be loaded in station or marshal order to obviate unnecessary shunting movements (especially necessary when dealing with firewood, sawn timber, gravel, metal, and wheat loading), not having waybills ready for outwards van or van truck loading on arrival of trains; and officers in charge failing to keep in close touch with stations on either side, so as to be conversant with and expedite the movements of all trains.

There are numerous other ways of helping open to the man with an interest in his job. We should all come within that category and use every possible endeavour to push each train through speedily to its destination. “On time” should be our motto, and if we keep the “Let’s go” slogan in the foreground of our thoughts, particularly when trains are about, it will remind us of the obligation we owe our patrons to transport them and their goods safely

and quickly, and the duty we owe ourselves to keep on improving our reputation as railwaymen.



Rail v. Road.

Ways in Which We Can Help to
"GET THE BUSINESS"

For the Railways.

Business is Sensitive—It goes only where it is Invited—And—It Stays only Where It is well Treated.

From
THE COMMISSIONERS
to
THE STAFF
of
THE VICTORIAN RAILWAYS.

"GET THE BUSINESS."

Ways in Which We can Help.

In Weekly Notice dated 26th June, 1923, under the heading "Let us get the Business," your co-operation was invited with the object of doing what is reasonably practicable towards attracting to the railway the furniture traffic now conveyed by road.

In addition to rendering valuable assistance in respect of the class of traffic mentioned, we can help materially in attracting to the rail other classes of traffic now conveyed by road, and thus do much in reducing the road traffic to a minimum, and helping to ensure the prosperity of the railways in which we are all so vitally interested.

Avoid Delays—Give Information.

One of the many ways in which this can be achieved is to handle the consignments carefully and see that no avoidable delay takes place in transit. Another is to give customers of the Department all necessary information in regard to the system that obtains in the despatch of goods.

How the Department Helps.

By giving a daily despatch to truck load lots.

By forwarding perishable goods, according to the volume of traffic, on two, three, or more days per week.

By receiving for despatch on any train day urgent goods, including machinery parts, binder twine, spraying material, etc., upon reasonable proof of urgency being given at the time of consigning.

By receiving consignments for despatch to intermediate stations on the same line when nothing will be gained by holding such consignments back for the proper forwarding day, provided that space can be found in the guard's van or a passing truck.

Station-masters and other employes actively connected with the goods business, should make a point of seeing that storekeepers and traders generally understand clearly the advantages of the Department's forwarding arrangements, and that every reasonable facility is extended to consignees who desire any particular lot of goods to be given special attention in the way of despatch.

In such cases Station-masters should wire the sending station giving the name of the consignee, particulars of the goods required, and the name of the sender, upon receipt of which the officer in charge should get into touch immediately with the firm or others concerned, and advise the best means to follow to obtain prompt transit; or the consignees may advise their senders that the goods are required urgently, and ask them to get in touch with the local railway staff who will specially see to their prompt despatch.

It is often said by those who use road motors for the transport of consignments that they must have their goods quickly, and that with the railways too much time would be taken in transit. Frequently a little information given as to the railway facilities which are available would remove such an impression and do much to bring to the railways traffic which now goes by road.

We are all interested in getting the business. Don't hesitate—act.



£717,000 will, it is said, be spent on pillars for the North Shore Bridge, Sydney, the construction of which will be the biggest engineering feat the present generation will witness.



More Studies and Sketches

A Modern Mixture

By DELTA

I am an omnivorous reader. I do not care to miss what's going, more especially in novels. Here, I like the long and the short, the near the verge and the far from it, whether on thick or thin ice. I fancy this is a quite modern taste. Most of us feel a pull to the talked-about, but our impartiality is gloriously catholic. We doubtless have our prejudices, but we're willing to risk them. Let none cry "Beware" and expect the cry to be inhibitive. We must sample the banned for ourselves. We are self-reliant, and like to seek and to find. I venture to affirm that out of such an attitude good must come.

But this month's causerie isn't to be a sermon. I'm not a bit in the mood to moralise. That first paragraph has got itself written because of the necessity of starting somewhere. Our book-fellowship of these free-and-easy pages knows how hard it is to make a start on things at duty's call. Eh? Writing is particularly like that—and you've probably discovered it. Speechifying of the set sort is even worse. And yet the arts preservative of all the arts—indeed, of culture and civilisation—are writing, speaking, and reading. The people interested in all three are the chosen of Evolution to treat the tracks to the heights. This is where our book-fellowship stands in the company of the first, foremost, and fundamentalist.

I am now able to capture the fleeting complex urging these avowals, and discern what I'm feeling, though not saying. It is that, I'm really a moody reader. I like the story that suits the mood. I guess the gentle reader is largely like that too. There are the

times when profundity has us by the heels—and there's zest in the intellectual range. There are other times when the problem story, the novel with a purpose, art for art's sake also, likewise the instructional, or the tragic and the comic, equally repel. All we want is light luncheon, or the yarn of sheer wanton entertainment that will, to be metaphorical, hold us with its glittering eye. Ah, there's enjoyment then, brothers and sisters, when you can get lost in the book, and worries and cares take to wing! Just a good yarn that doesn't tear your heart, or turn you inside out, or harass you about the sex relationship, or deal you heavy blows, or preach. Alas, that in even this field one man's meat is another man's poison. Which is why it is so hard to choose a book for another's mood. In fishing in these waters each of us is a lone fisherman.

For myself, I sample anything and everything—more or less—and find the result satisfactory in that there are rewards which compensate for irritation and disappointment. As interest grows, you must have observed, the mood will change, and, under these circumstances, the worse will become the better when it isn't vice versa. My chief complaint, however, is that I can't read all that's going. One would need to have nothing else to do—O, glorious state! And then there's the riches of the past to try and taste. These riches are piling up at such a rate as almost to make one pity posterity, so mountainous a job its reading will be!

"Ring off." You're right. Let me recommend as a "great" sea story, "Hurricane Williams," by Gordon Young.

The author is not a Conrad, but he knows his seas and the brutalised people who sail in the ships of devildom. Evidently, there's still a life on the ocean wave practically unknown and unsung. "Hurricane Williams" is a modern pirate yarn, not altogether improbable, but marred in this connection by the suggestion that its hero is almost supernatural. Breathlessly, the story carries you on. The mutiny as described is strong stuff. Barely has it been better done, and nearly ties with Jack London's graphic delineation.

Books of short stories do not attract me as a rule, but J. J. Bell's "Some Coloured, Some Plain," is a volume of the vivid and arresting type. With two or three exceptions, these stories have a grip and novelty of magnetic quality, and carry you with them, whether grave or gay, lively or severe. One of them is just "it" preparatory to falling asleep.

Temple Thurston has not, I think, done anything finer than "The Miracle"—and I mean finer in the artistic sense. The story is a tragedy in its love affair, but, as interpretation of a certain order of life where farming and fishing evolve separate types in the one village, it is remarkably skilful. How true is the hackneyed saying that one half the world doesn't know how the other half lives! It isn't easy to realise that the characters sketched for us in "The Miracle" belong to the twentieth century. Ireland is the scene of the plot. The misadventures of the betrayed girl in her distracted wanderings have about them a touch of Hetty Sorel's anguished feeling. You will, of course, have read your "Adam Bede," and can recall the pathetic picture of poor, vain Hetty Sorel.

"The End of the House of Abelard," by Sheila Kaye-Smith, is right up to date. It depicts the passing of the aristocratic family life, in which estates are the centre and circumference of eternal verities. Well written, and in places powerful, it seemed to me to end rather out of tune with its own ordered

developments. Death-bed change of faith, suicide, and cloister, for three respective heirs, each read unconvincingly to me. However, the conflict between love and land is ably dissected, and, likely enough, the appurtenances of family psychology are as manifested herein. Here is an excerpt that scorches, bearing upon a marriage that went awry, although a love-match (the other chief one goes to pieces because not such):—

"Peter and Jenny scarcely spoke till they were back in the car driving homewards. Then Jenny said with a little gasp:

'Isn't it dreadful?'

'What—her going away?'

'No. Her marrying Julian for love.'

Peter said nothing.

'If she'd married out of vanity, or greed, or to please the family, it would have been better. One would have understood what's happened now. But she married him for love.'

Peter still said nothing."

Of H. G. Wells' stories since the war, none has touched the heights of "Men Like Gods." It is reminiscent of "In the Days of the Comet" (alike in its central plot, structure, and subject), or of the sparkling earlier novel, "The Wonderful Visit," with plenty about it grandly suggestive of "The World Set Free" and "Boon," those two performances of prowess like to live long and powerfully. No one else could have done "Men Like Gods." It is Wells at his best, and than that no higher praise is possible. It is Wells at his cleanest and clearest, at his honestest and radicaest, at his deepest and strongest. His deftness of touch and aptness of phrase in consolidating, as with a mighty sweep, both the plague-spots and the habits of mankind establish his claim to rank as among our greatest world-artists in intellectual as distinct from merely-artistic literature. He has a flair for the right word in any summing-up of a situation. In alert criticism no widely-read author outside Shaw has proved so rich an asset to seekers of a new world. The book before us is a contrast of the ways of Earthlings with the ways of Utopians, is Reality and Vision in juxtaposition,

with the insistence that all that divides them is the will to have and hold the better. The story is so cleverly told that the interest is breathless in what seems the real and quite possible; savagely satirical as the author often is, he is at times eloquently magnetic and always wise. The Utopians think all languages, and appear to speak them. They are without government, politics, and clothes. They neither give nor are given in marriage. Most that worries us they have solved successfully. They had once had the Age of Confusion, and clearly the Last Age of Confusion depicted as once theirs is now ours. From such a platform as he fearlessly makes for himself—confidently master of himself as challenger and answerer—Mr Wells spares no one or no thing. On the church, birth control, the press, politics, industry, society, sex, war, he is a man with a message and mission, and of these and other things he could be quoted fully, because weighty. Don't miss the book if this upside-down world has got you on edge.

The Birth of Worlds and the Age of the Earth

Recently lecturing in the Zoology Theatre of Liverpool University, Professor P. G. H. Boswell, Professor of Geology, took as the subject of his initial lecture in the projected series of six, "The Birth of Worlds and the Age of the Earth."

A century ago (said Professor Boswell) one of the fathers of geology, James Hutton, declared that the materials available for the study betrayed "no vestige of a beginning, no prospect of an end." The research of the last 120 years had, however, robbed such dictum of any claim to truth. But perhaps the more profitable inquiry would be into the origin of the worlds and the solar system rather than possible endings. The traditions of primitive people and fanciful speculations of the Middle Ages might alike be passed over. Lyell, in his "Principles," insured the stability of the contentions of the modern science of geology, though retaining much of the limitations of outlook of the earlier schools of thought. Yet his contentions yielded to those of the later evolutionary school, with its concurrent study of biology, and with Darwin and Huxley as two of its earliest protagonists.

Earth as a Cooling Body.

The first attempt to explain the origin of the solar system was made by Laplace, and was known as the nebular hypothesis, illustrating Laplace's conception by many most interesting lantern slides. The lecturer pro-

ceeded to say that there were many serious objections to Laplace's theory, notably, in explaining how material so diffuse could remain incandescent so long through its own heat, an objection which was met by Sir Norman Lockyer, when he advances his meteoritic hypothesis. In turn, a modification of the meteoritic hypothesis has been introduced by Professor Chamberlain, and had still further developed into what was known as the planetesimal hypothesis. And, although objections might be raised to this current hypothesis, no better one had yet been expounded. Leaving the domain of astronomy, the lecturer proceeded to the consideration of the earth as a solid, or partially solid, cooling body Thomson (afterwards Lord Kelvin), basing his calculations upon the increase in temperature of the earth's crust relatively to distance below the surface, arrived at the knowledge of the earth's present store of heat, 1855, that the consolidation of the crust took place about 100,000,000 years ago. And despite the protests of the geologists, led by Huxley, he refused for a time to narrow his limits to less than 50,000,000 years. Twenty years after he reduced his estimate to 20,000,000 years; but this was challenged by Perry. Geikie also asked, in 1892, for an allowance of time much beyond the "narrow limits" which physical speculation would concede.

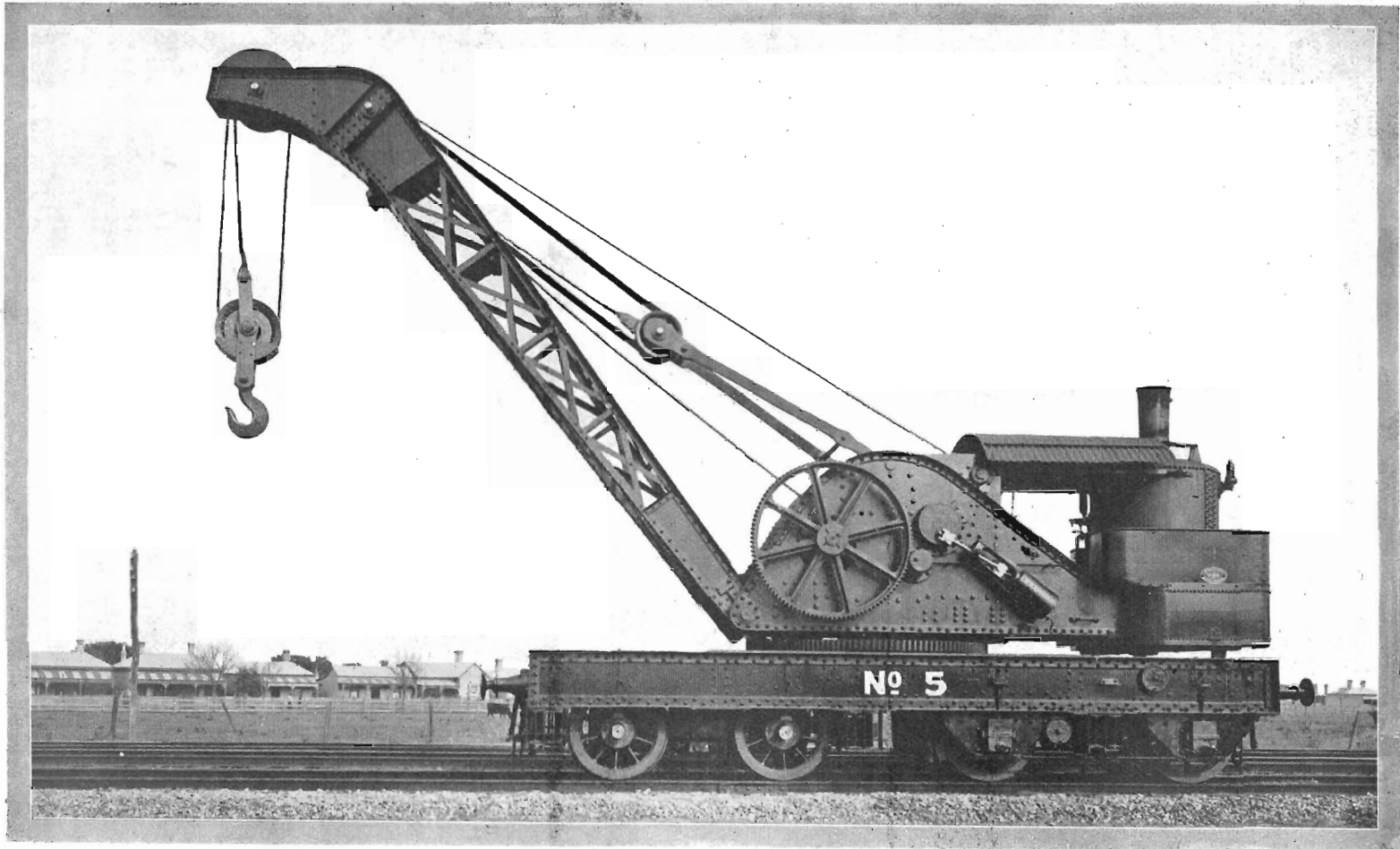
Inconceivable Periods.

The mass of evidence which had been or had to be traversed included that dealing with the thickness of the rocks forming the earth's crust (over 60 miles) and their formation by sedimentation, the accumulation of salts in sea-water, and the slow evolution of life forms. The estimation by saltiness of sea-water was the conception of Halley, the astronomer, but was also independently, in later years, put forward by the Liverpool engineer and geologist, Mellard Reade.

But a most interesting line of inquiry, going far to explain the discrepancy between geological and physical estimates, was that which was now open to us by the discovery of the radio-active properties of certain minerals, and, more particularly, their radio-thermal relationships. Deductions could be based upon the result of the labours of Rontgen, Becquerel, Madam Curie, and, above all, Rutherford, which enabled us, for instance, to consider as a not improbable figure in the point of time for the formation of the pre-Cambrian rocks alone at over 700,000,000 years, and for the oldest rocks which could be examined at 1,000,000,000 to 1,500,000,000 years. The radio-active method of estimation might be likened to a wound-up clock running down and accumulating definite and ascertainable volumes of helium on the one hand and lead on the other.

One of the best purchases ever made by the British Museum authorities is probably the Elgin marbles, which Dr. Murray, their keeper, some time ago valued at upwards of half a million sterling, or over fifteen times their cost. Yet the story goes that the Greeks gave most of them to Lord Elgin in exchange for a timepiece.

30 TON WRECKING CRANE.



Built at the Victorian Railways Government Workshops at Newport. Crane will lift 30 tons at a radius of 18 ft. 0 in.; 14 tons at a radius of 30 ft. 0 ins. ; Total weight, 59 tons.

Transportation District Notes

Metropolitan District.

Mr. F. P. J. Moloney states that in connection with the visit of the British Squadron at Melbourne, from 17th to 24th March, 1924, inclusive, a very creditable record was achieved by the staff of the department in handling the huge traffic. To give some idea of the magnitude of the task, the following figures are published. These represent the total bookings for the week:—

	To Port Melbourne.	To St. Kilda.
From Flinders Street and Port Melbourne Lines	177,574	56,049
From other Stations	124,827	18,818
Return Bookings from Port Melbourne	29,005	31,168
Total Passengers Booked.	331,406	106,035
Average Normal Day's Booking	16,607	34,064
Increase, Account Fleet Traffic	314,799	71,971

In addition to the bookings to Port Melbourne and St. Kilda, a total of 45,514 passengers in excess of an average normal day's bookings travelled from suburban stations on Tuesday, 18th, to view the procession, and 10,182 to Richmond or Jolimont to attend the Massed Bands performance on Sunday, 23rd March. On every afternoon from Tuesday, 18th, till Saturday, 22nd, inclusive, a five minutes' service of seven car trains was run on the Port Melbourne line, and on Sunday, the 23rd, between 2 p.m. and 7 p.m., a service of three minutes' frequency was maintained. On Tuesday, March 18th, and Wednesday, 19th, a four minutes' service was in operation on the St. Kilda line during certain portions of the evening, and on 22nd a four minutes' service was maintained from 7 p.m. to 11.40 p.m.

The return trips to Port Melbourne are shown:—Tuesday, 18th, 90; Wednesday, 19th, 55; Thursday, 20th, 55; Friday, 21st, 70; Saturday, 22nd, 68; Sunday, 23rd, 108.

St. Kilda line:—45 return trips were run on the Tuesday, 26 on the Wednesday, and 72 on the Saturday to cope with the rush traffic.

Other lines:—Tuesday, 18th, 36; Wednesday, 19th, 15; Saturday, 22nd, 38; Sunday, 23rd, 26.

The heavy traffic was most satisfactorily handled by every railwayman concerned, and no injury was sustained by any passenger during the whole period.

Melbourne Goods.

Vehicle Traffic.—In connection with the volume of traffic handled at the Melbourne goods sheds, a return was taken of the number of vehicles passed out of Melbourne goods between 12 midnight on 31st March, 1924, and 6 p.m. on 1st April, 1924:—

Hour.	Gates.	
	Flinders Street.	Spencer Street.
12 mid. to 1 a.m.	6	—
1 to 2 a.m.	13	—
2 " 3 "	15	—
3 " 4 "	12	—
4 " 5 "	25	—
5 " 6 "	26	—
6 " 7 "	25	—
7 " 8 "	36	—
8 " 9 "	128	18
9 " 10 "	237	75
10 " 11 "	342	125
11 " 12 mid.	348	110
12 " 1 p.m.	153	66
1 " 2 "	177	65
2 " 3 "	306	104
3 " 4 "	291	138
4 " 5 "	219	181
5 " 6 "	79	62
	2438	944

A grand total of 3382.

Perishable Shed.—The tonnage received at the perishable shed for the month of March, 1924, consisted of:—

	Tons.
Cream	233
Butter	1903
Eggs	395
Cheese	187
Milk	739
Bacon	298
Meat	78
Poultry	238
Honey	186
Skins	185
Fruit	9448
Sundries	2173
Wine	218
Rabbits	330
Fish	440
Vegetables	869

Total 17,920

During this period 4435 trucks were unloaded and 1288 trucks loaded out, and one day a record number of 305 trucks were dealt with.

Grain Shed.—The wool season has just about closed, and upwards of 178,000 bales were dealt with at this shed.

Outwards Shed.—A tonnage of 35,578 was despatched from the general outwards sheds and sidings for the month of March, 1924 (11,734 tons being loaded direct from lorries into trucks), thus affording quick despatch. 8334 trucks were necessary to forward this tonnage.

Outside Platforms.—Records show that 15,102 tons were handled, and 2290 trucks were required for the loading, which consists chiefly of heavy machinery, timber, kerosene, etc.

Chaff Shed and Potato Platform.—13,339 tons of potatoes and onions and 13,667 tons of chaff were received at Melbourne shed.

Good progress is being made with the transport of wheat from the North-West District. During the fortnight, 13th to 22nd March, 1924, 62,777 bags were removed by rail, making the total for the season 1,250,751. The accumulation at stations aggregate 2,306,705 bags, the largest stack being 150,245 bags at Minyip.

In connection with the Country Promotion Week of New Settlers' League, Mr. Clapp, the Chairman of Commissioners, in the course of his address, commented on the fact that we do not eat sufficient of our own products. In 1922 the value of the fruit sold at the department's stalls was £3000. Last year it was £7000. If every adult were to eat ½ lb. of fruit (about two apples) a day, we would consume the whole of our fruit crop, and there would be no need to worry about the future of the 70,000 people dependent on the industry. Furthermore, he stated that 75 bakers in the metropolitan area were baking raisin bread, and the department is distributing 1200 loaves per day.

Bendigo District.

Mr. W. Tredennick reports that removal of the wheat is still proceeding, and although the rush traffic is over,

there still remains a number of large stacks to be cleared. The figures for this year as compared with last season are as under:—

	This Year.	Last Year.
Total number of bags transported, up to 9th April	2,301,252	1,852,286
Total yield (estimated for 1924)	3,356,600	1,928,129
Total number of bags still stacked at stations	802,794	

Geelong District.

During the month of March the potato and onion traffic from the Warrnambool-Koroit District eased off considerably.

In consequence of the Firemen's Demonstration held in Geelong during 10th to 15th March, the passenger traffic handled was very heavy.

As a result of the visit of the British Fleet, which arrived at Melbourne on Monday, 17/3/24, there was a great increase in the population at Queenscliff, as three special trains were run to that station from Geelong and Corio, taking between 1400 and 1500 people in all, in time to witness the Fleet passing through the Heads. When the Fleet left Melbourne for Tasmania on 27/3/24, a special train was run from Geelong to Queenscliff, and about 600 people made the trip.

During the month the Commissioners made a tour of inspection over portion of the South-Western District.

Appended is a report from S.M., Terang:—Owing to the favourable season experienced, the live stock traffic has been fairly brisk here, all stock being in good condition and grass very plentiful.

The dairying industry benefits also. The manager of the Glenormiston Butter Factory says the output is already increasing. Dairy cows are in good demand, and the prospects are good for the ensuing season.

The Trufood Powdered Milk Co. is making substantial additions to the factory, with a view to increasing the output, the demand for this product being greater than the supply.

North-Eastern District.

Mr. J. Fitzpatrick states that reports from all over the district disclose that there is every indication of a phenomenally good season. On every hand farmers are actively engaged in preparing the land for next harvest, and many early crops are being sown. Taking full advantage of the fine early rains, extensive fallowing operations have been carried out. With the mild weather there has been wonderful growth in the pastures, and already abundance of green feed is available and stock generally in fine condition. It is interesting to note the growing popularity in this territory of the Wimmera method of Summer fallow.

The artificial manure traffic has been abnormally heavy, and practically all parts of the district report varying increases in the acreage to be sown this year. During last season a total of 5899 tons of artificial manure was transferred at Tocumwal for the Riverina stations, whilst up to the present this year 10,000 tons had been handled. The season extends until about the middle of May, and it was anticipated that about another 7000 tons would be dealt with at this station. The increase was mainly accounted for by the extension of operations by Melbourne firms, whose agents have now penetrated up to a distance of 400 miles into New South Wales, and had captured a good deal of this trade. There was also a considerable increase in the agricultural machinery traffic.

Fresh Fruit Traffic.—Owing to the presence of the Fruit Fly in the Shepparton, Ardmona and Cobram Districts and the restrictions obtaining, the fruit season has been slightly curtailed, and there has been a considerable falling off in the fruit traffic generally. However, the bulk of the fruit was railed before the pest made its appearance, and the total should about approximate that of last year.

Tobacco Growing in North-East.—Many farmers with small holdings in the King and Ovens Valley Districts are turning to tobacco culture on the inducement of big yields and good returns from only moderately good land. The results this year have been somewhat disappointing, owing to the ravages of blue mould, and the industry has received a temporary set-

back. However, with greater experience in the selection of soils and the adoption of modern American methods of preparation of land, etc., better results are looked for.

Mr. Temple Smith, Government Tobacco Expert, accompanied by Mr. Marks, Assistant Expert, visited King Valley recently, and delivered an interesting illustrated lecture in the Whitfield Hall, on the tobacco industry, and gave the growers present much valuable advice and information which he had gathered during his recent visit to America.

New Industries.—The only new industry of any importance since previous issue is the installation of up-to-date jam making machinery for processing quantities of fruits, such as quinces, apples, oranges, lemons, peaches, apricots, pears, etc., at the Canning Factory at Shepparton. The canned fruits processed at both Shepparton and Kyabram are now in great demand, and the whole of the pack for the present season has been disposed of at remunerative prices, which promises well for the future of this great and growing industry.

There is now a keen demand for the pedigree seed wheat specially grown at the Dookie Agricultural College and surrounding district, and which is being railed all over the State.

The local brewery at Beechworth is now featuring the manufacture of stout, "Eck's" beer, and aerated waters—advantage being taken of the magnificent natural water supply which is fed from springs in this picturesque district.

General.—Oil tractors for ploughing and other agricultural operations are now being introduced in the territory between Benalla and Yarrawonga, and if the innovation proves successful, they are likely to come into general use.

Four large estates have recently been subdivided in the Tongala district. Both sides of the Toolamba-Echuca railway line is now closely settled, and stands as a striking object lesson in intense culture. In the Tatura district lucerne growing for lamb raising and fattening is being greatly developed, as it is found that the land is too valuable to put under wheat.

The Mount Walwa Tin Mining Company has resumed operations, and present indications are that it is to be worked on a large scale, as about 70 hands are at present employed. This mine is in the vicinity of Corryong, in the Upper Murray district, and served by the Wodonga-Tallangatta-Cudgewa line.

Maryborough District.

Mr. A. J. Morris says the fruit yield at Mildura this year will be the biggest on record. About 500 tons of dried fruit will be placed on the market from the Soldier Settlement at Redcliffs for 1924, but next year between 3000 and 5000 tons will offer.

General beneficial rains fell during the month. Fodder is plentiful, and stocks everywhere are in good condition.

The "Reso" train run recently to Mildura and on Murrayville line, conveying passengers from the Western District, proved most successful from every point of view. Residents at all places where train stopped did their utmost to make visitors' stay as pleasant as possible, and furnished very valuable information. The "Reso" passengers were unstinted in their praise of arrangements made by Commissioners and staff, appreciation being expressed of everything done to make the trip profitable and pleasant.

The Werrimul line (35½ miles) is now open, and a further extension of 15 miles is being constructed.

Arrangements are being made for line to Merbein being extended to the bank of the river (on Victorian side), a distance of about 8 miles.

Railway Revenue

The Railway Commissioners recently made available a return of the railway revenue for the first nine months of the financial year. This shows the revenue to be very buoyant, and is over a quarter of a million ahead of the revenue of the corresponding period of last year's big record. The total receipts for the nine months ended 31st March were

£8,870,028, as compared with £8,591,769 for the same period last year, an increase of £278,250. The principal increases

Passengers—94,990 (principally suburban).

Goods—£205,609 (general traffic and wheat).

Refreshment Rooms—£24,945.

Power.—£38,834 (increased sales of electric power).

Advertising—£18,886 (new source of revenue).

Live stock traffic showed an aggregate decrease of £112,277, due to the effect of dry weather at critical periods.

Carriage Arm Rests.

Arm rests were originally provided in First Class suburban cars, but owing to the short distances over which these cars operate, and to the fact that arm rests to a certain extent encroached on the seating space, it was decided that they be removed. "APL" and "BPL" excursion cars built recently were not so equipped, but it is intended during the conversion of 62 of these cars to swing door type, to fit them up with arm rests. All express and country carriages are provided with these fittings.

The Suburban Booking Clerk

The position of the booking clerk is a very important one, requiring tact, resource, and energy. The bulk of his work is crowded into the first four days of the month, particularly every quarter, when the issue of periodical tickets is heavy.

As it is expected by the Commissioners that all returns should be in to time, this can only be accomplished by a proper system of keeping everything up-to-date.

Although the duties of a booking clerk are strenuous at the beginning of the month, if proper methods are applied during the slacker periods, the work is

made much easier. If the following points are observed, better results would be obtained, and late returns could be avoided:—When the bottom of a page in the cash-book ledger or register is reached add it up, work out the midnight, noon, and total for the day-column in the train books separately, and, in doing the seven days' period, work from the previous page, thus errors could be avoided.

Have the skeleton sheets for the monthly "C" sheets prepared, and all abstracts checked, so as to make the balancing easier.

Train-books should be written up well ahead, thus avoiding delay. In fact, everything possible should be done before the close of the month, and if you are smarter than your mate, lend him a helping hand, as the reputation of your station is at stake.

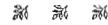


Exhibition of Australian Manufactures.

In accordance with the arrangements entered into by the Associated Chambers of Manufactures of Australia, whereby exhibitions of Australian manufactures are held annually in the several States in rotation, it has fallen to the lot of the Victorian Chamber to hold an exhibition this year. It has, therefore, been arranged that the event will be held in the Melbourne Exhibition Building and grounds, opening on Saturday, September 13th, and continuing every week day and evening until Saturday, November 8th, 1924, between which dates the Victorian Royal Agricultural Show, Henley Regatta, Caulfield Cup Race Meeting, and Melbourne Cup Meeting at Flemington eventuate.

The sole object of these exhibitions is to educate the public in respect of goods that are produced in their own country, and thereby encourage the purchase of these. It is generally accepted that nothing impresses the mind of those who visit exhibitions so much as being enabled to see goods in the process of manufacture, and to this end, therefore, it is proposed to include as many working exhibits as is possible.

In addition to supplying electric power free of charge, and any other motive power as far as practicable, the council of the chamber has decided to financially assist towards the cost of installing working exhibits, and preference in allotment of space will be given to this class of exhibit.



Gardens at Railway Stations.

Departmental Annual Awards.

The prizes for tree planting and station decoration are £10, £5, and £3, and for maintenance of existing gardens £5, £3, and £2.

Results:—

Seymour District.—Tree Planting and Station Decoration: Longwood, 1; Cheviot and Kanumbra (equal), divide 2nd and 3rd prizes. Maintenance: Lima, 1; Heathcote Junction, 2; Mansfield, 3.

Geelong.—Tree Planting and Station Decoration: Mininera, 1; Drysdale, 2; Westmere, 3. Maintenance: Peshurst, 1; Duverney, 2; Irrewarra, 3.

Bendigo.—Tree Planting and Station Decoration: Kangaroo Flat, 2; work done at station did not warrant awarding a first prize. Maintenance: Kotta, 1; Cohuna, 2; Lalbert, 3.

Dandenong.—Tree Planting and Station Decoration: Jeetho, 1; Cranbourne, 2. Maintenance: Darnum, 1.

Ballarat.—Tree Planting and Station Decoration: Sheep Hills, 1; Crowlands, 2; Lal Lal, 3. Maintenance: Wallace, 1, Armstrong, 2; Landsborough, 3.

Metropolitan.—Tree Planting and Station Decoration: Hurstbridge, 2; Heidelberg, 3; no first prize awarded. Maintenance: Wandin, 1; Glenroy, 2; Mount Evelyn, 3.

Maryborough.—Tree Planting and Station Decoration: Redesdale, 1; Trentham, 2; Gisborne, 3. Maintenance: Taradale, 1; Campbell, 2; Tourello, 3.



It is a very dangerous practice to cross the tracks from one platform to another by means of the pit when a train is approaching.

If your duties require you to cross the line in this way, always allow yourself sufficient time to do so in safety.

Pulverised Coal Preparation and Use for Steam Generation

By G. H. WHITELAW.

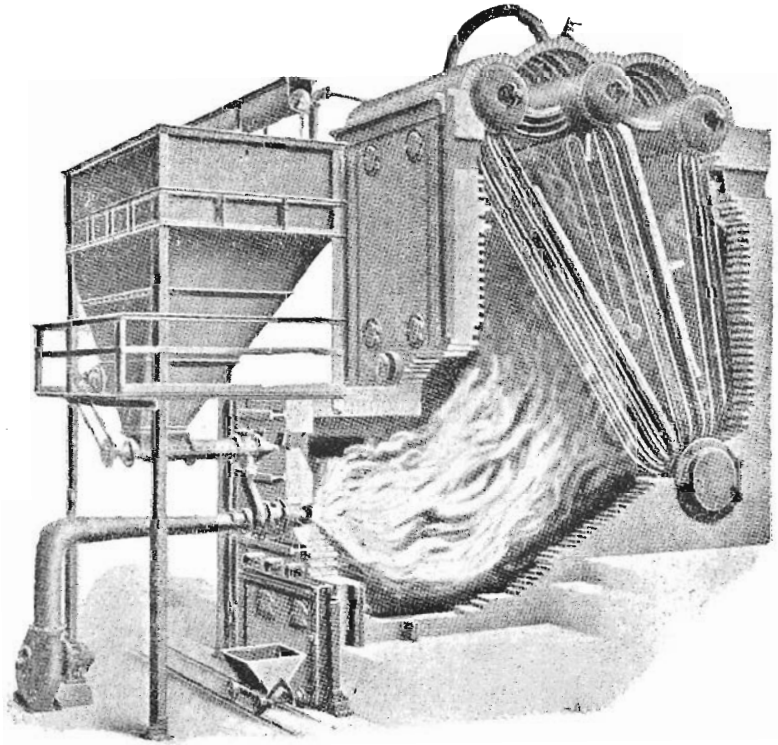
The use of pulverised coal for the burning of clinker in rotary kilns of cement plants has been an established practice for the last thirty years, and at the present time some 8,000,000 tons of pulverised coal are used annually for this purpose alone in the U.S.A. It was not, however, until 1916—seven years ago—that the first large boiler plant was successfully operated with pulverised fuel. Due to the satisfactory results obtained, substantial progress has been made with the installation of this type of plant, and there are now over ninety boiler plants in U.S.A. and Canada being operated with pulverised coal.

Considerations Affecting the Use of Pulverised Coal.

Many countries, such as Brazil, Chili and Italy, possess no native supplies of black coal of good quality, but at the same time they have large fields of lignite coal similar to our Yallourn brown coal. During the war period these countries were compelled to pay up to £6 a ton for imported coal for operating their boiler plants and locomotives. The economic advantage gained by the pulverising of these native supplies of lignite coal, as against the imported coal, was considerable, and consequently the operation of locomotives with pulverised lignite coal received a substantial impetus during this period.

The drop in the price of imported coal and the reduction in shipping freights after the war resulted in the economic value of this pulverised coal becoming

lessened with the resultant falling off in its use for locomotive operation. The use of black or brown coal pulverised for boiler plant offers, on a capital charge basis, a better proposition than on locomotives, in that on a boiler plant there is considerable saving in the initial capital outlay and maintenance charges owing to the fact that travelling grates and ash-



Arrangement showing Sterling Water Tube Boiler adapted for burning Pulverised Coal.

handling equipment are eliminated, whereas on a locomotive the capital cost is increased by anything between £1000 and £1500 due to the additional equipment on the engine. The capital on this equipment, spread over an annual consumption by the locomotive of about 1500 tons, amounts to about 3/- a ton. Allowing 1/6 a ton as the reduced capital and maintenance costs on a stationary plant using pulverised coal, we arrive at a figure of 4/6 as representing the reduced economic value of pulverised coal when used on a locomotive as against its use on a stationary

boiler plant. This figure does not allow for the higher efficiency and reduced labour charges of the latter plant.

The pulverising of certain low-grade coals, such as slack coal and "chitter," that is, coal that has little value for either hand or mechanical firing, is an economic gain, since large quantities of what would otherwise be refuse can be made use of, just as the heaps of tailings from the gold mines have acquired a value by the discovery of the cyanide flotation systems.

The Preparation of Pulverised Fuel.

Almost any class of coal, providing it has at least 10 per cent. of volatile matter and has not more than 25 per cent. of ash, can be efficiently used when pulverised. Black anthracite coal, when pulverised, should be dried till it contains 1 or 2 per cent. of moisture. Certain lignite coals, such as the Yallourn brown coal (which carries 60 per cent. of moisture), when mined, are generally dried down to a moisture content of 15 per cent.; the cost of drying below this point is not compensated for by the increased boiler efficiency gained.

Both coals should be ground to a fineness so that 80 per cent. passes through a 200 mesh (that is, 200 divisions to the inch). It is then as fine as the best Portland cement or cocoa, and has a silky feel to the touch. When aerated, it will pour like water, and will assume a horizontal surface. Early experiments with this coal failed on account of not having it of sufficient fineness.

Crushing and Drying.

In the case of black coals carrying up to 10 per cent. moisture, the drying costs do not exceed 4/- a ton. When, however, the coal has a moisture content of 60 per cent. the cost of drying is considerably increased. Nearly one-third of a ton of pulverised coal is consumed in the dryer in reducing the moisture content of 2.25 tons of coal from 60 per cent. to 15 per cent. moisture. Hence, from three tons of wet coal as mined, the net amount of pulverised coal obtained is one ton.

Some difficulty is being experienced in determining the most efficient and economical type of drier for this high moisture coal, and until such time as this question is settled, it is not possible to give an accurate figure for the cost of drying

it. The coal, after passing through the crusher, where it is reduced so as to pass through a $\frac{3}{4}$ -in. mesh, is fed into an axially inclined steel shell fitted with rollers and gearing arranged so as to rotate the shell on its longitudinal axis. The moist coal is fed into the dryer shell through a feed spout. This spout enters the dryer shell and delivers the coal close to the bottom. A series of longitudinal shelves fastened to the inside of the dryer shell lifts the coal and drops it through the current of heated air passing through the inside of the dryer shell. As the dryer is slightly inclined downward toward the outlet, the coal travels the entire length of the shell, and is finally discharged from the lower end. In its passage through the shell, the coal is heated externally by the hot air flowing in the same direction as it is moving and internally by a stream of air passing in the opposite direction to the coal. The above arrangement is termed the "indirect-fired rotary-dryer method." There are also steam- and direct-fired systems of drying the coal. With any of these systems the brown coal must not be heated over 400 degrees Fahr., as above that temperature it is apt to fire and cause an explosion.

Pulverising or Grinding.

There are many types of mills, but they generally operate as follows:—After drying, the coal is elevated to an overhead bin from which it is fed into the mill by a screw conveyor operated by a belt running on stepped pulleys to give speed adjustment. On leaving the feeder, which is situated on top of the vertical mill, the coal falls into the pulveriser consisting of four unattached steel balls which roll in a stationary horizontal concave-shaped grinding ring. The balls are propelled around the grinding ring by four pushes keyed to the mill shaft, which is belt driven from a motor. The material, when ground, is blown and sucked by centrifugal fans through a fine mesh of gauze wire surrounding the grinding mill into the reclining bin. The coal is then ready for burning.

Conveying and Distribution of Coal.

The conveying of the coal from the mill to the furnaces is carried out in most recent installations by the "Quigly" or "Fuller Kenyon" systems. The procedure

in the former system is to fill a cylindrical tank with the amount of coal required to supply the furnace bin and then to turn on compressed air into this tank. The air forces the coal along the pipe line into the furnace bin.

In the other system, which has operated very successfully for some time now at the Newport pulverising plant, the coal is forced from the receiving bin by a helical screw. Here it is aerated by discharging compressed air at the rate of six cubic feet of air to one of coal, through ring nozzles into the distribution line. The result of the air mingling with it in this way is to reduce it to a state of fluidity, and it can be pumped a quarter of a mile when in this condition.

Application of Pulverised Coal. Equipment.

As already mentioned, the use of pulverised fuel in cement kilns is general; and already good progress has been made with the installation of plants using this fuel in the manufacture of open hearth steel and for forge and annealing furnaces. Its use for steam generation on stationary plants has shown that the system has great flexibility; and the boiler is able to meet the variations of load with the greatest ease and economy. The elimination of stand-by and banking losses in boilers operated with pulverised fuel is a decided advantage. The furnace volume is large in order to obtain perfect combustion, but this is a small adverse consideration on a stationary plant.

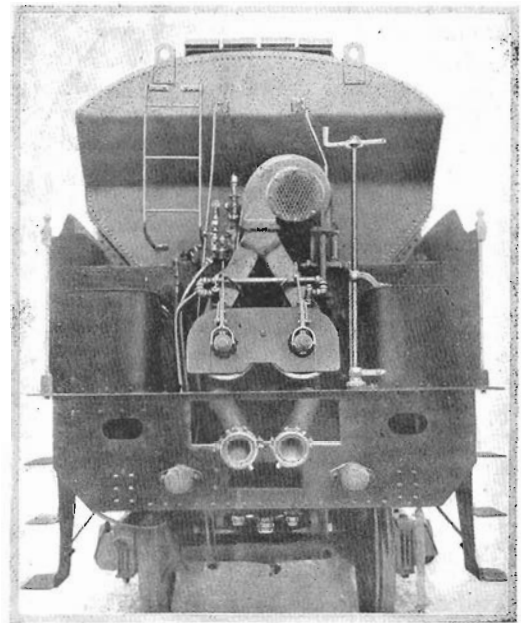
The accompanying sketch shows its application to a water tube boiler. The coal is pumped to the overhead bin and then fed by a screw to the burner where it meets the air from the fan, and is blown in at a low pressure to the furnace.

Pulverised Fuel on Locomotives.

The use of pulverised fuel in locomotives has been principally confined to the profitable utilisation of low-grade lignite coals which are unsuitable as mined for use on grates owing to either a high ash or moisture content.

When dried and pulverised, however, these coals acquire a greatly increased

heating value and admit of much better combustion, and thus are quite capable of maintaining a satisfactory steam supply when burnt in a locomotive firebox. Trouble is experienced in some cases due to the difficulty of pulverising some grades of coal and also owing to the high sulphur, etc., content of the ash, the result of this being a tendency to "honeycomb" or burr up on the firebox tube ends. If the deposit is plastic or sticky and fuses, it is a most difficult proposition to deal with; if, however, it is only scinted or baked and is friable, it can be cut away with a steam jet, and the efficiency of the



Front view of Tender showing Blower Fan, Coal Feed Boxes, and Feeder Engine.

engine is not affected. Generally, the considerations determining whether pulverised fuel equipment should be applied to locomotives or not, are:—

1. Does the coal possess any inherent features that prevent its being efficiently dried and pulverised?

2. Can sufficient coal be burnt efficiently (taking into consideration the volume limitation of a locomotive firebox or furnace) to enable the locomotive to maintain an adequate steam supply when it is developing its maximum horse power?

3. Does the coal honeycomb on the tubes or slag or fritter away the furnace walls excessively?

4. Is the operating equipment on the engine and tender for feeding the coal into the furnace of sufficiently sound design so as not to seriously decrease the overall reliability of the locomotive?

5. Is there any danger from explosion in the storing or handling of the fuel?

The foregoing considerations are entirely practical; and, however cheaply the fuel can be supplied, failure on any of these features must preclude its use for locomotive operation. If all the above requirements are met, the value of the coal from an economic point of view has next to be considered.

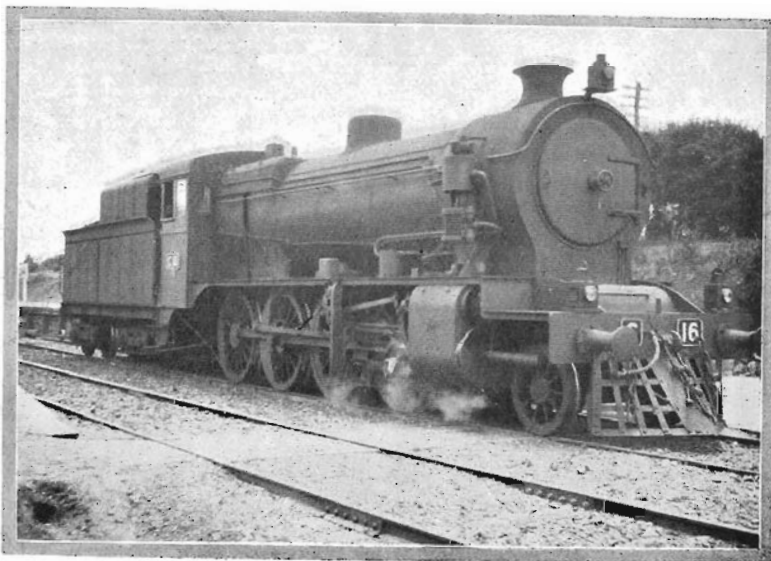
That is, the operating cost per ton-mile with pulverised fuel must not exceed that of lump coal, after allowing for the increased capital charges against the pulverised fuel equipment and a percentage margin to cover the loss through the reduced flexibility and reliability of the pulverised fuel engine.

The Equipment in the Locomotive.

There are several systems in operation for burning pulverised fuel on locomotives, the "Fuller," "Lopulco" and "Robinson" being the principal three. The main feature that distinguishes the "Fuller" type from the other two is that the feed screws are operated by a vertical reciprocating steam engine in the "Fuller" equipment; in the other systems an impulse steam turbine is used. The "Fuller" equipment, which is fitted at present to "C" 16 and previously to "A" 800, has shown itself to be very reliable and efficient. It consists principally of a watertight coal tank placed in the existing bunker on the tender. The tank has two filler holes into which the coal is conveyed through a

canvas hose from an overhead bin at the coaling station. Placed at the bottom and running the full length of the tank are two sets of feed screws, 3½ in. diameter. These screws are driven by a vertical double acting, splash lubrication, marine type steam engine, placed on the footplate of the tender. The coal is fed forward to the manifold by the screws, and there it is met by a current of air supplied by a fan driven by an impulse steam turbine, both of which are situated in front of the feeder engine.

The coal is then mixed with the air and floated at a pressure of about 5 oz. to the square inch, through two 5 in. diameter rubber hoses (one for each set of screws) running between the tender and engine burner. Both the feed hoses connect to



"C" 16—Australia's heaviest freight Engine, fitted to burn pulverised brown coal.

the one burner, which is attached to the back of the ashpan or special furnace just below the firebox. When the coal leaves the burner it bursts into flame. The firebox up to the brick arch and the furnace pan is lined with firebrick. This is essential in order to insure perfect combustion, as it is found that when the bricks are incandescent and hot, the best combustion is obtained. The furnace has four sets of dampers, and by taking smoke box CO² readings at different rates of feed and adjusting the dampers to suit, perfect combustion is obtained, and the writer has

often seen "C" 16 run from Melbourne to Woodend without throwing any smoke.

Steam to the auxiliary engines is supplied through a flexible pipe from a steam valve in the cab.

The screws are operated with clutches which are readily thrown in or out of gear.

Special gauges indicate the speed of the engine, the amount of coal being used per minute, and the total used for any part of the run.

The amount of coal fed into the furnace is regulated through the governor control, which is so arranged that the fireman can keep his seat and just give a small screw a turn or so, thereby increasing or decreasing the rate of feed as desired.

To raise steam, when the boiler is cold, a wood fire is put in the firebox, similar to on a hand-fired engine. Steam is then taken from an outside steam supply or another engine by a pipe which connects to the main steam line on the pulverised engine and through a flexible connection to the feeder engine on the tender. The blower and then the feeder engine steam valves are opened up, and the clutch thrown into gear. The coal is then fed into the burner and instantly breaks into flame as it enters the furnace. On the road, when the fire is shut down, a piece of lighted kerosene waste is thrown into the furnace in front of the burner to start the fire again.

With a view to ascertaining the value of our huge native supplies of brown coal at Yallourn, tests are being conducted on a boiler at Newport "A" Power House, and on engine "C" 16 with pulverised fuel. So far, the trials have shown that, apart from the rather high cost of drying the coal down from 60 per cent. to a 10 per cent. moisture content, there are no inherent features in the coal preventing it from being efficiently pulverised and burnt. Its use on the stationary boiler has indicated that a high efficiency and the maximum horse power rating can be easily obtained from the boiler. On the locomotives, no difficulty has been experienced in maintaining an adequate steam supply when operating on freight trains with full schedule loads.

Coal.

Coal is one of the most essential factors in Railway working, yet how many of us have ever paused and thought of the important part this commodity plays in the daily activities of the Victorian Railways.

It is not generally realised that approximately 500,000 tons is required annually for use on locomotives throughout Victoria. Unfortunately, the coal deposits within our State boundaries are limited, and we are partly dependent on supplies being obtained elsewhere.

Our supplies are drawn principally from the Maitland coal fields of New South Wales, and the State Mine, Victoria. The use of Maitland coal is largely restricted to express and the more important passenger trains, whilst State Mine coal (with the exception of that won from the Eastern area) is used by the locomotives engaged on the haulage of freight.

The amount of coal consumed per mile is governed by many phases inseparable from railway working, such as train load, speed, grades, etc., and fluctuates between wide limits, the average consumption being 94 lbs. per train mile, and 36 lbs. per 100 gross ton miles.

There is a marked difference in the quality of various coals, and their values are obtained both by laboratory and engine tests. Every coal contains carbon, together with what are called volatiles, moisture, and substances classified as "ash," because they cannot be burned. Volatiles are compounds of carbon and hydrogen, which at fairly low temperatures leave coal in the form of a gas. It is these, when purified, that we use in our gas stoves.

When coal is shovelled into a locomotive fire-box, the volatiles are immediately driven off, and unless there is a bright fire, a good deal of them leave the funnel unburnt in the form of black smoke. This is very wasteful, as the volatiles have considerable heating value. The moisture in the coal is also evaporated as steam, and this uses up heat in just the same way as when you boil a kettle. The carbon combines

with oxygen of the air and passes through the funnel as an invisible gas. This leaves only the ash in the fire-box.

Everything on a locomotive is very restricted as to size, in order to clear bridges, platforms, and other structures. This particularly affects the grate, which is so small that coal has to be burned about ten times as rapidly (per square foot of grate area) as in some types of stationary boiler. Consequently, a coal which is quite suitable for a power-house might be uneconomical on a locomotive.

The removal of ash from fire grates is a problem in almost any type of boiler, as, if the ash is allowed to accumulate indefinitely, the rate of combustion slows down and steam cannot be generated as desired. This problem is accentuated in a locomotive, and is best overcome by using coals with as low a percentage of ash as possible. If all the coals available contain high percentage of ash, then special grates have to be designed for getting rid of the ash in the least laborious way. All of the "K," and most of the "C," class engines have "shaker" grates for this purpose. At the present time the Maitland coal which we use contains about 9 per cent. ash, and the State Mine coal about 12 per cent.

As already explained, moisture in coal causes a waste of fuel, and is objectionable also because coal is bought by weight, and water is very expensive at 30/- per ton when one can get four or five tons for a shilling.

When there is only a low percentage of volatiles, as in anthracite coal, we get smokeless combustion, but the coal burns very slowly, and larger grate areas are necessary than when using bituminous coals.

The quality of coal is usually determined by its calorific value, the unit of which is the British Thermal Unit and the percentage of incombustible or ash. The British Thermal Unit (or B.T.U.) is the amount of heat required to raise one pound of water one degree Fahr

The laboratory method of determining the relative quality of coals is by comparing their calorific values. A

weighed quantity of finely-ground coal contained in a receptacle is immersed in a known weight of water, the temperature of which is taken. The coal is burnt in oxygen, and when combustion is complete the increase in temperature of the water is noted. It is then a simple matter to convert this temperature rise into British Thermal Units.

It is found that the average calorific value of Maitland coal is about 13,500 B.T.U.'s per lb., while State Mine coal is in the vicinity of 11,600 B.T.U.'s per lb.

The practical method of comparing values of different coals is to run a train of a known load to a specified time-table, with the various coals and the same engine or engines. The amount of coal consumed and water evaporated are recorded. The quantity of water used, divided by the amount of coal burnt, is called the feed water evaporation. The result so obtained has to be corrected for variations in boiler pressures and temperatures of the feed water, in order to bring the result to a common basis of comparison. The figure so obtained is called the equivalent evaporation, and for Maitland coal is about 9.6 lbs. of water per lb. of coal, while State Mine coal varies from 7.5 lbs. to 8 lbs.

§ § §

Distant Signals

The popular idea that distant signals have little or no effect on the speed of trains is quite erroneous. Although the train may appear to run past a distant signal at danger, at high speed, the driver will have reduced the speed to a certain extent. Even if the reduction be only from 40 m.p.h. to 30 m.p.h., this has a serious effect on the timekeeping of the train, and on economy in fuel consumption. The driver may even have closed the regulator in consequence of the signal being at danger, and in the case of a train with loose couplings, the regulator can then only be opened slightly until the slack in couplings is taken up. The train suffers a considerable drop in speed while this is being done.

Where road traffic has to be dealt with, the minimum block to such traffic will be had by lowering the distant signal so that the train will be able to maintain high speed and promptly clear the crossing.



Love by Proxy

By "Daylesford."

It was not because of any seeking of mine that I became involved in Andersen's love affair. Fate, however, cannot be sidestepped.

At that time I was knocking about Gippsland as a farm and bush worker. I had spent what money I had in trying to get a billet in Melbourne, for I had dreams of settling down as a Government servant in that city; and so I turned my face again toward the wide spaces, making up country merrily enough with a light swag upon my back. In those days I was very fond of walking, and did not object to camping out alone in the bush or of making one of a small but select company of swagmen in a farmer's barn. Dreams of settling down had not stilled my affection for new places and new faces, and for the adventures of the road.

It was on a warm afternoon in March of a certain year that, while tramping along the highway to Sale, I was hailed by Thomas Atkinson, a settler in the hill country. Atkinson needed a man to help with burning-off in one of his paddocks, and as I needed some money we soon came to an agreement. Atkinson was to pay me a pound a week and "tucker," and I was to work pretty well from daylight till dark. That was long before the day when the Australian Workers' Union became a power in the land.

Though I needed some money, it was not without regret that I handed my swag over to Atkinson, and then walked beside his horse to the farm in the hill country. Just before I met him I had almost decided to fish for a week or so in a district where I could easily get sufficient to eat and drink by doing odd jobs for farmers, such as chopping firewood and mending fences. One day

a week would suffice to keep me in money for necessities, and for the other six days there would be fishing and dreaming enough to satisfy any disciple of old Izaak Walton. I was never a slave to work in those days, for I was foot-free, and had no dependants. I am now married, have several children, and I work on a country railway station, though not on the one which has provided me with a pen-name for this literary effusion.

Atkinson, I was glad to discover when we entered the sliprails leading from the main road to his holding, lived on a wooded hill, around which a creek streamed prettily. Scenery always affects me quickly, and to work in a pretty place is a great help to a man fond of dreaming and of Nature, in its pleasant moods.

I was also glad to discover that Atkinson, who was a bachelor, had a good-looking sister. There was the drawback that he had also an old mother, who kept her eyes sharply about the place in all her waking hours; but I foresaw many pleasant meal-times, when even a farmhand could enter into conversation with the women of the household on pretty well equal terms. The Atkinsons were struggling people, and so far had no pretensions to be regarded as superior people by their employees.

Alice Atkinson was a very lively girl, and was not at all awkward in her manners. I learned soon that she had been a pupil teacher at a State school, but had eventually been persuaded to join her mother and brother on the selection. They meant to get on in the world, and were all hard workers. What was more to my taste was that they were cheerful people.

On that first day I did no work except to give a hand when driving in the cows to the milking shed when the

sun was dropping on to its glorious couch to make way for the coming of night. Excuse the poetry. I am incurable.

As dusk came on I could see the flare of fires in the paddock, where the big timber was being burned off by a Swede named Andersen, and presently Andersen himself came slowly toward the farmhouse, carrying in his hands his lunch bag and a billycan.

He was a great, slouching man, with a large, simple-looking face, blue eyes, fair hair and whiskers, and wore his cotton shirt well open at the neck. I needed no description from Atkinson or his sister, for I had seen hundreds of such men in my wandering career . . . simple, hard-working men, desiring only a farm of their own some day, and a woman to help with the farmwork, and make a home. Such men make good settlers, and fine workmen.

We got on well enough for some weeks. Andersen and I shared a large tent hung on a wooden frame, and floored with palings. It was comfortable enough at night, and as we left the door wide open there was plenty of air.

Andersen, however, was a moody chap, and there were times when he was almost alarmingly silent. At such times he would work, as the saying is, like a tiger, and as I was working with him I had no easy job in the burning-off paddock. The Swede was the strongest man I have ever known, and handled big logs as easily as I handled small ones. It was when we together carried great logs to the fire-pile that I almost hated Andersen. He liked to make me confess that I was tired and needed a rest.

"You don't know what work is, my lad," he would say, derisively. "You should become a counter-jumper in a store."

Soon, however, Andersen showed an inclination to treat me as a friend. It seemed that he was in love with Alice Atkinson, but in his dumb way he had never been able to tell her so. He spoke

to me during "smoke ohs," and at night in the tent, of his intention of marrying some day. One evening he asked me straightly whether I thought he stood any chance of being accepted by Alice.

What could I say to that question? Merely to put his fate to the test.

The great blundering fellow wished me to make love to Alice on his behalf, or, at least, to act as his champion. I was to tell Alice what a splendid worker he was, and how steadily he was saving his wages. He had already £100 in the Savings Bank, and when he had £150 he was going to take up a selection a few miles away, and grow sugar beet for the factory at Maffra. He saw big money in growing beet. I was also to tell Alice that he wished her to regard him as a possible husband.

"She can be boss," he said, "tell her that, if she seems willing to marry me. I will work hard for her all the days of my life."

At last it was agreed that I should write love letters to Alice to be signed with the name of Andersen, and to be delivered by me as opportunity offered. A little romantic comedy is **not** to be despised, and I willingly entered into the plan. The trouble was that I was too good a letter writer to deceive a sharp girl. Besides, I was falling in love with Miss Alice myself. I mean that I was becoming very fond of that young woman. I did not allow myself to forget that I had a prior engagement, which was to make a place for myself in a Government department before I thought seriously of marriage. I had no intention of becoming a farmer, and I knew enough of Alice to be aware that she loved the land.

To make matters more complicated, Alice was showing a fondness for my society that did not escape the notice of her mother. Alice was in love with love, if you know what I mean by that locution. The sweet letters I had written for Andersen had awakened her emotions, and for the first time she felt herself a woman desired greatly by a man. That is a vital moment in the life of any young woman.

Although naturally slow in making up his mind, there came a time when Andersen noticed that the smiles of Alice were **not** for him, but for me. He charged me with having played falsely. I denied this, but when he asked for proofs that I had worked in his interest I could merely show him copies of the letters I had written to Alice. As he could **not** read English, these were not very convincing.

Andersen was incensed at the failure of his lovemaking by proxy. He worked like a demon, and took a fiendish delight in working me almost to death. Whenever we carried logs together he would hold his end high so that the weight would fall upon my hands and make me stumble. One day he kept thrusting the log forward until I tripped over a stone and fell with the log across my right leg.

Here I was in a sorry state. It was no fun lying with a broken leg in a tent waiting for a doctor to be brought from a township about 25 miles distant from the farmhouse. Mrs. Atkinson, unfortunately, was away attending a sick neighbour, and Alice was compelled by circumstances to wait upon me until the arrival of her brother with a doctor. I would not allow Andersen to enter the tent, for I knew that he had deliberately maimed me, out of a stupid feeling of revenge.

Alice behaved wonderfully during those hours of agony. She never left my side, and comforted me by holding my hand and by stroking my brow. But I knew now that she was **not** in love with me. She was very fond of me, but not as a girl is fond of her sweetheart. She was, as I have said, in love with love.

"You write lovely letters," she said, smiling, "but you were writing them for another man. Andersen is a good fellow, but I shall never marry him. Since you have been writing letters from Andersen to me I have awakened into womanhood. You have done me a real service, and I shall kiss you for that presently. You see I have you at my mercy. But it will be a sisterly kiss.

"Last night, when I was at a dance given at the township, Walter Merry-

field, who has a farm near Sale, asked me to marry him. He has been courting me for a long while, but I could never make up my mind. Your letters took me to the depths of affection, and I know now what it is to be in love. I have promised to marry Walter in the Spring.

"And now I am going to give you a sisterly kiss. May I?" said the charming girl.

"Make it the kiss of a lover," I pleaded.

And really it was such a kiss as sister never gave to brother—a full, luscious kiss, conveying a passionate surrender. But I knew that the kiss was not for me, but intended for Walter Merryfield. Lucky fellow.

The End.

Concerning Teapots

Writing in his diary in 1660, Samuel Pepys remarked, "I did send for a cup of tea, a China drink of which I never had drunk before." A great event to Pepys!

When this beverage was first introduced, it was within the means only of princes. From £6 to £10 per pound was a usual charge for tea some years before Pepys's time. No wonder, then, that the earliest teapots made were all of silver. So priceless a luxury demanded a container worthy of it, and silversmiths gave rein to their fancy and exerted their skill to produce teapots that still command unstinted admiration.

With the widespread fashion for tea at all times, which made the Georgian era so hospitable, teapots of salt glaze earthenware were introduced. And it was not long before the kilns of Bow, Chelsea, and Worcester were producing those glowing porcelain specimens that are treasured so highly by all who can appreciate their singular beauty. And yet through all the changes in decoration, the teapot—until recent years—has retained a certain basic shape. The projecting spout and bulbous body have become the familiar form inseparable from the tea table. The beautifully plain jet and Rockingham models exhibit this rudimentary shape to splendid purpose.

Modern Designs.

It is difficult to associate the genial hospitality of Dr. Johnson's circle with the triumph of "cubist art" of to-day. But if in the search for the ideal labour-saving home some of the old-established stalwarts of the table suffer eclipse it will never be because of their lack of domestic beauty. The teapots of the Georgian era are rich in decorative splendour and stand for all time as masterpieces from the hand of the potter.

Power Signalling Transmission System

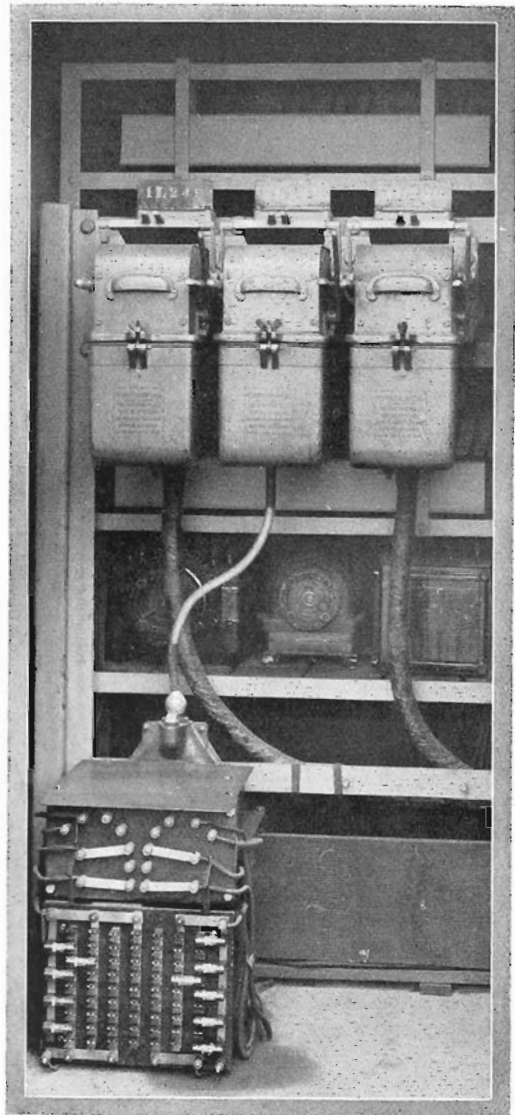
Signals and points can be worked either mechanically or by power. With the former method the signals are operated and connected to the levers by wire, and the points by rodding; with power, electricity, or air under compression may be used. As the use of primary and secondary cells calls for additional maintenance attention, it is preferable and cheaper to use engine-generated electrical power when available. The transmission of a stated amount of power at a high voltage enables the current to be kept lower than with a lower voltage, thus permitting a smaller section of conductor wire and a consequent decrease in the cost of the transmission cable. Many factors have to be considered before a final selection is made for voltage and characteristics of a signal power transmission system.

The Victorian Railways have, in the suburban area, one of the most complete and modern signal transmission systems in the world, and a brief outline of the apparatus used is necessary before dealing with different sections of power and automatic signal apparatus and methods.

The power supply required for the operation of apparatus used for power and automatic signalling is obtained from the same source as that which is utilised for train operation. In each sub-station the incoming 20,000 volt transmission from Newport Power House is connected to step-down transformers, which reduce the high tension pressure to 440 volts. For signalling purposes, step-up transformers are used to increase the pressure of 440 to 2200 volts, a.c. single phase, 25 cycles, and at this voltage the high tension signal mains are charged and carried to the transformer houses placed adjacent to the signal locations, and to the transformers in the signal boxes.

The mains consist of twin conductor cables, with a copper cross section of .03 sq. in., which are impregnated paper insulated, lead covered, and wire armoured. The cables are carried in

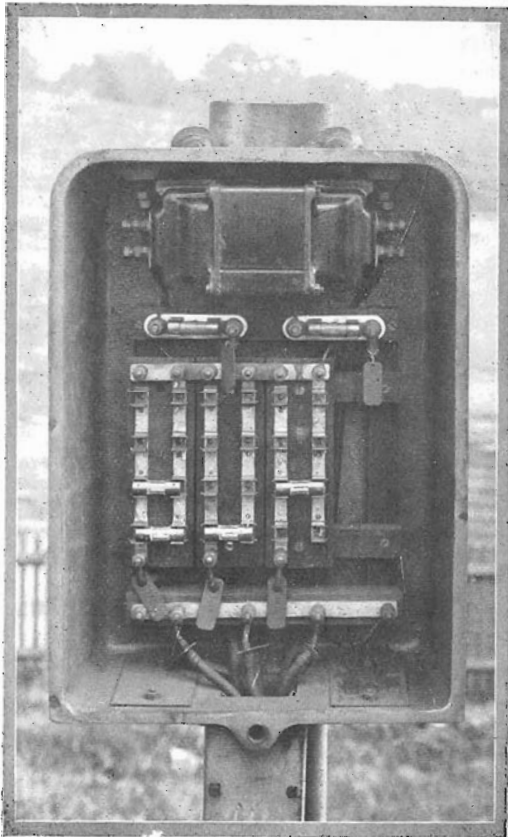
wood trunking raised above rail level, and placed alongside the line. This trunking carries all the insulated wires required for signalling purposes.



Transformer and Switchgear in Concrete Hut.

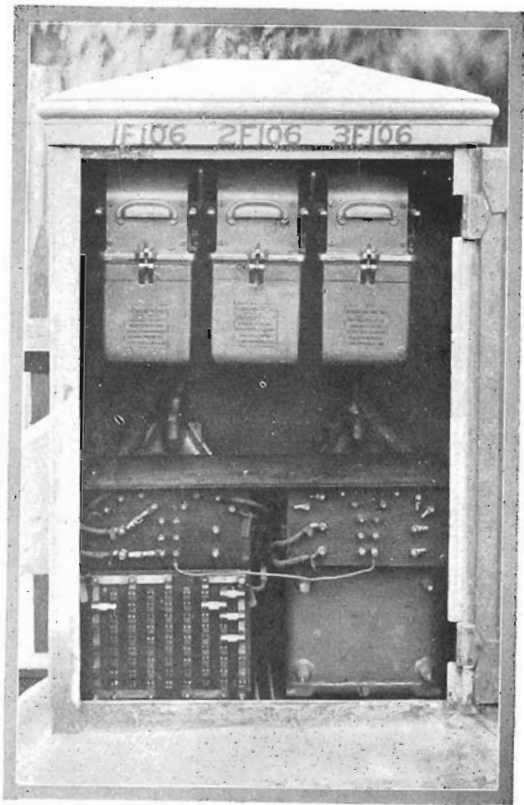
Oil-immersed ironclad sectionalising switches are placed above the transformers, which are housed in either metal cases or concrete huts, as illustrated. The centre switch is automatic, and is connected through a

bifurcating box to each transformer. This switch is equipped with trip coils, which automatically operate and open the switch when there is an excessive flow of current from the transformer. The two outer switches are non-automatic, and these are connected to the cables entering at the sides of the box or house. As will be noticed, each switch is numbered, and should a fault develop in a cable the faulty section can be cut out and made dead by opening the switch at each end of the fault, and at the same time all the transformers can be kept in commission. This feature is also useful for testing purposes.



Transformer for Feeding Track Circuits.

Most of the signal apparatus is operated by 110 volts, and step-down transformers are used to reduce from 2200 to 110 volts. The transformers are immersed in oil, and have a capacity of 1 KVA, and are cooled by natural



Transformers and Switchgear in Metal Casing.

radiation from the case. The secondary windings are arranged to give 125, 115, 110, or 105 volts, as may be required, and windings are also provided to give 6 volts for feeding the running rails for track circuiting purposes. A terminal board for all these secondary leads is fixed on the front of the transformer casing, and below this board is a base containing clips for the insertion of thermal regulators required for track circuit feeds. Where one signal is situated, one transformer only is necessary. At signal boxes where several signals are worked from one transformer, the capacity of the transformers are, of course, much greater. Up to the present, two 14 KVA signal transformers, housed near Flinders-street "A" signal box, are the largest in service, but two 30 KVA transformers are to be installed in the new Franklin-street signal box, now in course of construction.

The 110 volt wires are taken from the transformer terminal board into relay boxes, etc., in the immediate vicinity of the transformer, and there, within the limits of this article, we must for the present leave them.

At places where 2200 volt transformers are not available for supplying 6 volts for track circuit purposes, a small transformer is used to reduce 110 volts to 6, for this purpose. These transformers have a capacity of 50 VA, and are air cooled. A small cast-iron case is used to house this transformer, which is fitted as illustrated; below are placed the fuses and thermal regulator bases.

Fuel Economy Depends on all Departments.

So much has been said in regard to fuel conservation, that every railwayman is ready to give prompt assent to a statement of its importance. The impression is all too prevalent, however, that this is a subject that fundamentally concerns the men in the Locomotive Branch, and that it is their province and duty to see that firemen and drivers are given the necessary instructions and oversight to ensure the firing and management of the locomotives in a manner that will keep the consumption of fuel as low as possible. This is unquestionably of prime importance. It is also important that engine power be maintained in such condition that it can be operated economically. Instruction and oversight of enginemen, together with the best maintenance, will not alone solve the problem. Neither will the equipping of locomotives with proved fuel-saving devices.

If the fullest economies are to be effected, it will be necessary for all other sections of the Service to co-operate and not put it up to the mechanical department as the sole factor. Large and frequently unnecessary fuel consumption results from booking an engine out before trains are ready, also from running a goods train at a higher speed than the most economical, and then holding

it for some time to cross with an opposing train. Fast running and long waiting make big drains on the coal supply. The stand-by fuel consumption of a locomotive is considerable, and far more than many transportation and maintenance men seem to realise.

Yardsmen and shunters are in a position to contribute generously by the manner in which yard shunting is planned, and also by the way trains are made up.

If a car has to be dropped off between terminals, its location in the train will largely determine the amount of fuel that must be burned to perform the movement.

To repeat, fuel-saving is something that concerns not only the locomotive department, but all those who have to do with transportation and maintenance, regardless of what department they may be in.

PULL TOGETHER

In the past "Co-operation"
Rarely entered conversation,
It was always "Transportation,"
Or the "Loco" was to blame,
When the Driver lost a minute,
And did his best to try and win it,
The helping hand was seldom in it,
For the rest just worked the same.

Now we find upon us stealing
Day by day a nobler feeling,
The "Helping Slogan" is appealing
To our nature's better side,
And like a team we pull together,
Making light of adverse weather,
Like a Scotchman with his heather,
In our work we take a pride.

Each District has a Coal Committee,
The Central Branch is in the City,
To miss a meeting is a pity,
Especially just now:
We all meet on an equal basis,
And have a chance for quoting cases,
Of saving fuel in many places,
Someway, Sometime, Somehow.

Bendigo.

J. McL.

The longest railway journey which can be undertaken in Australia, on one continuous line of railway, is from Yaraka, in Queensland, to Meekatharra, in Western Australia, a total distance of 4809.14 miles.



Picturesque Victoria

The Spa District

The name of Daylesford is a familiar one throughout Victoria, associated as it is with the mineral springs which abound throughout the surrounding area of fully 100 square miles of most interesting country. A typical Victorian country town, electrically lighted and reticulated with a splendid water supply, it displays in the fine stores which line its sloping streets, and in its woollen mill, boot and butter factories, sawmills, and aerated water works evidence of business activity and prosperity. Its bracing climate, curative mineral waters, picturesque surroundings, and the numerous pretty objectives within walking distance establish it as one of the foremost resorts of the State.

What Bath and Brixton are to England, Daylesford is to Victoria. The large mineral spring at Hepburn, about two miles to the north of the town, is the one of greatest importance, though there are many others, including the lythia spring, giving a distinctive water, and one much favoured by visitors.

The well-improved Hepburn Park is the resort of thousands of tourists. Serpentine paths and rustic bridges give easy access to the valley and to the large pavilion for visitors, who have an everflowing supply of mineral water within the building. Within a stonethrow of the pavilion is another spring, known as the New Spring. Here the water flows into a concrete basin provided for its reception, and the precious mineral fluid can be drunk direct from the reef. The water from this spring is claimed to be of finer flavour and to afford greater benefit to invalids than that at the pavilion. Nearby are the commodious buildings where hot mineral water baths are avail-

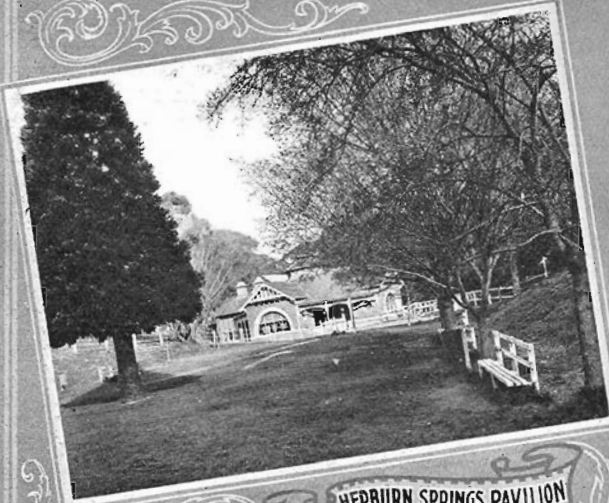
able for persons suffering from rheumatism and kindred complaints. Some years ago, as the result of mining operations, the mineral water supply in the valley was entirely cut off, but on the cessation of mining work, and after a considerable interval, the stored waters rose until they found their original outlet, from which the flow now issues in increased volume, and more highly charged with gas than before.

Some recent discoveries invest the springs with an added interest. A belief was entertained that they were radioactive, and, as the results of repeated experiments by the Government Analyst, this fact has been established beyond doubt.

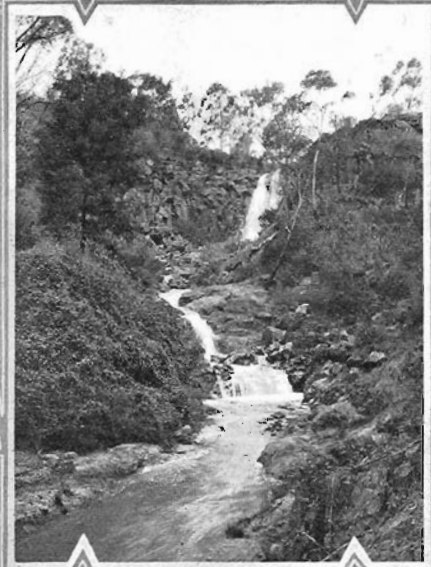
The attraction of much of the surrounding country lies in the rocky banks of the deep valleys along which pedestrian tracks can be followed, giving access at intervals to some mineral spring, while in other directions it is the volcanic hills that command attention. Wombat Hill—within the town boundary—is the dominating feature, and the botanical gardens on this hill-crest are noted for their exceptionally rich floral displays.

Another interesting feature which calls for special mention is Mt. Franklin, affording as it does a fine example of a volcanic crater. Driving round the outer edges of the mountain one enters the crater on the eastern side through a gap from which the flow of lava passed out to form the rich agricultural belt of the Glenlyon country below.

Jubilee Lake, an artificial storage basin, covering a space of 33 acres, is another popular resort, within walking



HEPBURN SPRINGS PAVILION



SAILORS' FALLS



LODDON RIVER



VIEWS
OF
DAYLESFORD



PUBLIC GARDENS

JUBILEE LAKE

distance of the town. It is encircled by pathways through the bush overlooking the lake. Rowing boats may be hired, and, on payment of a small fee, visitors may angle for trout, with which the water is stocked.

The Trentham Falls, on the Coliban River, near Trentham railway station, the Loddon Falls, on the Loddon River, near Glenlyon, and the Sailors' Creek Falls are also recognised beauty spots, and there are other attractions. If the holiday-maker is active, walks in every direction lead to the many hills in the neighbourhood and to the numerous springs which exist in the surrounding country, while the tennis courts and the bowling green afford other means of sport.

With the assurance, therefore, of good scenery, enjoyable climatic conditions, the benefit of a course of the mineral waters and ample and comfortable accommodation, both in Daylesford and at Hepburn, there should be no hesitation in deciding on either of these places as suitable spots where to spend a pleasant and healthful vacation.

How Canadian Cities Overcome Difficulties

The progress of the cities of Western Canada may, in large part, be traceable to the fact that they are not afraid of undertaking a big problem and reaching a conclusion. This is especially emphasised in the city of Winnipeg. This city required a water supply, and went to Shoal Lake, 96 miles away, bringing the water through a concrete aqueduct, and providing a supply sufficient for a population of 700,000, and with available supply in sight for a much larger population. The city's municipal power plant is located 77 miles distant, at Point du Bois, where 70,000 horse-power is already being produced.

The city of Calgary brings its supply of natural gas through a 16in. pipe 180 miles in length from the Bow Island field, while Edmonton is at present laying a pipe line from the Viking natural gas field, 100 miles distant, to bring in the gas for domestic and industrial uses.

The city of Vancouver secures its

water supply from the mountain streams a considerable distance away, while the electric power is brought from Lake Buntzen, 16 miles distant. Across Canada this same spirit of overcoming obstacles prevails, and industry is reaching out and advancing in all the western cities.—“Canadian Pacific.”

British Columbia's Climate is known to be a very mild one. This was emphasised by the fact that on Christmas Day last some 20 members of the Vancouver Amateur Swimming Club made the plunge in open air with the water at 53 deg., and found it more invigorating than cold. While the Canadian Pacific Coast Metropolis does not advertise its winter bathing, it has many beautiful beaches which help to make it an ideal summer resort, and its temperate climate renders it attractive to tourists throughout the entire year.

Canadian Pacific Equipment

More than 12 million dollars is the cost of equipment added to Canadian Pacific services during 1923, ranging over a wide diversity from powerful locomotives to a gasoline rail car.

Chief items of the new rolling stock included 36 locomotives, 16 of Pacific and 20 Mikado type, all very powerful and equipped with most modern devices for power, speed and economical operation. In the passenger service there were placed 15 steel baggage and express cars, 12 mail and express, 15 first-class coaches, 6 cafe-parlour and 6 buffet-parlour cars, the new baggage express and mail cars being added to the long runs, some being used on transcontinental lines and some between Montreal and Toronto, and the mail and express cars being of excellent design, which included many conveniences not provided previously in that form of equipment.

To the freight service very important additions, indeed, were made, the largest item being that of 1000 box cars, with steel underframes, single sheathed, some of which were manufactured by car companies and a large number completed at the company's Angus Shops, Montreal. Other important additions were 250 freight refrigerator cars for handling

perishable foodstuffs and produce, the movement of which is growing larger every season; 300 coal cars, each of 75-ton capacity; 50 oil tank cars, each capable of carrying 10,000 gallons; and 300 automobile cars. This last item indicates the growth of the automobile industry in Canada, the Dominion having been a large exporter of autos during 1923, and Canadian cars now being sent to all parts of the world.

Additional equipment placed in service also includes 36 vans for freight conductors, 14 steel snow ploughs, 3 Jordan ballast spreaders, a pile driver and a gasoline rail car.

Australian Government Railways

The total mileage at the end of 1923 was approximately 25,000 miles, of which 5378 are of 5ft. 3in. gauge; 6336 miles of 4ft. 8½in. gauge; 11,994 miles of 3ft. 6in. gauge; and 176 miles of 2ft. 6in. and smaller gauge.

Marked reference is frequently being made to the manner in which the public are dealt with when, at the beginning of each month, they visit the suburban booking offices to renew their periodical tickets. Great congestion is caused through overcrowding round the ticket windows.

This state of affairs is absolutely unnecessary, because, if care were taken to have tickets renewed before the end of the month, it would not occur. Yearly and half-yearly tickets are available for renewal seven days before the end of the term, while quarterly and monthly tickets are ready three days before date of renewal.

Waste is due largely to not understanding what one does, or being careless in the doing of it.

One who fears the future, who fears failure, limits his activities. Failure is only the opportunity more intelligently to begin again.

There is nothing inherently wrong about making a profit. Well-conducted business enterprise cannot fail to return a profit, but profit must and inevitably will come as a reward for good service. It cannot be the basis—it must be the result of service.

The natural thing to do is to work—to recognise that prosperity and happiness can be obtained only through honest effort.

Thoughts for Idle Moments

If you are running a train, the track will never take you to the superintendent's office, if you are constantly in need of someone to superintend you.

The more a man does, the more he fits himself to do.

Work for, not against, the Department that pays you.

There are three principles that pay big dividends—Punctuality, Politeness and Perseverance.

An honest man is the finest piece of workmanship on the job. You can see in a man's face moral health.

Start up your mental motor; turn on the current of your physical force; be a power—don't be a trailer.

It is a mistake to regard the strength of an organisation as surpassing that of the individuals that make it.

It is a false position to feel that you have to work. This is a slave's version. Always feel that you are to be congratulated on having good health and being able to work.

The call for commonsense, practical men was never so loud. An energetic hard-working man without education is more valuable to himself and to others than the technically trained man without commonsense.

Honesty is defined as the "New Virtue." Men have tried every other method to win, and now they are trying Honesty. An honest man is the compass of a business—the North Star that guides the business to success.

New Institute Buildings Opened at Benalla

The opening ceremony connected with the new Institute Rooms at the Benalla Centre took place on Saturday, 8th March, when the rooms were filled to overflowing by local members and their families. Representatives from the Central Council were present, viz., Messrs. J. J. Turner, H. V. Cox and W. Roberts, and local railway officers were represented by Mr. J. Fitzpatrick, District Superintendent, and Mr. M. Ryan, Rolling Stock Superintendent.

Mr. McIntyre, Chairman of the Committee of the local Centre, took charge of the meeting, and after apologies from the Shire President and Secretary, respectively, were read, called upon Mr. Rees, President of the Institute, to declare the building open.

Mr. Rees said that it gave him very great pleasure indeed to be there that night, and thanked them for the privilege of opening so handsome a building. He congratulated the Benalla Centre on the excellent work it had done, and which had resulted in their now having a building which was up to date in every respect. He felt, however, that, much as it had done, the Centre realised that there was still much to do. Even when they had secured all that they wanted for themselves, they must not stop. They had the care of their brothers outback, who hadn't the facilities which men in big centres enjoy, to think of. Above all, we mustn't be selfish. Mr. Rees then touched on the recent increase in subscription rates, and made it clear that what had been done was properly carried out strictly in accordance with the constitution of the Institute. Personally, he thought that the time had now arrived when every member should have a voice in matters affecting the constitution, and he had no doubt that the necessary measures would soon be taken to bring this about. "There must be no cliques in the Institute," Mr. Rees went on to say. "We are a big brotherhood of railway men. The Commissioners not only generously helped us, but allowed us to manage our own affairs. From end to end of the Institute there isn't a boss. We are all equal, and therefore, working under such ideally democratic conditions, we must all see to it that everything works smoothly." Mr. Rees then referred to the fact that Commissioner Mr. Shannon was

present. He felt that they all appreciated that it was a great compliment that Mr. Shannon should give up his week-end at home and come to Benalla to join in their festivities. Commissioner Mr. Shannon had reached his present high position in the service through sheer merit. When Mr. Shannon was in his railway infancy, there was no Institute, with its many educational facilities, to avail himself of. He had had to battle along unaided. Perhaps, however, that was just as well, as judging from what Mr. Shannon has done by himself, with Institute help at his command, he would probably have attained such additional eminence that we wouldn't now have him with us. "Mr. Chairman, ladies and gentlemen," concluded Mr. Rees, "your Institute building is now open, and I hope that every happiness will attend you in your occupancy of it." Mr. Rees then formally introduced Commissioner



Front view—Benalla Institute Building.

Mr. Shannon, who, on rising, was most enthusiastically welcomed.

Commissioner Mr. Shannon said that he had been very pleased to accept the kind invitation to be present. He heartily congratulated them on their co-operation, which had enabled a well-equipped Institute to be provided, and he hoped that it would prove to be of very great benefit to the present as well as to the future staff at Benalla.

As Institute members were aware, the Commissioners undertake the responsibility for the provision of the necessary land and buildings where the local railwaymen prove their earnest desire for Institute facilities by obtaining a satisfactory portion of the funds necessary for the equipment of the buildings. The Commissioners expect the staff to give

high quality service and to co-operate as much as possible with the public, and, in return, they consider it only fair that the Commissioners should provide means by which the men may obtain a good training, and thus fit themselves for their duties. The Commissioners recognise that the establishment in the country of branches of the Institute is also of great benefit socially, as they afford, with other privileges desired by the staff, a meeting ground for the wives and relatives of railwaymen, as well as an opportunity to townspeople to mix with them, thus promoting good relations between the railway staff and members of the public.

In pursuance of the Commissioners' policy, Institute buildings have been erected and equipped at Maryborough and Stawell, £353 and £175, respectively, having been raised by local committees prior to the opening of the buildings, and structures for the accommodation of Institute members are nearing completion at Bendigo, where £435 was raised by local effort towards the equipment of the premises.

Ballarat and Ararat are the next centres to be provided with up-to-date buildings. At the former place, the sum of £250 has been collected for equipment purposes, and at Ararat £300 is in hand. And the Commissioners propose to proceed with the erection of Institute rooms at these centres when money can be made available.

Mr. Shannon then went on to say that the Institute rooms at Melbourne had been so long established, and were so well known to the railwaymen present, that he felt that no reference to them was expected from him, but he wanted to say that the Commissioners have been pleased to hear from time to time of the high standard of the accommodation provided in the main centre, and to know that the many facilities provided there are appreciated, as is exemplified by the large attendances in the class rooms, gymnasium, club rooms, and at the various social functions held in the hall. As Institute members know, the Commissioners defray all the expense incurred by the Institute in the education of its members, and during the last year the total membership of the educational classes was 2125.

Special arrangements have been made for the technical training of apprentices in the first, second and third years of their apprenticeship, and a College has been provided at Newport.

At the Schools of Mines at Ballarat and Bendigo, there are respectively 28 and 33 apprentices receiving technical training in the trades which they are learning, and prizes are awarded each year. First and second prizes of £5 and £3 respectively are competed for by both first and second year apprentices, and third year apprentices in certain of the trades are eligible for three scholarships for a full day course in Electrical or Mechanical Engineering at the Working Men's College for a period of three years, during which time they are paid a salary, and their College fees are defrayed by the Commissioners, while scholarship winners, who obtain their diploma, are guaranteed employment as Engineering Assistants in the Department, and thus are commenced on a professional career.

Other vocations in the service are also cared for, as in the Commissioners' scheme for the better education of railwaymen generally we



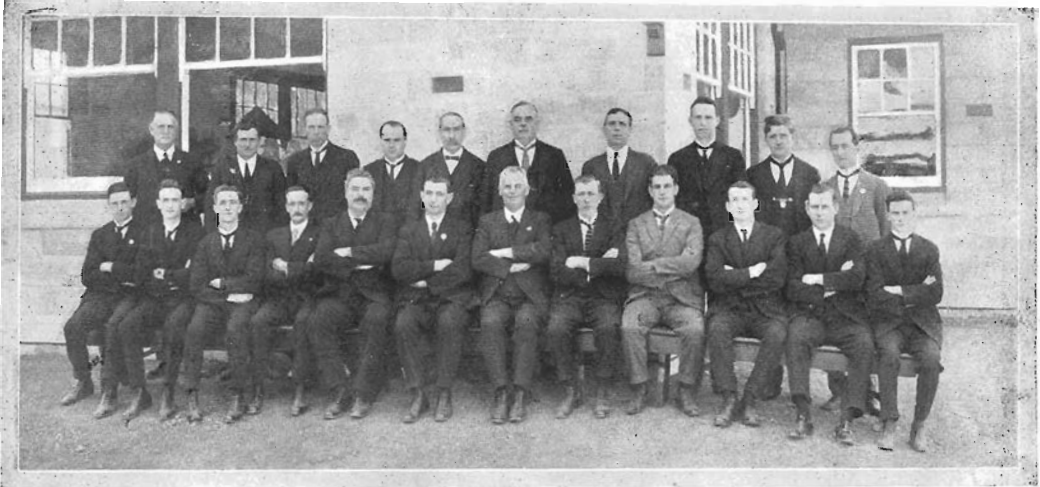
North view Benalla Institute Building.

have a system of training junior clerks (attached to the Transportation Branch), and lad porters on entry into the Department, and since the year 1921 these lads have been drafted into training classes, conducted at the Railways Institute in Melbourne, as well as at certain country centres.

The period of training varies from three to four weeks in the case of lad porters, and six to seven weeks for junior clerks, during which the lads are given a practical training in Transportation work, and are paid the same wage and living-away-from-home allowance, expenses, etc., as if they had been actually at work on a station.

The results achieved have, up to the present, been very satisfactory, inasmuch as lads graduating from these classes have a good elementary knowledge of the requirements of their position when taking up duty at stations.

It had not been practicable, of course, to establish these training classes at all country



Management Committee, Institute Officials, and Local Railway Officers, Benalla.

Institute centres, but the lads are instructed in the duties required of them at centres nearest their homes.

Coming now to the Benalla Institute buildings, Mr. Shannon said that he saw that great strides had been made by the local railwaymen (greatly assisted, he was pleased to learn, by their women folk) since the Centre was established in August, 1921, in the parcels office on the island platform. He was informed that the Benalla Centre had been successful in raising the sum of £200 towards the expense which will be incurred in furnishing the rooms, and that the members of the Institute have prepared the necessary ground for a tennis court, all of which are very satisfactory achievements, but the most pleasing feature to him was the increase in the membership of the Branch, which had advanced from 50 members in 1921 to 145 at the present time. In conclusion, Mr. Shannon again congratulated the Benalla Institute members on having achieved their object in securing Institute buildings, and expressed the hope that the Institute would prove to be of the great advantage anticipated in their educational and social activities. (Applause.)

A very enjoyable musical programme was rendered by the following artists: — Misses Florrie Gordon, N. Golding, Messrs. W. Davey, W. Roberts, and Mario McGrath (violinist), and Miss Winifred Moverley (elocutionist). Miss Edney accompanied the vocal items. In connection with the musical programme, a pleasing feature was the singing of Miss N. Golding, soprano, a young lady of 18 years, who shows great promise of making a successful debut as one of our Institute singers.

During the evening, a presentation was made to Mr. A. I. Norton by the local committee.

A sacred concert was held in the rooms on Sunday evening, 9th, when a collection, which

realised about £6, was taken up in aid of the Wangaratta Hospital.

At the conclusion of the evening, Mr. J. J. Turner expressed, on behalf of the Council, their appreciation of the untiring efforts of the ladies' committee, in making their visit enjoyable. Mr. McIntyre, responding on behalf of Benalla, also thanked the ladies on behalf of their own local committee, not only for the part they had played in entertaining their visitors, but for the excellent assistance they had rendered while efforts were being made in order to raise the necessary funds for the new rooms. Such results could never otherwise have been achieved.

There is a Solemn Wind To-night

There is a solemn wind to-night
That sings of solemn rain;
The trees that have been quiet so long
Flutter and start again.

The slender trees, the heavy trees,
The fruit trees laden and proud,
Lift up their branches to the wind
That cries to them so loud.

The little bushes and the plants
Bow to the solemn sound,
And every tiniest blade of grass
Shakes on the quiet ground.

—Katherine Mansfield, in "The Adelphi."

To Correspondents

Articles and letters, together with other items of News, are held over until next issue.



"Lulu, dear," said the lovely widow Hoskins, "at last I have settled my last winter's plumber's bill. It was an outrageous amount, but I had to meet the emergency."

"How did you ever settle it?" inquired Lulu Britize.

"I have married the plumber."

Young Housekeeper (to cook): "What in the world are you doing to that fish, Mary?"

Cook: "Washing it, mum, before I bake it."

"Wash a fish? You silly creature. Don't you know that the fish has been in the water all its life?"

Marjory: "Mamma, were you at home when I was born?"

Mother: "No, darling; I was staying with grandma, in the country."

Marjory: "Wasn't you awfully surprised when you heard about it?"—Ex.

She was fond of the writings of the poet Browning. Going into the country, she forgot to take her copy of her favourite author. She determined to try and get one at the village shop.

"Have you Browning?" she asked.

"No, ma'am," was the reply of the shopman; "we have blacking and whiting, but no browning."

..Mr. Broadbrush (a promising painter): "Good morning, Mrs. Budrose; good morning, Miss Violet. You must excuse me, ladies, but I've been watching you admire my picture."

Both ladies (suddenly and without thought): "Oh, Mr. Broadbrush, I hope you didn't hear what we said."

"Mr. Yoder, your daughter, Irene, has given me her permission to ask of you her hand in marriage, but before I ask you for your formal consent, you will pardon me if I make the inquiry, as it is a matter of lifelong consequence to me, whether or not there have ever been any indications of insanity, so far as you know, in your family?"

"You say Irene has accepted you, Mr. Hankinson?"

"I am happy to say she has."

"Then, sir," said the old man, shaking his head dejectedly, "it is my duty, as her father, to tell you that Irene is showing decided indications of insanity."

A professor, lecturing on "English Industry" to a class of juveniles, informed them that it took seven men and a boy to make a pin.

"I expect," said a little boy, "that it's the seven men that make the pin, and that they use the boy to stick it into to see if it's sharp enough."

An absent-minded man entered a shoe-shop the other day, and wanted his boy measured for a pair of shoes.

"But where's the boy?" asked the dealer.

"Thunder!" said the man; "I've left the boy at home! I'll go and get him;" and off he started for his house.

Wife (reprovingly): "The great trouble with you is, John, you buy a good many things you don't need, simply because they are cheap. That is very false economy."

Husband: "Here is a lady's watch I bought to-day for four pounds that's worth every penny of six."

Wife: "Oh, thank you, John. Why, it was a real bargain."

The late Sir Daniel Macnee, President of the Royal Scottish Academy, had a splendid physique, and presented the appearance of a portly, well-to-do farmer. On one occasion he was standing at a wayside railway station, when a cattle-dealer approached him and said:

"Man, ye're a good-looking chap; I wager noo ye'll weigh about fourteen stane."

"You are quite correct, my dear fellow," said the President, with a humorous twinkle in his eye.

"Ay, I thocht so!" was the self-satisfied rejoinder. "I'm never very far wrang, for I'm the best judge o' swine in the country."

"Oh, Arthur, how happy I would be alone with you on a quiet island in the distant ocean."

"Have you any other wish, dearest Ella?"

"Oh, yes. Do get me a season ticket for the opera."

He (who is going abroad to seek his fortune): "You'll be true to me, won't you, darling?"

She: "Ye-yes, George—if you're successful."

First Aid and Ambulance Work

HAEMORRHAGE—By F. W. Kaiser, Ambulance Officer, Victorian Railways

(Continued from last issue)

Tourniquets.—To improvise a tourniquet in the simpler varieties of these instruments, we find these things included:—

(a) The bandages by means of which compression of the artery is effected.

(b) A pad of some kind which can be applied directly to the blood vessel, so that the compression may be made effective.

(c) A stick or pencil with which to twist and tighten the bandage.

There can be no better demonstration of a simple tourniquet than that which can be improvised by using any kind of bandage, ranging from a neck-tie, a handkerchief, towel, brace, belt, or leather strap, etc. A small piece of cork or wood, or even a pebble from the road, placed within the bandage, would represent the pad. This would be placed over the artery which it is desired to compress. A piece of stick would represent the twisting mechanism, and this, taken up in a loop of the bandage, could be used to twist the leather to exercise any degree of pressure. The end of the stick could easily be tied in position.

Relaxing Pressure.—A point of some importance in connection with the arrest of arterial bleeding is that which concerns our duty, when, having arrested the bleeding, the aid of the surgeon may be delayed.

It can well be understood that the application of the tourniquet may tend to arrest completely the circulation in the limb, and therefore, in a very short time, the limb will become cold through the deficient supply of blood.

In the case of a patient who has to wait a long time before a surgeon arrives, the rule may be followed that, after a certain time, the tourniquet may be **slightly relaxed**, so as to permit a certain flow of blood into the limb. It is,

however, absolutely necessary that if this procedure be adopted, the tourniquet should **never be slackened to an extent such as will render it impossible to quickly and at once tighten it, and repress any bleeding that may occur.** If this is done from time to time, the patient may be kept fairly comfortable, pending the arrival of surgical aid.

Styptics (Capillary Haemorrhage).—By this treatment, we mean any substance which tends to control haemorrhage. Examples of styptics are found in the shape of alum, tannin, ordinary caustic, collodion. Collodion is another substance which in the case of small wounds has the power of arresting bleeding. Cold water itself is a powerful form of styptic. It may be here noted, as a matter of fact, that whilst warm water encourages bleeding, really hot water, that is, water of a high temperature, tends to contract blood-vessels, and to stop it. This latter may be kept in mind, in cases where bleeding from a large surface takes place.

Styptics act by inducing coagulation or clotting of the blood, and produces a mechanical obstruction of the free flow of blood from a wound.

Cobweb Dangers.—On no account must cobwebs be used for this purpose, as they are laden with dust. Their application to a wound is to infect it with germs. Cases of lockjaw or tetanus have arisen from this practice.

Special Forms of Bleeding.

Under this heading we will consider haemorrhage from any of the cavities of the body.

- (a) the mouth
- (b) nose
- (c) lungs
- (d) stomach.

Bleeding from the mouth may result directly from the wound of some blood vessel in that cavity. If arterial, we

find the same symptoms that characterise the wound of an artery in any part of the body. Open the patient's mouth in front of a bright light. Wash the mouth with tepid water to ascertain the bleeding point, and place the finger thereon.

Direct compression is thus the only rule applicable in cases of this kind.

Bleeding from the nose very often proves somewhat troublesome to control. In treating bleeding from the nose, the first care is to prevent the patient from leaning over a basin or other receptacle, seeing that the dependent position of his head will favour the continuance of the bleeding. He should be placed in a couch or chair, preferably in a current of air, with the head raised, and slightly thrown back, the arms raised above the head, the clothing loosened around the neck, and cold (applied to the nape of the neck and over the nose) in the shape of cold water cloths, a little vinegar being added to the water. At the same time, pressure should be made on the root of the nose by the fingers, and maintained for some time. If available, place the feet in hot water.

The old-fashioned remedy of allowing a door-key to slip down the patient's back for the cure of nose-bleeding, represents a perfectly scientific practice, inasmuch as the shock produced by the cold key traversing the spine exercises a nervous influence adapted to promote contraction of the blood-vessels.

Bleeding from the lungs is a common symptom in subjects of advanced lung troubles, or it may be due to a fracture of a rib which has penetrated the lung. The symptoms are:—

- a. The presence of a cough
- b. which brings up
- c. blood of a bright red colour
- d. mingled with froth.

Treatment:—

1. Place the patient in a recumbent position.
2. Head and shoulders low.
3. Head turned to one side.

4. Clothing to be loosened about the neck and chest.
5. Give ice to suck, and cold water to drink.
6. Apply an ice bag or cold packs over the region.
7. Sprinkle face with cold water. Smelling salts to nostrils.
8. Avoid other forms of stimulants. Absolute quiet must be maintained.

Bleeding from a tooth. A very troublesome condition, occasionally represented by a constant oozing taking place from the socket of a recently extracted tooth.

This is dangerous if it continues, the patient being weakened thereby.

Treatment:—

By pressure made by placing a plug of cotton wool soaked in a styptic in the socket of the tooth. The plug of wool must be large enough to fill the cavity, or it will not press on the bleeding point, which will probably be at the bottom of the socket.

The proper procedure would be to take a small pad, and press this firmly down. Above this, a larger piece should be placed.

If these directions be carried out effectively, such cases may be satisfactorily treated.

Bleeding from the stomach is to be regarded as a serious symptom. It will probably indicate that disease of the stomach exists, or it may be the result of an injury.

The blood which is brought up from the stomach will, as a rule, be found dark coloured, and instead of being frothy, as is the case with blood brought up from the lungs, it will, as a rule, be clotted.

If it is found mixed with particles of food, the diagnosis is then rendered certain.

The remedies are those which have been recommended for use in the case of bleeding from the lungs. Ice should be given the patient to suck.



Horticultural Notes for June

Autumn is fast drawing to a close, and all who intend planting evergreen shrubs should do so at once, or leave until early Spring, as plants of this description often suffer severely from frost, if removed during the cold months of Winter.

Beds should be made ready for Roses. Good drainage is essential, and the best way to overcome this is by trenching, as by so doing all surplus moisture is permitted to soak through.

Bulbs planted this month will do well and flower as well, if not better, than those planted earlier.

Among the best kinds to plant are Narcissus, Polyanthus fld., Grand Soliel d'Or, White Pearl and Daffodil Glow, Ixias, and Sparaxias.

Beds of Lily of the Valley should be put down this month.

Sprinkle beds with Itzit for destruction of snails and slugs.

Dahlias should be taken up and stowed away in an airy place, protected from frosts. Discard all inferior sorts, and make arrangements for replacing next season.

A further sowing of hardy annuals, Gailardia, Lupins, Azure Blue, Nemesia Triumph, should be made, and Spring flowering Sweet Peas.

Attend to edgings and borders, doing all necessary pruning. Gaps should be filled. If new edgings are required, such as Box, Thrift, etc., the planting should be proceeded with at once, as delays are dangerous at this time of the year.

Liliums make a fine display during the Spring; this is the best time to plant the bulbs. *Lilium Auratum*, *Lilium Longifolia* are among the best varieties.

The following seedlings should be transplanted:--Pansies, *Primula Malacoides*, *Cineraria*, *Stellata*, "Nice" Stocks, *Antirrhinums*, and Iceland Poppy for Winter flowering.

Sowing of all perennial and biennial plants is advisable. Keep down insect pests by the use of Soaperine or Benzole Emulsion.

New English grass lawns may be laid down.

Fruit Garden.

Where a further extension of the fruit garden is intended, the preparation of the ground should be pushed ahead without delay, as the planting season is at hand. The best plants to get are those from two to three years old.

Citrus trees, if not already planted, should be healed in a warmer situation until early Spring, for if not established before the Winter they suffer a check during the cold months. Thin out branches and useless growth, also rampant growth.

Many people have the idea that pruning should be commenced as soon as the leaves have fallen. In this climate, so often visited with late frosts, early pruning is a mistake, and should not be practised except where the number of trees make it necessary to get an early start, but should be postponed until the end of June or during the month of July.

The early pruning of trees hastens the flowering period, and as the greatest risk the fruit crop has to face is from frosts just after it has set, the aim of all growers should be to delay the development of leaf and flower buds, but early pruning has the contrary effect.

Start planting Strawberries, Raspberries, Currants, etc.

Strawberry beds should not be allowed to remain more than two seasons without renewal. Dress those that are to remain another season with farmside manure or bone fertiliser.

The Kitchen Garden.

If the kitchen garden has been well managed, there is very little seed sowing to be done this month, unless any particular crop has failed.

The main crop of Broad Beans may be made. Amongst the best varieties for general uses are Cole's Dwarf Prolific and Green Windsor.

Prepare beds for the purpose of transplanting Onion plants, as they become fit. If necessary, they should be trenched or well manured, as, if Onions are starved at the start, they are liable to develop thick necks.

A further sowing of keeping varieties should be made, if necessary, selecting the best kinds, such as Prizetaker, Brown Spanish, or Record.

Continue to sow Peas for Winter use, choosing a well-drained and rather dry position, if possible, for this crop.

Transplant Cabbage and Cauliflower plants in large quantities, so that they may get a good start before the cold weather sets in.

Keep a good look out for the appearance of the cabbage fly and other insect pests, and keep them down by frequent use of Niquas or Nikoteen.

Small sowings of early market Carrots, Turpins, Red and Silver Beet, and Lettuce.

Proceed with the dressing of Asparagus beds as the stalks turn yellow, and make preparations for new beds.

Shallots, Potato and Tree Onions, also Garlic, should be planted out in quantities as required.

Make two sowings of Spinach and Giant-forcing Radish.

Rhubarb and Jerusalem Artichokes may be planted this month.

The frequent use of Itzit will assist in destroying snails and slugs that are making their ravaging attacks on young plant life. At this season of the year, weeds make rapid growth, and where hoeing is not practicable slightly pointing with the spade is beneficial.

For gravel paths an application of Globe Weed Killer during dry weather will clear them of all weeds, and prevent any further growth this season.



Train Speeds.

During the first few years of the Great Western Railways' (England) existence, nothing sensational was achieved in the way of schedule speeds, and a good deal of trouble was experienced with the early locomotives. Nevertheless, the stage coaches, which had been forced up to the truly extraordinary average speed of 12 miles an hour, were hopelessly beaten, and within a few years coaches, roads, and coaching towns fell into that decay from which they have lately been rescued by the petrol engine.

To many it may come as a surprise to learn that the London to Exeter express in 1848 regularly maintained a start-to-stop speed of 56.7 miles an hour from London to Didcot. This was the highest speed on the G.W.R. for nearly fifty-five years, and, indeed, it was the highest regular running speed on any

railway in the world for more than thirty years. The loads hauled were, of course, comparatively light in those days—say 50 to 75 tons—but the result was sufficiently creditable at so early a stage in the development of railways.

This early triumph was not long maintained, and during the 'sixties the best speed on the Great Western fell gradually to 46½ m.p.h. From the 'seventies to the end of the century the fastest run was that of the "Flying Dutchman," from Paddington to Swindon at practically 53¼ m.p.h. With the opening of the twentieth century, records came thick and fast. Regular start-to-stop speeds of 59.1 m.p.h. (over 61 m.p.h. for slip coaches) were maintained from 1903 to 1913, and much higher speeds were reached by "specials." For instance, as revealed in the G.W.R. Magazine for November, 1922, the Plymouth to Paddington mail averaged, in May, 1904, a speed of 65½ m.p.h. start-to-stop and at times exceeded 100 m.p.h.

Records of To-Day.

The "fastest train in Britain," the 2.30 p.m. train from Cheltenham to Paddington, is scheduled to do the 77¼ miles from Swindon to Paddington in seventy-five minutes (61.8 m.p.h. start-to-stop), but it often exceeds this average by several miles an hour, and reaches 83 m.p.h. at some parts of the journey. Even at these speeds, there is every possibility of yet shorter schedule times being adopted.

In concluding this brief outline of mighty achievements on a system which, though nearly a century old, will assuredly do more than it has yet accomplished, it may be noted that the longest non-stop run in the world is that of "Cornish Riviera," which runs daily from Paddington to Penzance, more than 225 miles, without a stop.



Mending a Lamp Filament

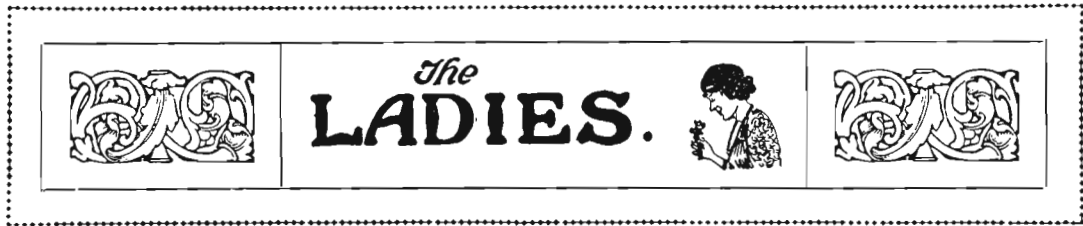
I had a 6-volt 32 c.p. motor headlight lamp in use on a variable circuit, but which got overloaded and burnt out. The lamp was one with the filament wound in a spiral and the break occurred midway in it, with the ends just parted.

I was experimenting with it across a ½-inch spark coil as a vacuum tube, and in continuing this with a different style coil, I found I could light it up to about 50 per cent. brilliancy despite the broken filament.

I was continuing my observations along these lines when the results ceased; and on examination, I found the filament was intact again. This was three months ago, and the lamp is still in use on the original circuit, where I replaced it at the time, and which is used at odd times to light a porch.

My explanation is that the H.T. current jumped the gap, and thus carried enough current to heat the filament to a bright red; this naturally caused the metal filament spiral to expand, until the ends touched each other and immediately fused them together.

H. D. BILLINGS.



Woman and Her Arts

(By Housewife)

I have been rather disturbed since I wrote you last month my usual letter dealing with the arts and fashions of women. As I recall it, my last letter referred to fashions in dress, and I had a good deal to say about clothes, and how to wear them. Just now, however, I feel that dress is a secondary consideration, at any rate, for myself; for I have seen a spectacle recently that has taken my mind off dress, and focussed it upon a lonely child.

Perhaps it is because I am so fond of babies that I nearly cried when on a visit to Ballarat, I saw peeping through the gates of the Orphan Asylum a little, fair-haired child, who seemed to be looking for playmates, and despairing of finding any in the great world beyond. I was comforted when I remembered how well managed is that Orphan Asylum, and that the managers are as affectionate as foster parents to the children.

But there was the child, and there was my sympathetic imagination, clothing the incidents as only a mother could clothe it. I yearned to take that little child up in my arms, and to beseech it to call me "Mother." You see, my dears, I am the mother of five children, and the youngest is now sixteen. I find myself wishing to be made a grandmother, so that I may again have a baby in my arms. Call me sentimental, if you like, my dears; it will not hurt me. Nor will it hurt my husband, John, who also is fond of little ones, though he does not express his fondness as I do. John says I have too much to say sometimes; but I thank God for the gift of expression. And perhaps I should thank God that I was given John to talk to whenever I liked to do so. John is an excellent listener. He smokes, and nods, and approves.

I was going on to say, however, that a lonely child had excited my compassion. And I will go on from that to remark that the one-child family is not a good family, and can never, or hardly ever, work out for the good of either parents or the child. Have you ever known of a one-child family living in an hotel or a boardinghouse? The child in those surroundings is doubly spoiled, and often is a perfect nuisance to people who love a quiet life.

The lonely child in a private house has not got the comfort of companionship with many grown-up people, nor is its character affected to so great an extent by the absence of young people of about its own age. Other people's children can be found to play with it. But the child is often spoiled, and misses the advantages which surround a child who has brothers and sisters. Young married people should never be content with one child, for in such content is not only selfishness, but also un wisdom. Of course, there are cases where the bringing into the world of another child might kill the mother. I do not refer to such sad cases.

I mean to say that children are the flowers of life, and that the family is a garden which must have more than one flower in order to bloom in a kindly manner.

THE INNER MAN AND WOMAN.

Baked Pig's Head.

Baked pig's head can be very nice indeed. For an ordinary family, a half-head is sufficient. If it is obtained from the butcher a young porker should be specified, and the creature's noddle should arrive very fresh, thoroughly cleaned, and with the ear and brains lying separate. The butcher should also be asked to "raise" it for roasting.

First I "slush" it well in cold water, then soak it for ninety minutes in tepid water containing a handful of salt. Then I dry it on old cloths, and press sage and onion stuffing into all the scores.

The Stuffing.

For pig's head there is one kind we prefer to all others. I make it by boiling enough peeled and quartered onions to weigh half-a-pound when they are lifted out. I put them into cold, briny water, and cook just long enough to turn them tender.

They must be drained dry, chopped small, and then enriched when in the mixing-bowl with a slice of warmed butter. Half-a-pound of breadcrumbs, a heaped tablespoonful of sage in shreds, and pepper and salt to season are also required. Parsley is not necessary, but I always add a sprig or two to make the forcemeat prettily green. In theory, a pinch

of sugar sounds queer; in practice, it justifies its place in the ingredients. String keeps everything together and forty-five to sixty minutes' roasting makes the crackling golden-brown.

Apple sauce and boiled potatoes are all one needs with it.

The ear can be cooked apart, in salted water. So too can the brains, though like most other country people, we regard piggy's thinking apparatus with unfavourable eyes.

Stuffed Sheep's Heart.

"I like stuffed sheep's heart with a 'G' because it is good. I like stuffed sheep's heart with an 'H' because it is hot, and I like stuffed sheep's heart with an 'I' because it is inexpensive. . . ."

One to each person is the usual allowance; four make a nice little family luncheon. The trimming of the hearts and the removing of the pipes make the cavity that takes the forcemeat. When this has been done they should be well rinsed in two or three lots of tepid water, and wiped dry.

The Stuffing.

This is the stuffing for this unpretentious, yet excellent, savoury: Shred a quarter-pound of suet, grate the rind of a lemon, mix and add a dessertspoonful of chopped parsley, a teaspoonful of lemon-thyme, and salt and pepper to taste; take of breadcrumbs eight ounces and stir all together well. Bind with two strained, beaten eggs.

Press this forcemeat tight into each heart—it makes sufficient for four—tie it down with twine, spread a lump of butter or dripping on each, and set in a fairly hot oven to bake for thirty minutes. Baste liberally, and presently add a little mushroom ketchup to the gravy.

Mashed Turnips and Potatoes.

Serve mashed potatoes and mashed turnips with the hearts, and if you aim at giving special pleasure, a jar of red currant jelly should also grace the table.

Cheese Aigrettes.

Ingredients.—2 oz. of flour, $\frac{1}{2}$ oz. of butter, 1 egg, 1 gill of water, 2 oz. of grated cheese, salt, cayenne, frying fat.

Method.—Melt the butter in a pan, add the water, bring to the boil, sprinkle in the flour, stirring well, and continue to stir very rapidly, until the mixture leaves the sides of the pan and forms a ball in the centre. Add the egg and beat it well, add the cheese, and season highly. Turn the mixture on to a plate to cool.

Have ready a deep pan of hot fat, dip two dessertspoons into the fat, take up a little of the mixture in one and scoop it out into the fat with the other. Continue until there is no more room in the pan. Fry gently ten or twelve minutes or until the aigrettes are pale brown and have puffed out double their size. Drain on soft paper. Dish on a lace paper on a hot dish, and sprinkle with grated cheese.

EAT MORE FRUIT

GOOD FOR YOU—AND
YOUR COUNTRY TOO

FRUIT GROWING & MARKETING
IN VICTORIA

directly concerns the livelihood
of over 100,000 Victorians

HELP THEM

and you help yourself and your
country along the high road
to Prosperity

For your Health's Sake

Take some home to-day

Help your Children
Get the Fruit Habit



Doctors say Fruit is good

because it contains

MINERAL SALTS

For keeping blood and tissues
in proper condition

VITAMINES

Absolutely essential to good
health

ORGANIC ACIDS

For promoting appetite and
aiding digestion

Eat some fruit every meal;

See how well it makes you feel



Personal.



Wedding Bells

At Christ Church, Acland-street, St. Kilda, on Monday, 31st March, Mr. W. Robert, Member of the Betterment Board, was married.

His hundreds of friends throughout the State will, we know, join with us in wishing him and his bride the blessing of every good thing that can attend a long married life. Mr. Robert deserves these good wishes, because he is not only an expert Railwayman, in the very front rank of the best students and exponents of railway transportation, but is also a private citizen commanding the unstinted respect, admiration and esteem of all with whom



Mr. William Robert.

he comes in contact. The warm friendliness of the reception and breakfast demonstrated these sentiments in a remarkable way.

Mr. Robert is fortunate, but not more so than he deserves. His wedding day was lovely, air mild and pleasant, sky blue, lawns and trees fresh and green after the recent rain, the bay like a mirror, enthusiastic wellwishers on every side, showers of confetti, and a most charming bride. Some of his bachelor friends pretended they were sympathetic, but it was a poor pretence, and no one believed them.

It was a matter for keen regret that Mr. Robert's mother was prevented by serious illness from being present. We earnestly hope that she will soon be about again and able to enjoy that pleasure which must come to every mother in the knowledge of her children's happiness.

A day or so previously, Mr. Robert's colleagues and the staff of the Board presented

him with a silver teapot and hot water jug, to mark their personal regard, and as a reminder always of their good wishes for the happiness of himself and his wife.

Members of the Transportation Branch who knew Mr. A. V. Stanley, at Geelong, prior to his transfer in December last to the Accountancy Branch, will be interested to know that he has joined the ranks of the benedicts. The great event took place on March 19th.

The couple followed the usual custom of honeymooning in Sydney and the Blue Mountains, and the groom has now resumed duty in the Transportation Pay Rolls Division, at Head Office.

We extend our best wishes to Mr. and Mrs. Stanley for their happiness and prosperity.

Mr. T. H. Parkinson, Draftsman, in the C.M.E.'s Branch, Spencer-street, was married on Saturday, 5th April, to Miss Millicent Jones, of Williamstown.

Mr. Parkinson, who has been in the Service a little over seven years, began as an Apprentice Boilermaker, and after two years' apprenticeship, during which time he was attending the Working Men's College, was promoted to the position of Draftsman in the C.M.E.'s Office. While attending the Working Men's College, he gained a first prize in his first year, which entitled him to a further two years' training.

In our March issue, we reported the marriage of Mr. Tom Archibold to Miss Chrissie Archer, which was celebrated on March 1st. Following closely upon the groom's resumption of duty came the presentation to him of the good wishes and more tangible gifts of his brother officers. The little ceremony took place in the office of the Assistant Accountant on April 8th, and was presided over by Mr. A. Williams, Assistant Accountant.

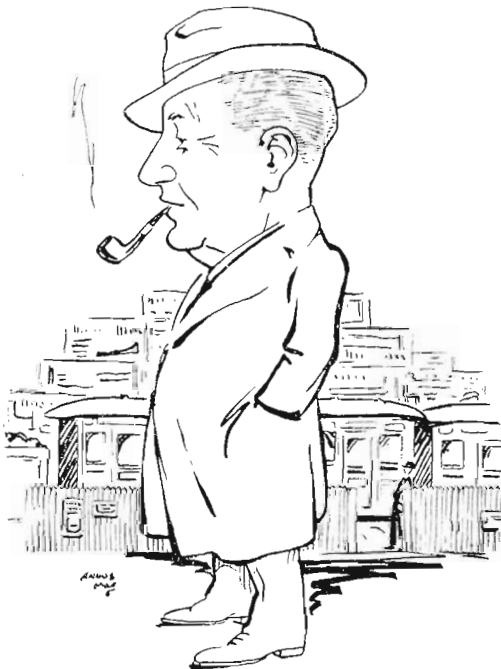
In a bright, though brief, speech, Mr. Williams explained, through the medium of an anecdote, wherein a bridegroom, upon rising to respond to the toast of the happy couple, placed his hand upon the shoulder of his blushing bride, and remarked, "This thing has been thrust upon me," that it had fallen to his (Mr. Williams') lot to conduct the presentation owing to the fact that the Chief Accountant was even then engaged as Chairman of the Interstate Officers' Conference. The gifts comprised a dining table and a set of cutlery, and upon inviting Mr. Archibold to

accept them as an earnest of the esteem of his fellows, Mr. Williams sketched the recipient's career as an officer of the Department, and paid tribute to his sterling qualities, both officially and as a citizen. He concluded with a well worded expression of fervent good wishes to the groom and his bride for a long, successful and happy wedded life.

Mr. Williams' remarks were supported by the Pay Rolls Officer, Mr. D. H. McCullagh, under whose watchful eye Mr. Archibold earns his daily bread.

Mr. Archibold, following the lead offered by his seniors in the Service, responded very briefly, but well to the point.

The Hon. J. A. Fihelly, M.P., who recently vacated the position of Agent-General for Queensland, has returned to Brisbane, where he was given a hearty welcome home. When Minister for Railways, Mr. Fihelly donated a cup for competition between the Railway boxers and wrestlers of New South Wales, Victoria and Queensland. The cup had to be won three times, and is now on view in our Institute for all time, which is our modest way of publishing the interesting fact that the Victorian Institute Gym. boys won it.



W. CARROLL
Director of Advertising, N.S.W. Railways.

Mr. J. Harcourt Bailey, who is this year playing with the Victorian Railways Institute Dramatic Society, has had a varied experi-



Mr. J. H. Bailey.

ence as an entertainer and amateur actor. He received his early training with an amateur Shakespearean company in Manchester, England, in 1910. The principal of the company, Professor Morgan, was an ardent Shakespearean actor, who has played in Sir Henry Irving's companies. Since Mr. Bailey's arrival in Australia in 1912, he has toured the country towns in Victoria with a well-known Melbourne singer, and together they kept the audience entertained with a musical sketch called "Society Tit-Bits," composed by Mr. Bailey.

Mr. A. S. Krause, S.M., has been transferred to the relieving staff from Derrinallum, and the vacancy thus caused has been filled by the appointment of Mr. Fallon, from the Relieving Staff—the latter officer was, until recently, prior to joining the Relieving Staff, stationed at Dunkeld.

Mr. B. McKay has been appointed to the position of Head Porter at Geelong, in place of Mr. G. R. McKee, who recently retired from the Department, after a service of 41 years.

Retired Guards Visiting the Old Country

Four retired guards who were comrades and chums for more than 40 years in the Railway Department formed a party to visit the British Empire Exhibition, and sailed on the 5th ult. for Europe by the steamer Jervis Bay.

The party consists of Messrs. J. Ward, Napier-street, South Melbourne; Mr. Keane, Patterson-street, Middle Park; A. W. Paul, Leopold-street, Albert Park; and E. Dunne, Highett-street, Richmond. Mrs. Keane is accompanying her husband.

Before leaving they called upon Mr. Clapp, Chairman of Victorian Railways Commissioners, and Mr. Miscamble, Commissioner, to say good-bye. As they propose to return to Australia through Canada and the United States, the railway chief was able to give them much valuable advice, and also letters of introduction to a number of the largest railway organisations in America.

Our picture is that of little Dulcie McDonald, daughter of Mr. David McDonald, Station Master, Sheep Hills, with her pet dog,



“Doctor,” on guard. Doctor is well known to travellers from his habit of being in attendance at all trains. He is now six years of age, and met the misfortune to lose portion of his right foreleg (as may be seen in the illustration), having been run over by a train

during shunting operations, at which he is always present. He is a favourite with everybody in the district.

Sick Leave

We are pleased to report that Mr. D. J. Graf, Assistant Officer-in-Charge, Perishable Shed, Melbourne Goods Sheds, resumed his former duties on 31st March, 1924, after being away on sick leave since the 26th December, 1923.

Mr. C. B. Jones, S.M., Collingwood, who has been on extended sick leave for over twelve months, has, we are sorry to say, not made that progress which his friends looked for, and has been granted a further three months' leave. We all hope that Mr. Jones will be speedily restored to health.

Retirements

Mr. V. J. Maher, Assistant Station Master, Clayton, resigned from the Department on 17th January. We understand Mr. Maher is entering into business on his own account.

Mr. G. F. Smithwick, who was Leading Parcels Porter at Spencer-street for many years, resigned on 20th March to take up business in Beechworth.

Mr. F. V. Batey, Operating Porter, of Redesdale Junction, resigned on 31st March. We understand that Mr. Batey is entering into a business partnership.

Mr. J. M. Gray, Clerk, North Brighton, is still another young officer who has resigned to enter into business. We wish him success.

Mr. A. J. C. Barrett, Shunter, Melbourne Yards, who has been off duty for some time, resigned on 9th March, to take up a less strenuous job.

Mr. T. M. Lund, Porter, Yallourn, who was stationed there for some considerable time, resigned on 28th March to take up an appointment in that town.

Mr. J. P. Gray, Elmore, resigned from the Department on 13th March, and has removed to Newcastle, where he intends to enter into business.

The Last Mile Post

Mr. A. H. Pidcock, Relieving Station Master, we are sorry to announce, was killed in a motor accident near Warragul on the 14th March. Mr. Pidcock was a popular young

officer, and had only received his appointment as Station Master on 28th January. Our deepest sympathy goes out to his wife and young family in their sad bereavement.

It is with very deep regret we announce the death, which occurred on 25th February last, of Mr. John Berry, Clerk.

The late Mr. Berry was born on 21st November, 1862, and was appointed to the clerical division on 1st September, 1898, he having been previously employed for very many years in a daily paid capacity.

He was employed in the Bookkeeper's Office, Melbourne Goods Sheds, and during his long service at this place formed quite a large circle of friends.

Deep sympathy is extended to the bereaved family.

We regret to report the death of Lad Porter Jack Osbourne, 19 years of age, who was killed by an electric train at Toorak station on 18th March last. He was appointed to the Department on 19th February, 1924, and had only served for three weeks at the time of his death. Our deepest sympathy is extended to his bereaved parents.

It is with regret that we record the death of Mr. John Wright, who was killed at Camberwell on 11th March, 1924, by the 10.50 a.m. down Box Hill train. Our deepest sympathy is extended to his bereaved family.

In connection with the accident which caused the death of Mr. Wright, Mr. T. O'Donaghue was severely injured, and he is at present in hospital. We extend to him our best wishes for a speedy and complete recovery.

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Fine Sporting Sentiment

The following letter has been received by the President, Mr. J. S. Rees, from Mr. E. J. Doran, Traffic Manager, N.S.W. Government Tramways. Mr. Doran and Mr. Rees are the respective presidents of the New South Wales and Victorian Railways Administrative Officers' Cricket Associations. Mr. Doran's fine letter is quite characteristic of him. It was unfortunate that some of our leading officers could not attend. Mr. Molomby, General Superintendent of Transportation, and Mr. Brennan, Chief Accountant, had made arrangements to go over, but Fleet Week made it quite impossible for Mr. Molomby to leave,

while urgent official and private business made it imperative that Mr. Brennan should remain in Melbourne:—

Sydney, 7.3.24.

Dear Rees,—

Many thanks for your congratulations on the result of the Shield Competition.

The two days' play were most exciting, and I have no doubt by the time this reaches you, you will have all the particulars.

There was just as much excitement over the first innings as over the second.

The first innings, the last man in required three runs to win. He nearly went for a "blob."

In the second innings your representatives excelled themselves, both at the wickets and in the field. Their work was splendid, and on performances they should have won the competition; it was only the clock that saved us from defeat.

You will hear more of this from the boys.

There was very great disappointment on the part of the New South Wales people at your inability to be present, and I can assure you the regret was sincere.

I was personally very much disappointed at not seeing some of your representative people over.

The attendance by the Heads of Branches in New South Wales was rather unique. We had either a representative or an apology from the whole of the officers.

You will know from the published reports who were there; some of those who could not go on the first day attended on the second. They, too, would like to have seen some of your people on the historic occasion.

Needless to say, however, we were very pleased at having won the Shield. It is a beautiful piece of work, costing 50 guineas, and when the victory has been recorded, it will take its place in the Railway and Tramway Institute until it is won by your people—probably next year.

The lads took a trip to Tuggerah Lakes yesterday morning, and were out of town all day. I understand they are leaving to-night.

I cannot speak too highly of the conduct of your representatives; they were all that could be desired. They played the game, and acted the man throughout.

There was a large number of visitors, male and female, on both days; the lower deck of the members' stand was crowded. The Staff who cared to go were allowed off from mid-day—half on the first, and half on the second day.

The Shield was exhibited on the lawn in front of the pavilion for general view, and was very much admired by everybody. I will send you a photograph in due course.

With kind regards,

Yours faithfully,

E. J. DORAN.

Secretary's Office,
J. S. Rees, Esq.,
Spencer-street, Melbourne.



A HAPPY DAY.

Two little girls, in gowns of blue;
Two little boys, with blouses new;
Four little spades, to dig the sand;
One little pail for each right hand.
Now if you put all these together,
And add blue skies and sunny weather,
The yellow sand and the rippling sea,
What do they make? Pray, tell to me,
Ah! you need not count. That's not the way
To find out the sum of a happy day.

—E. M. Morris.

GRANDPA'S TEDDY.

"Children," said grandpa, "I've lost my penknife. When I was upstairs in my room a while ago I picked up my coat, and I thought something dropped out of one of the pockets. I looked round, but could not see anything. Now I find my penknife missing, and I think perhaps it was that. Will one of you go up and see?"

Teddy was playing with his little toy engine. It had been wound up and started, but the boy decided that it could stop at a wayside station for a few minutes.

"I'll go, grandpa," he answered. Teddy was such an obliging little fellow. He was always so ready to do things for people.

Mattie was reading a book, and she hated to leave it even for a minute; so she was glad that Teddy offered to go.

Then there were Joe and Albert, the ten-year-old twins. They were playing a game together, and did not like to stop, so they, too, were glad to see Teddy going upstairs.

Pretty soon down came the little boy. His eyes were sparkling and his cheeks were red.

"Grandpa," he cried, "I found your knife and your sixpence, too. Aren't you glad that I found them? They were both on the floor."

Grandpa smiled, and answered:

"Yes, my boy, I am glad to have my knife because I want to use it, and I am glad to have the sixpence because I want to give it to the little fellow who was so willing to do something for grandpa. Grandpa's Teddy, I think, we will have to call him."

When the other children heard this they were sorry that they had lost the chance to

get that silver piece. Besides, grandpa's words made them feel mean.

As for Teddy, you may be sure he felt very happy.

LINCOLN'S LUCK.

The boy's face was full of sullen discontent. "How's a fellow going to make anything of himself in this old hole, I'd like to know? If I could get away and study—but tied down to a farm like thus!" He kicked angrily at a bit of sod at his feet. "It's all luck, that's what it is," he concluded. "Some fellows have the chance, and some don't; and that's all there is about it."

His companion, a young surveyor, who happened to be working in the neighbourhood for a few months, stopped and picked something from the broken clod.

"Arrowhead?" he asked.

The boy nodded indifferently. The surveyor rubbed the dirt from the bit of flint in his hand.

"One of the finest Aboriginal collections I ever saw," he said, thoughtfully, "was in an out-of-the-way country township in Victoria. I doubt if anybody else in the place—except the small boys, of course—knew an arrowhead if he saw it. This man had found the largest part of his collection within a few miles of his home. To-day he is in correspondence with collectors everywhere, and has already made several valuable gifts to museums. He found a way out of his hole."

The boy grunted. He was not interested in arrowheads.

"Of course," his companion went on, cheerfully, "not every boy can be as well educated as Lincoln, for instance."

Bob looked up quickly at that, suspecting ridicule; but the glance that met his eye was direct and encouraging. "I mean it. I heard a speaker once describe Lincoln's educational advantages. He said that they were unusual. He had been thrown upon his own resources early, so that he had learned and practised all kinds of work on the farm, and, with his father's carpenter's tools, had aided in building a flatboat, and making journeys along the Murray River with produce for market, and in his leisure minutes had learned to read, write, and cipher, and acquired a taste for good literature—all before he was twenty-one. Pretty good foundation, wasn't it?"

The boy said nothing, but he had listened. His friend slipped the arrowhead into his pocket.

"That's all, Bob," he announced, laughingly; "sermon's done. I forgot to mention the text. It is—luck is one's self."

AN INTELLIGENT HORSE.

My neighbour owns a horse that his children drive to school every morning; and, upon arriving at the schoolhouse, they all go in, leaving the horse to go home alone, which he does without accident or loss of time. At night, Mr. Wadsworth harnesses him to the waggon, and the intelligent animal goes after the children. If he arrives before school is closed, he waits patiently at the door until it is out, and his charges are all aboard, and then conveys them home. The distance that the sagacious brute thus travels alone is more than a mile. Such an instance of intelligence and sagacity in an animal is rare, and can hardly be accounted for on the theory of instinct alone.

The Camel is the Desert Truck.

The solemn, stately camel, the ship of the desert! What visions of Arabian Nights, princes and royal treasures he brings to us as he stands silhouetted against the blue desert sky.

The burden he carries to-day on his queer humps may not be of such fabulous wealth as those in the early ages, but the camel, the first animal used by man, is still the most patient and useful beast of burden in the desert regions of the old world, and because he is so well adapted to withstand the heat, drought, and shifting sands, he is not in much danger of losing out.

To keep him peaceful and contented the camel drivers have to treat the camel like a spoilt child, but if a driver is too harsh, the camel is likely to kick him savagely and run wild across the desert, never to return.

It is sometimes thought that the camel is distinguished by one hump and the dromedary by two. This is not correct. They both have only one hump, but the dromedary is finer bred, and is called the "race horse." The camel with two humps is of the Arabian breed.

His prominent, far-seeing eyes are well protected from the fierce glare of the sun by overshadowing brows, his spongy padded feet prevent him from slipping back with each step in the fine sand. With his keen sense of smell he is able to tell when there is water near, long before any signs of it can be seen. He can drink enough water at one time to last three or four days, and if he cannot get enough food, he can draw upon the stored-up nourishment in his hump. With good care, a camel will live for fifty years, but, unfortunately, if he is once driven too hard and becomes exhausted, he never recovers.

With his long, measured stride he appears to move slowly, but even with a burden of 1600 pounds he travels so fast that a horse must trot to keep pace with him. Peaceful and wise as he appears, he is really bad-tempered and stupid, grumbling always at his work.

The Best You Have.

When the game has at last been finished,
And the echoes of cheering have died;
When the stands are all silent and empty,
Where the thousands have kidded and
guyed;
When shadows are swiftly approaching,
And silence has followed the fray,
While the field lies bare
In the crimson glare,
At the close of a sunlit day—

The score doesn't so much matter,
Though the loser be sorely flayed;
There are other affairs to consider
Than the count that the victor made,
Did you play with a zeal and courage?
Did you strive with a cool head, lad?
Did you show them, too,
That you're game clear through,
Did you give them the best you had?

If you did, then rest on your laurels,
And know that with you 'tis well;
Though you may not play like a master,
Nor fight like a fiend of hell;
And naught will be set against you
In the great and final score,
When the game is won,
And the fight is done,
And we rest forever more.

For a loser is often a winner,
If he knows how to lose and laugh,
And a winner is often a loser,
If the facts were but known by half;
In the game, in the fight, in the striving,
In sport, or in life, my lad,
Though you're worn and spent,
You may rest content,
If you gave them the best you had.

One sees them all about—men who do not know that yesterday is past, and who woke up this morning with their last year's ideas.

There is a subtle danger in a man thinking that he is "fixed" for life. It indicates that the next jolt of the wheel of progress is going to fling him off.

Even the man who feels himself "settled" is not settled—he is probably sagging back. Everything is in flux, and was meant to be. Life flows. We may live at the same number of the street, but it is never the same man who lives there.

Safety First

Level Crossings

Why Accidents Happen

Very naturally the Railways Commissioners are keenly interested in the matter of level crossing accidents, and they have been carefully examining an aspect of the position to which perhaps many have not given much attention.

They have followed on the lines pioneered by the "Safety First" organisation in U.S.A., and have had observations made of the manner in which drivers of motor cars, bicycles and horse-drawn vehicles approach and cross level crossings.

On Saturday, 19th May, 1923, observers took up positions at a crossing three-quarters of a mile on the Melbourne side of Mornington; at another, two and a quarter miles on the Melbourne side of Werribee; and at a third, a quarter of a mile on the eastern side of Dandenong.

453 motor cars, 11 bicycles, and 187 horse-drawn vehicles passed. Of these, the drivers of 137 slowed down, and 514 did not slow down.

Of those who slowed down, 81 looked both ways before crossing, 36 looked one way, while 20 looked to neither side. Of those who did not slow down, 85 looked both ways, 113 looked only one way, and 316 looked neither to right nor left.

Altogether, only 166 out of 651 looked both ways before crossing, 149 looked in only one direction, and 336 kept straight ahead, without looking either to right or left; so that, out of 651 drivers, 485 were potential destroyers of lives and happiness. They did not mean to be, but what else could be said of them?

And this was at only three crossings in one day. There are hundreds of railway crossings throughout the State, and there must be thousands of drivers of vehicles every day in the year who, through their carelessness, jeopardise their own lives, the lives of those travelling with them, the lives of train crews and passengers by trains, the happiness of numberless homes, and the safety of property.

This risk can be removed, and it costs nothing to remove it.

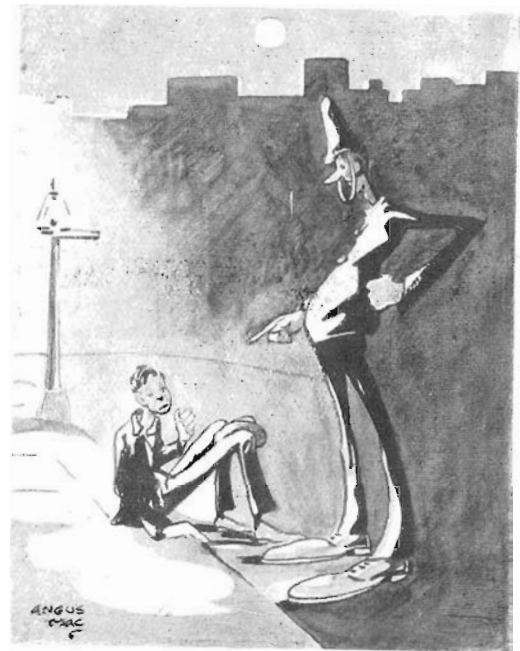
So far as the Commissioners are concerned, they realise that the Department has an important obligation, and they have endeavoured to see that that obligation is discharged by ensuring—as far as it can be ensured—that engine drivers sound their whistles when approaching level crossings.

Further, it is the practice of the Department to prevent, as far as possible, the existence near level crossings of obstructions which may interfere with a reasonably good view of the line adjacent to the crossing.

The Department has even gone to the length of endeavouring to induce owners of private property contiguous to level crossings to remove objects such as trees, which are likely to obscure the view of an approaching train.

There is no need for a single level crossing accident. Every driver of a motor car or other vehicle can secure perfect safety at railway level crossings by doing the simplest of simple things—by keeping his car or bicycle or other conveyance well under control and by taking a second or two to look both ways before crossing.

LOOK and LIVE!
"SAFETY FIRST."



SAFETY FIRST.

Policeman—"Come, my man, what have you been waiting here for? You'd better get along home."
Corned Engine-driver—"Can't, Conshtable, the shtick's against me!"

Every Gambler Loses Something. Don't Gamble in Risks or Injury. One Loss may Cost You Too Much

These are not idle words. We are not making it up. It is always happening. Habits of indifference to risk—seemingly slight—are easily acquired. It's an unlucky habit to get into. Keep on safe ground. Be wise, and don't take risks. No one voluntarily incurs injury, but risks, apparently small, frequently turn out serious hazards. Why take the risks? Life and limb are infinitely precious. It is a hard job to make some men careful, but it is better to be always careful than always

crippled. Advice goes in at one ear and out of the other, and they only begin to see the force of it when the ambulance men are busy with them. The Ambulance Movement is one of the best, but there is one better—the "SAFETY FIRST" Movement. When starting out to your work, let "Safety First" be the thought uppermost in your mind. Repeat it to yourself as you go about your work.

Nursery Rhymes for Present Times.

Little Jack Horner
Sat at the corner,
Watching the traffic go by;
And when it had passed,
He crossed over at last,
And said: "What a good boy am I."

When crossing a street, do so at right angles, and thus reduce the danger zone, and also have a view of either side from which danger may approach you.

It's cheaper to keep well than to get well.

Everday Essentials in Railway Working.

"Safety First" Points for Enginemen.

Some junior enginemen probably do not fully realise the importance of the following rules and practices:—

- (1) Always give verbal warning before testing gauge glasses or starting the air pump.
- (2) Before working the injector, see that no person will be scalded by it, or water dropped into a public street. (Remember shunters holding points and fogsignalmen at Clayton machines.)
- (3) Do not throw out water from lubricator, or bucket, or dirt from the coal bunker.
- (4) Do not move an engine in the shed, whether in steam or not, before making sure no person is working thereon.
- (5) Keep engine hand-brake on while standing.
- (6) Always blow the whistle before moving.
- (7) See that you have sufficient brake power to stop.
- (8) See that the coal and fire-irons will not fall off.
- (9) Cab ventilator should be secured to prevent contact with the overhead electrical equipment.
- (10) S.F. lubricator should be fairly cool before you attempt to fill it if there is still some oil in the reservoir.

Level Crossing Problem.

There are now five States in the United States of America, which have laws or regulations requiring automobiles to be stopped before being driven over level crossings.

South Carolina is the latest State to adopt the measure, which is in the form of an order from the State Railroad Commission, requiring all drivers of motor vehicles for hire to come to a complete stop before crossing over railway tracks.

Level Crossing Accident.

Notwithstanding the publicity given to accidents at level crossings, instances continue to arise where drivers of road vehicles fail to observe caution in approaching railway tracks.

On a passenger train approaching a level crossing in broad daylight near Cape Town recently, the engine whistle was sounded. A motor lorry was observed attempting to cross the line in front of the train, when the engine whistle was again sounded, and the brakes applied, though too late to avoid collision with the road vehicle. The driver of the lorry and his assistant were severely injured, and the vehicle considerably damaged. There was an unobstructed view of the line of 200 yards from the crossing. The accident was due to the lorry driver's negligence.—"South African Railways and Harbours Magazine."

The Test of a Man

The test of a man is the fight he makes,
The grit that he daily shows;
The way he stands on his feet and takes
Fate's numerous bumps and blows;
A coward can smile when there is not a fear,
When nothing his progress bars;
But it takes a man to stand up and cheer
While some other fellow stars.

It isn't the victory after all,
But it's the fight that a brother makes,
The man who's driven to the wall,
Still stands up erect and takes
The blows that fate with his head held high,
Bleeding and bruised and pale,
Is the man who will win the by and by,
For he isn't afraid to fail.

It's the bumps you get and the jolts you get,
And the shocks that your courage stands,
The hours of sorrow and vain regret,
The prize that escapes your hands,
That test your mettle and prove your worth;
It isn't the blows that you deal,
But the blows you take on the good old earth
That shows if your stuff is real.

—Anonymous.

Almost anyone can think up an idea. The thing that counts is developing it into a practical product.



EDUCATIONAL NOTES.



Mr. G. A. Todner, Clerk, in the Rolling Stock Branch, student in the Accountancy Class, Railways Institute, successfully passed his examination in Accountancy (Intermediate),



Mr. G. A. Todner.

heading the list for Victoria. We congratulate Mr. Todner, and express a hope that he may be equally successful when he sits for his final examination in this subject.

Mr. J. C. Clark, Relieving Signalman, has been granted six months' leave from 3rd March, and has taken up the duties of Safe-Working Instructor attached to the Victorian Institute, a post that was filled so successfully by the late Mr. W. J. McGrath. We hope Mr. Clark's wide experience will reflect itself in the young students who commit themselves to his care.

The second term of the Educational Classes at the Victorian Railways Institute at Country Centre Areas, and other class centres, commenced on Monday, 14th April.

Intending students are advised to enrol at once, if they desire to compete for "Harold W. Clapp" Prize, or for Institute prizes at the examinations which are to be held in November.

When Writing Letters.

Carefully avoid such words and stock phrases as:—"Beg to say," "beg to acknowledge," "beg to inquire," "beg to enclose," etc. Don't "beg" at all. Don't "reply" to a letter. "Answer" it. You "answer" a letter, and "reply" to an argument. Don't write "would say" or "will say," just go ahead and say it. Don't say "enclosed herewith"—"herewith" is superfluous. Don't say "kindly" for "please."

Don't say "the same," "in regard to same," or "trusting the same," etc. Don't say "we beg to acknowledge receipt." "We acknowledge receipt" is quite sufficient. Don't write "your favour of," but say "your letter of"—a letter is not always a favour. Don't say "by return mail." This was customary in the days of slow transportation. It should now be obsolete. You should never think of saying "came duly to hand," "thanking you in advance," etc. Why make letters commonplace by their use? Carefully avoid appearance of sarcasm. Be brief, by which is meant the discarding of unnecessary words and phrases. Where there is much to say, it will take a longer letter to say it, but after you have said all that is to be said, in a plain, direct and simple manner, stop. Don't use a long, big word where a short one will do just as well or better. A business letter is no place for "rhetorical pyrotechnics." Remember, a correct letter at all times represents conversation at a distance, so just pretend you are speaking instead of writing.

Questions and Answers.

What are the causes of injector failures?

Answer.—Some of the common causes are as follow:—No water in tank (possibly due to a broken water hose, etc.): tender valve closed or partly closed; strainer choked; air leaks on suction pipe. These failures can be minimised by keeping the lid on the tank, so as to prevent coal, waste, paper, leaves, etc., from getting into the tank and choking the strainer. Keep union nuts tight on suction pipe. Do not allow safety valves to blow off, because, in addition to the wastage of fuel and water, it leads to injector failure if the strainer is partly choked or the feed water warm. The total heat in high pressure steam is greater than in low pressure steam, and is too great for the necessary condensation to take place when the feed water is warm or strainer partly choked. Other causes of failure are loose, broken, or obstructed cones; stop valve closed.

When should the cylinder cocks on a locomotive be opened, and what damage is likely to result from neglect to open them?

Answer.—Always open them when the engine is stabled or left in a siding, so as to prevent accumulation of water in the cylinders. If this is not done, and the next crew taking charge of engine also neglect to see they are open before moving the engine, the cylinder cover may be broken, cylinders loosened on frames, blast pipe joints made to leak, framing or bogie centre cracked. Also open cylinder cocks whenever the engine has been standing long enough for cylinders to cool. Also when the engine is being secured on a turntable for the purpose of being turned, or at other places where an unintended movement would be dangerous.

Question.—Is a single ticket, Frankston to Flinders Street, available to Spencer Street?

Answer.—Yes. Seven country stations—Lilydale, Mooroolbark, Frankston, Seaford, Carrum, Upper Gully and Lower Gully—are subject to suburban conditions in regard to availability and deposits.

Question.—What rate is now charged for commercial travellers' samples?

Answer.—Full parcels rate on the forward journey, and returned free.

Question.—What is the deposit on a half-yearly ticket, Melbourne to Geelong?

Answer.—20/- First, 10/- Second, same as on All Lines ticket.

Question.—Where can passengers holding tourist tickets break their journey?

Answer.—Melbourne, 3 clear days; Geelong, 1 clear day; Dean's Marsh, 1 clear day; at Birregurra and Timboon, 1 clear day, at Camperdown, both going and returning.



Orchestral Concert

The first orchestral concert of the 1924 series was given in the Institute Concert Hall by the Railways Orchestral Society on Saturday evening, the 12th April, under the baton of Mr. J. Jamieson, M.A., the popular conductor. The audience was encouragingly appreciative.

The singing was splendid, the instrumental work bright and varied, and, indeed, it is programmes such as was presented which raise up a better and brighter following for music. In fact, it may almost have been termed an orchestral "pop," because everything done was so bright that even the non-musical person was never in an atmosphere that was likely to create a brain storm.

It is to be hoped that the management will see that all the future concerts are organised and carried through to the existing plans, and we are sure that, as on this occasion, full houses will be the rule. The opening number, "Pique Dame," was played with a beautiful balance of tone; never at any time was there any necessity for a call for modulation, which testifies to the masterful control of the conductor, when it is remembered that his army of players numbered 62, ably led by Miss Taylor. So much did the auditors enjoy this item that an encore was demanded, and when the first bar revealed "Lead, Kindly Light," which, by the way, was scored by Mr. Jamieson, the stillness that reigned was intense, and so appealingly was it rendered that at its conclusion seconds elapsed before the stillness was broken by applause. The Spanish Serenade which followed was enhanced by the magnificent oboe solo of Mr. Neville Smith.

The piece was played in a tripping spirit, and again we were privileged to hear an orchestration by the conductor, "Massa's in de cold ground." In this, however, the strings somewhat failed to carry over the volume of sound created by the brass, which, owing to

the size of the orchestra, was seated on the floor of the hall. A captivating nuance distinguished both the band march, "Soldatenleber" and the selection, "The Gondoliers."

The contrast between these and the handling of the valse de concert, "Estudiantina," and the grand march, "Tannhauser," which concluded the programme, was that the latter items were not permitted to deploy themselves with stateliness. It must, however, be admitted that the hearers liked both items so much that they showed their appreciation to the point of asking for more.

The vocal items provided a musical treat. Miss Ella Riddell, who also made her first appearance, immediately established herself as a favourite and gave a most delightful rendering of "My Prayer," to which she added a charmingly sympathetic version of "Annie Laurie." The singer's voice is round, full and melodious, and admirably suited to such numbers. Miss Riddell's rich voice was also most impressive in the "Three Fishers."

Miss Joan Smith, a young member of the orchestra, made her first appearance as a 'cello soloist. Her playing of "Le Cygne" revealed brilliant technique. With a full bow, she obtained beautiful tone in the melodious section. Her encore number, Schubert's "Ave Maria," revealed big tone and brilliance. One day this young lady will take her place in the front rank of cellists in this city. Mr. Alfred Davey, who is well known and popular at these concerts, used his beautiful tenor voice most artistically. His items were "Rose of My Life," encore "Mignonette"; and in the second part, "I Passed by Your Window" and "The Link Divine." His whole performance was followed with the most absorbed interest.

Mr. Alex. Wotherspoon is a great favourite with orchestral concert audiences. He gave a delightful rendering of Sanderson's "Friend o' Mine," and as an encore, Hope's "Trooper Johnny Ludlow." Mr. Wotherspoon displays a manly individuality. His voice is a fine rich baritone of the heavier calibre. Mr. Wotherspoon was also heard in duets with Miss Ella Riddell and Mr. Davey. Mr. Neil McInnes supplied the humour of the programme, in the doing of which he was tremendously successful. Mr. Reg. Brown, as accompanist, gave splendid support to all the artists.

AN APPRECIATION.

The following letter was received by the Hon. Secretary of the Victorian Railways' Institute Orchestra:—

Dear Sir,—I take this opportunity of expressing to you my appreciation of the splendid results achieved by the Railways Orchestra on Saturday evening, 12th April. The high standard of works performed, together with their highly efficient rendering, would dispel any scepticism as to the capabilities of the conductor, Mr. Jamieson. The manner in which he controlled his men was commendable, as also was the way in which they responded to him.

Mention might also be made of the items rendered by the assisting artists, all of whom were loudly acclaimed. Their contributions provided a well balanced and enjoyable programme. The sympathetic accompaniments provided by Mr. Reg. Brown were no less appreciated.

The Institute has, indeed, a great asset in having such a splendid musical organisation, and it behoves all members to extend their hearty support in the furtherance of this artistic branch of the Institute's social activities.

Yours faithfully,

C. E. STEVENS.

176 Burke-rd., East Kew, 14/4/24

※ ※ ※

Victorian Railways Military Band

During 1922 and 1923 this Band gave recitals in the Botanical Gardens in aid of the Eye and Ear Hospital, with the result that a total amount of £109 was collected for this institution, the management of which conveyed a request that the Band elect two of its members as Life Governors of the hospital, in recognition of services rendered. Mr. E. McIntyre, of the office of the Superintendent of Goods Train Service, and Mr. M. A. Curlett, of the Chief Mechanical Engineer's Office, Hon. Secretary of the Band, were chosen to accept these honours on behalf of the Band. The Life Governor's Certificates were subsequently received, and have been presented to the gentlemen mentioned.

Mr. J. Robert, of Newport, has been admitted to membership of the Band as a Bb clarinet player.

Messrs. G. Francis and V. O'Brien, of Newport Workshops, who studied the clarinet under the late Mr. W. J. McGrath, and have taken further instruction under the conductor, Mr. A. Wallace, have now progressed to such a standard that they have passed the tests which entitle them to admission as members.

On Friday, 21st April, the Band played on Henley Lawn, for the Market Fair, which fete was organised in aid of the funds of the Queen Victoria Hospital. At 3 p.m. the National Anthem was played in honour of the vice-regal party. During the afternoon and evening many selections were given, as well as playing the accompaniment for the Children's Fairy Dancing during the afternoon (when a special repeat was given at Lady Stradbroke's request) and evening.

After the dances, Lady Stradbroke and Miss Nigler, the children's instructress, congratulated the Band upon its splendid playing, which, in no small way, contributed to the success of the fete.

The members of the Band desire to thank the President and Councillors of the Institute for their invitations to the combined society's Social Evening, which was recently held in the Concert Hall, when everyone seemed to have enjoyed a most delightful time. It certainly showed an excellent spirit of comradeship,

and it was greatly appreciated, proving beyond doubt the glowing success of what we may term our Council's Get Together Movement.

※ ※ ※

Letters to the Editor.

"A Railwayman's Athletic Association."

Sir,—It is pleasing to note that "Sport" has taken up such an attitude in regard to the above matter. I feel sure that most of his readers appreciate the manner in which the subject was brought forward, and it is my desire to concisely tender my views.

I consider that the movement of providing different sports as set out by "Sport" in the Department would prove of great physical and social importance to patrons indulging actively. It would be the means of bringing employes from different branches in close contact, thus causing splendid comradeship in both work and pleasure.

By providing sport for the Department, it would not mean that metropolitan employes only would be involved, but also all country centres, whom, if this matter was adopted, would, it is anticipated, be in competition from time to time with the metropolitan men, and it would be a splendid method of meeting employes who also help to make "the Railway job" a great success.

As for the provision of grounds for sport, it is not necessary to discuss this matter at the present juncture, but if the suggestion as set out by "Sport" be considered and adopted, the question of providing grounds would then be discussed under financial business.

Yours, etc.,

A. E. DUNSTAN.

Signal and T. Branch.

Dear Sir,—With reference to the article written by "Sport" in the March issue of the "Victorian Railways Magazine," re the proposed formation of a Railwayman's Athletic Association, I have very much pleasure in supporting the proposition.

I consider the movement a very good one, as it would be of great help to the Railway teams that represent the State in different games, such as cricket, tennis, etc.

By having a Sports Association, it would help Railwaymen all over the State. It would be one way of bringing the men into close connection, thus causing an enjoyable sociable atmosphere between town and country men.

In conclusion, I might say if such a movement were adopted, it would be of great importance all round.

Yours, etc.,

G. K. McRAE.

Railway Offices, Spencer Street.



V.R.I. Orchestra.

V.R.I. Orchestra

Rambling Remarks by the Conductor.

The time-piece of old Chronos unceasingly pendulums and now is marking the advent of another merry month of May. What changes have eventuated in so brief a time in our rehearsal-room, with its many new faces and overflowing attendance! Still, we live in a world of changes. Everything is one thing one minute, and, maybe, changed the next—the fashions, the times, your wife's attitude to you before and after receiving her new sealskin coat, the silk umbrella left last night at the club and now involved in the wild wilderness of the Great Unknown. Bread cast upon the waters may return after many days: not so an umbrella, unless tottery at the joints and invalidated out of active service.

Yes, we have been glad to welcome so many newcomers, who all receive from us, though with a different shade of meaning, the greeting extended by the Cannibal King to his visitor (his next day's meal): "We will be pleased to have you IN OUR MIDST." A gratifying feature at Tuesday night rehearsal is the earnestness of the less competent, who are exchanging the knowledge they didn't have for the knowledge they're getting and profiting by the deal. What we lack in natural ability may generally be made up by industry: a dwarf may keep pace with a giant if he will move his legs a little faster. A pleasing contrast,

these, with others having the dullness of lead without its malleability: folk you cannot hammer into shape.

One of these lately disposed of his instrument to save himself the irksomeness of practice: depriving himself of a blessing from fear of trifling annoyance, thus rivalling the wiseacre who secured himself against corns by amputating his leg. Two of our plodders derive much comfort from resignation, if their efforts bear no immediate fruit. Grand thing, this resignation! It follows so closely on the honeymoon that Mr. Newlywed can seldom detect the join.

An example to all is our R——, who, though twice nearly cut down by a motor, walked serenely in to his rehearsal. Beware, R——! Never dispute the right of way with a motor! Verily, 'tis better to smell passing petrol than the fragrance of a floral pillow marked "AT REST." The prevailing note at the rehearsals is Cheerfulness: a sociable orchestra makes for success. Cheerfulness is a valuable asset, yet how many of us, with our eyes fixed on that "Happy Land, far, far away," walk dismally through the land we're on at present. The most mournful collection of faces I ever saw gathered together at any one time was in a church where they were singing, "O, let us be joyful!" Joyful, indeed! and not a cheerful face among the lot. However, time's up: we must close.

J.J.

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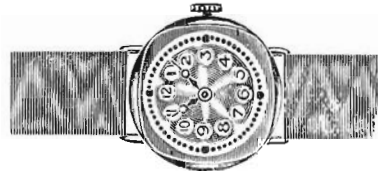
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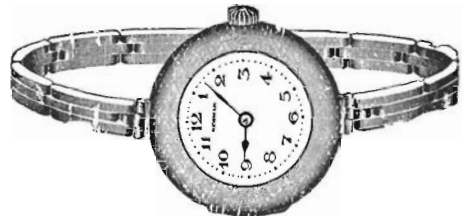
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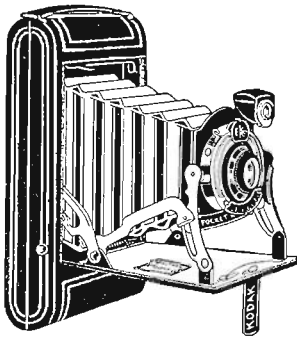
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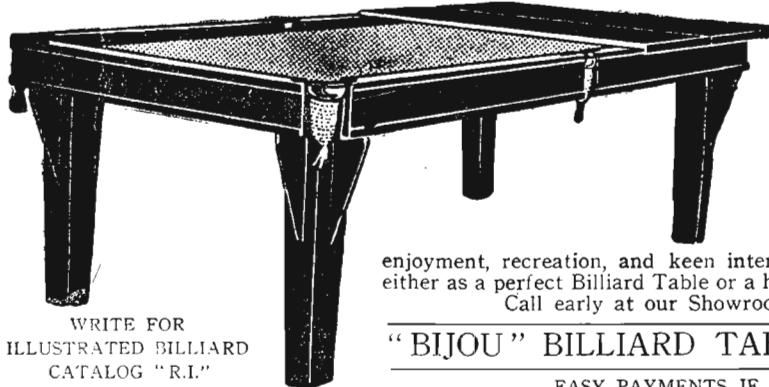
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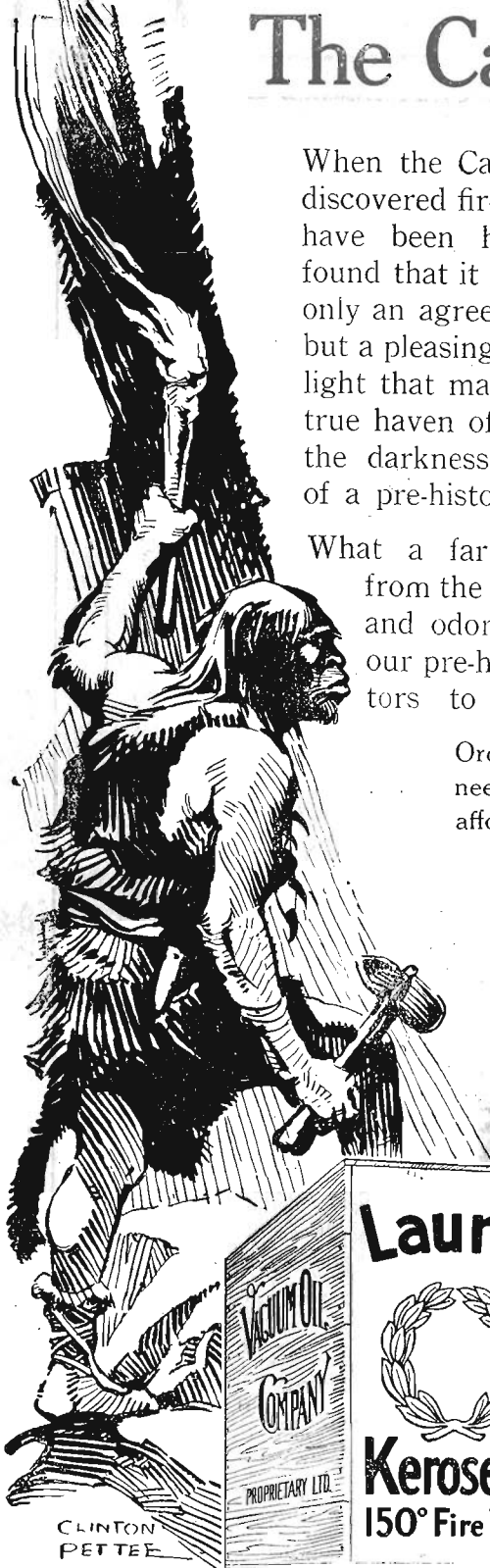
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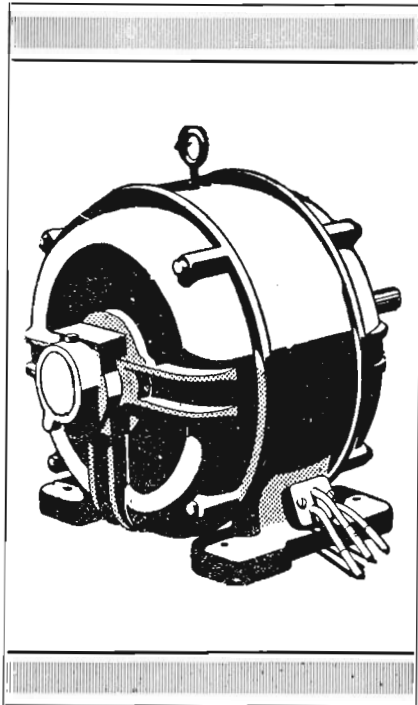
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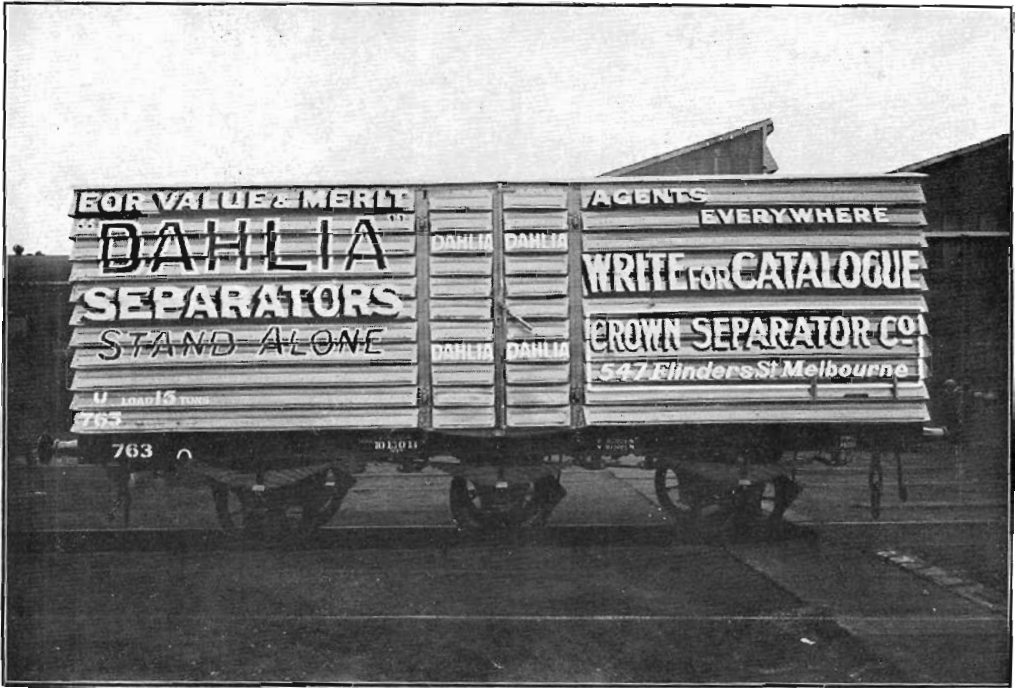


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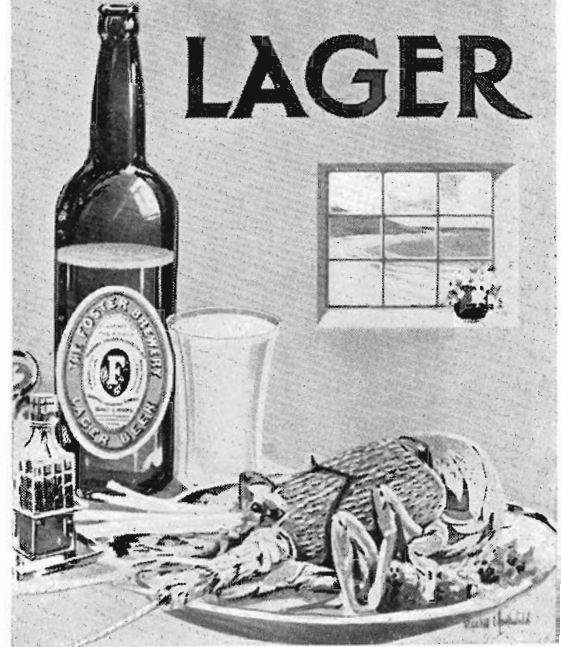
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Little Willie in the Carriage
Leaned out quite a way;
Leaned out further ~ little silly!
Till a passing train struck Willy ~
~ "Ten years old next May!"

Up the railway mast, to touch the 'lectric wire,
Georgie climbed up fast, higher and still higher.
Higher ~ higher ~ higher ~
Now the poor boy's higher,
With the Heavenly Choir.



Boasted big Bill Smith ~
"See me catch a train!"
"Though it's started ~ I can run!"
"Swing aboard ~ it's splendid fun!"
~ (Active fellow ~ Smith) ~

Sobbed poor Mrs Smith,
"Life Insurance? No!"
"Papers weren't quite complete,"
"When Bill slipped at Flitders St."
~ (Careless fellow ~ Smith) ~



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FLINDERS STREET STATION, MELBOURNE

With the Commissioners on Tour



By the courtesy of the Commissioners, the President of the Institute, Mr. J. S. Rees, accompanied them on their annual tour of inspection of the Melbourne to Bendigo and branch lines at the latter end of April. The invitation was much appreciated by the

President and members of the Council, and is a further proof, if such were needed, of the interest the Commissioners are good enough to take in the welfare of their staff. This privilege is of very great value indeed, as it enabled the President to get into personal touch with many Institute members in the division and to point out to several non-members the advantages to be derived from membership. The presence of the President on a Commissioners' Tour Train was a tangible demonstration to the staff

of the high value the Commissioners place on our Institute activities, and showed how ready they are to help us in every way. A chat with the President on the tour has been very interesting. Years ago Mr. Rees was secretary to Mr. (now Sir Thomas) Tait when that gentleman was Chairman of Commissioners, so that tour work is not new to him. To Mr. Rees everything seemed much bigger, which is not to



Keep of a Station and Garden.

be wondered at, as many changes have taken place since part of our President's job in the Department was that of a tour secretary, and meanwhile the little old V.R. has grown somewhat. The number of employes has increased from 12,888 to 26,745, the wages bill from £1,514,237 to £6,293,720, the mileage from 3394 to 4341, the working expenses from £1,999,023 to £8,181,926, the yearly revenue from £3,787,619 to £11,347,057; and there was then no Victorian Railways Institute, which, of course, is no small factor!

Tour inspections are very thorough, indeed. Nothing is missed, and no place on the line is too small to stop at. In Sir Thomas Tait's time, Mr. Rees tells us, there was a standing instruction to never run past even a flag station without being assured that there were no likely clients about. "There may be someone at the most out-of-the-way place to see us," Sir Thomas used to say; and apropos of this instruction, a good story is told.

The tour train was running late, and darkness had come on; likewise the rain, and altogether it was a most cheerless evening. Slowing down passing a "No-one-in-charge," two forlorn-looking individuals were descried standing under the equally forlorn station lamp. Apparently they were quite oblivious of the weather. This is what happened:—

"Do you want to see the Commissioners?" was howled at them as the train crawled through.

No answer, and the question was repeated in yet a louder howl.

Still no answer, and there was nothing for it but to pull up (the train had almost cleared the station), and for the howler to turn up his coat collar and go back to the apparent deputation of two.

"Do you want to see the Commissioners?" he asked.

"Eh, what's that?"

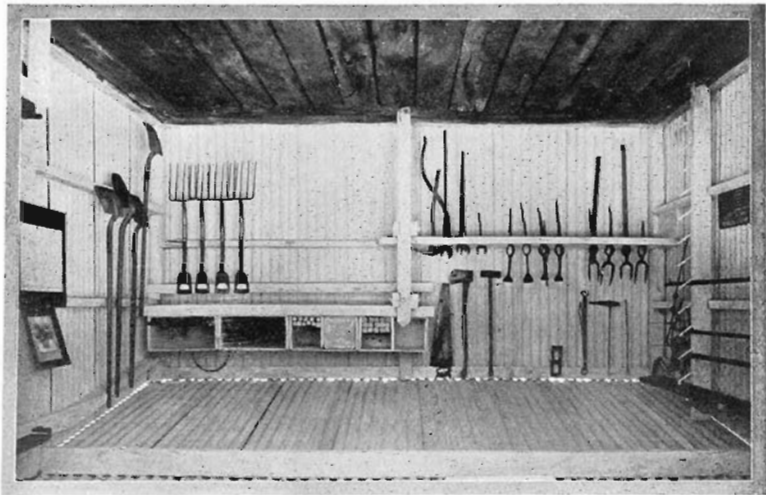
"Do you want to see the Commissioners? Do you want to see Mr. Tait?" (Evidently the howler wanted to make it more attractive for them).

"Mr. Tait," one of them at last replied. "He's the new railway man, ain't he?"

"Yes, would you like to see him?"

"Oh, we wouldn't mind having a look at him," was the condescending reply. The howler mumbled something—about not being in charge of a travelling menagerie—and gave the signal to depart.

The Commissioners' criticisms, as they inspect, are keen but kindly, and while faults in proper railway working are rigorously pointed out, there is no lack of praise and encouragement.



Ganger's Tool House

From end to end of the division under notice there is ample evidence of interest in the job. Tidiness is the keynote. Stations are in good order, while the gangers' tool-houses are a revelation in comparison with by-gone days.

One almost hesitates to enter without first wiping one's feet!

At one of the principal stations the Commissioners were met by the Mayor

and leading citizens of the town and thanked for what had been done, praise being given to the efficiency and courtesy of the staff. These gentlemen had taken the trouble to come along early in the morning to pay this compliment. The Chairman thanked them for their courtesy, and said the Commissioners particularly appreciated the thoughtful reference to the staff. Eulogy of the staff in this way is not now uncommon, and is fine evidence of the good work the staff is doing in its efforts to give satisfaction to our customers. The Commissioners value such testimony very highly, and no opportunity is lost by them of acquainting the staff of any expressions of approval, and so giving credit where it is so richly deserved.



Portion of a Well-kept Lamp Room

At the conclusion of the tour, the Commissioners made time to pay a short visit to the Institute building at Bendigo. There they found evidence that everything was going on satisfactorily. The employes value the handsome building that the Commissioners have provided for them, and are deter-

mined to prove themselves worthy of the Commissioners' interest.

Touching more closely on Institute matters, the President expressed great surprise at the lack of knowledge many employes have in Institute matters, despite the efforts which have been made by the Council to enlighten them. Some he found were under the impression that as a result of the recent increase in membership subscriptions, a general rate of 10s. per annum now prevailed, while others were unaware of the facilities provided for education in railway work by correspondence. In the brief time at his disposal at the several stopping places en route, the President endeavoured to put employes right in these respects; and, on his making known the facts to the Commissioners, the Chairman very kindly promised that the Department would exhibit posters where required, so that the Institute advantages might be more prominently brought under notice. "You have the goods to sell," remarked the Chairman, "and the Commissioners will help you to sell them." Needless to say, this offer will be eagerly availed of by the Institute Council.

"It is really a great education and pleasure," said the President, "for a railway man to go over the lines in a tour train. He gets such a thorough insight into the system. He is in the company of railway experts; he notes the great amount of work done from early morning to dusk. He observes the thoroughness of the inspection in every respect in the cause of efficient working. The excellent results which have been, and are being, obtained are impressed upon him. He is struck with the praiseworthy interest of the staff in its work, and, altogether, he glories in the knowledge and experience he has gained, and is proud to be a unit in such a vast organisation as the Victorian Railways, which, in equipment and management, is well forward on the list of the world's most successful railways."

* * *

"The longer I live the more keenly I feel that whatever was good enough for our fathers is not good enough for us."—Oscar Wilde.

Transportation District Notes

Seymour District.

Agricultural Outlook.

Mr J. Fitzpatrick says the agricultural outlook continues good. There is abundance of natural feed, and the stock in prime condition. The excellent lambing and wool prospects are a gratifying feature of a good season, and with fleeces much heavier there is a larger margin of profit to the grower, bearing in mind the high prices ruling for wool. We may anticipate a substantial increase in this side of our business compared with last season. Teams are now working at full pressure to get the crops sown.

Fresh Fruit Transport from Principal Centres in Goulburn Valley Territory.

Very interesting statistics are now available in regard to the fresh fruit handled during the past season, and which disclose that this side of our business is constantly expanding. Notwithstanding the disabilities under which the growers laboured owing to the ravages of insect pests during the latter part of the season, and primarily due to the exceptionally wet summer and humid conditions prevailing, the business handled shows a considerable increase. The supply of louvre trucks throughout was well maintained, and, as an indication of the close supervision necessary, the extent of this traffic will be appreciated by the fact that during the season 3407 trucks were loaded and despatched from Goulburn Valley stations with fresh fruits.

A large trade is done with Sydney, and this fruit is transferred into N.S.W. trucks at Albury, and it is pleasing to note that not one serious instance of damage, pillage, or shortage was brought under notice, and which, to a great extent, is accounted for by the fact that the men in the fruit industry are now fully alive to the importance of employing only the best, sound, new hard-wood cases for interstate traffic, which involves considerable handling.

Prices on the whole were good, and growers well satisfied with the results. The despatch of fruit in single and small case lots is now an established feature of the business, and the orchardists are keenly appreciative of the far-reaching benefits derived as a result of the vigorous "EAT MORE FRUIT" propaganda carried on by the Department, and also of the increased facilities for forwarding to suburban stations. The season has been one of the most prolific and prosperous yet experienced, but many of the new orchards are not yet in full bearing. Fortunately, the Mediterranean fly pest did not make its appearance until late in the season, and only the later varieties of peaches, grapes, and the hard fruits were affected. The following figures are given as evidence of the growth of the traffic from some of the principal stations:—

Station.	Season. 1922-1923	Season. 1923-1924.
Shepparton	126,730 cases	162,640 cases
Mooroopna	440,155 "	441,521 "
Toolamba	32,792 "	51,983 "
Tatura	90,000 "	102,373 "
Merrigum	101,819 "	109,778 "
Kyabram	111,120 "	92,760 "

In regard to the decrease in the number of cases of fruit despatched from Kyabram, it is pointed out that the local Canning Company only came into full operation for the first time, and the figures given below indicate the large increase in the quantity of fruit dealt with locally. Large quantities of fruit were also processed at the Shepparton Cannery, and the pack has been a record one.

	Season 1923 Tins.	Season 1924 Tins.
Shepparton Canning and Preserving Coy. . . .	3,533,000	4,440,726
Kyabram Fruit Preserving Coy.	1,100,000	1,600,000

The content of each tin is 2 lb. net.

In the processing of the Shepparton Cannery's pack, 6400 bags of sugar were used and a total of 1012 tons of tin plate imported for the manufacture of the tins which is carried out on the premises.

The growing popularity of the Australian canned fruit products is borne out by the fact that the whole of the season's output has already been disposed of at remunerative prices.

The Dried Fruit Products' Co. at Mooroopna also processed large quantities of all classes of fruit during the season, and the de-hydrated products are of high-grade quality and in great demand.

That this vast harvest was loaded, transported, and delivered without any hitch or friction is a splendid tribute to the capacity, energy, and initiative shown by the various officers in charge at stations and the staff under them.

New Industries

Wahgunyah.—A new Roller Flour Mill has recently commenced operations at Corowa, and is likely to lead to a big increase in business on the Wahgunyah line. S.M. Wahgunyah, advises that thousands of tons of grain are stacked at Corowa Station and along the line to Culcairn, which is to be gristed at this mill. A large proportion of the traffic will be carried over our lines.

Shepparton.—A company has been recently formed in this town for the manufacture of fibro-cement, but so far has only been operating to meet local orders.

Toolamba.—A new Butter Factory is now in course of erection, and will come into operation next season.

Tatura.—The local Butter Factory is installing an up-to-date and powerful oil plant for the production of electric light and power. The oil supplies are to be railed in truck loads, in bulk containers.

Dandenong District

Mr. H. T. Robertson reports that during the past month the rainfall throughout the district has been more than usual, and in some parts where potatoes have yielded well very considerable loss in this crop has occurred in consequence.

The maize crops, especially those at Orbost and Lindenow, will be extraordinarily good. Picking operations

have started in places, and in the course of a week or so will be in full swing everywhere.

Sugar beet harvest is probably larger this year than any previous, and the mill at Maffra is operating continuously for 24 hours. A record production of sugar seems certain.

Cattle and live stock of all kinds throughout this district are in excellent condition. Good natural feed is plentiful everywhere, and more milk than is usual at this time of the year is obtainable.

There are still a few tons of green peas and beans being carried, but the heaviest of these crops have been marketed, and it is not expected special arrangements will be necessary for their transport until November next.

Generally speaking, the traffic on all lines is good, and promises to continue so. The whole district is progressing, and is in a flourishing condition.

I am not aware of any new industry having started. Drivers' siding for sawn hardwood near Nowa Nowa has been completed. Samples of the wood to be despatched are on the siding, and are very good. The forest contains timber that will keep the mill going for a lengthy period.

Geelong District.

Mr. T. J. Lane states that for the current season, up to and inclusive of 6/5/24, the volume of wheat handled at Geelong shows a retrogression as compared with the same period for last year, the figures being as follows:—

Year 1923 to 6/5/23.—Number of bags received, 1,720,157; stacked at North Geelong, 781,877; shipped, 938,280—latter taken by 20 boats in all.

Year 1924 to 6/5/24.—Number of bags received, 1,500,016; stacked at North Geelong, 369,893; shipped, 1,130,123—into 32 boats.

The figures quoted, it will be noted, disclose that although there has been a lesser number of bags to hand this year, the number shipped has exceeded the performance of the corresponding period last year, the lighter traffic

during the current season to date being accountable to the late harvest and the stacking of grain at country stations, which was not done to any extent last year.

In addition to wheat traffic, there has been a greater activity at Geelong in respect to coal traffic during four months of 1924 as compared with the same period of the previous year, as set out hereunder:—

1923.	
January	10,145 tons
February	18,048 tons
March	10,047 tons
April	8,962 tons
Total	47,202 tons ex 14 boats
1924.	
January	10,554 tons
February	26,815 tons
March	16,158 tons
April	13,688 tons
Total	67,215 tons ex 16 boats

Whilst it will be noted that the number of coal boats dealt with has only increased by two, the tonnage delivered for 1924 has increased by just over 20,000 tons, and this is due to the boats arriving during the current year being of a greater carrying capacity than those dealt with in 1923.

Maryborough District.

Mr. A. J. Morris reports that a truck of vegetables was recently despatched from North Brighton to the Murrayville line, and information indicates that the venture was most successful. The truck contained 300 bags, weighing 1 cwt. each, and were disposed of at 12s. per bag. Promoters and customers expressed appreciation of arrangements made.

Learning of the arrangement to dispose of the vegetables, a request was received from Mildura that table grapes be taken on the trip. Mr. Roscholler, Train Running Officer, who was in charge of the train, agreed to take 50 cases out on trial. Twenty-seven cases were disposed of before the train left Ouyen, and the balance before half the journey to Murrayville was covered. Prices obtained 10s. per case. As this result was obtained without advertisement, it is evident there are probabilities

of good sales between Mildura and Murrayville.

Three bakeries started baking raisin bread, and there are now 137 baking it, and the Department is selling 1600 loaves a day. The output of dried fruit last year for the whole of Australia was 23,000 tons. This year 19,000 tons have gone through packing-houses in Mildura district, and it is estimated 23 to 25 thousand tons will be dealt with. Owing to climatic conditions, considerable trouble has been experienced in drying the fruit. The ordinary racks were insufficient, and the companies had to buy up the whole of the available hessian in Victoria and then draw on Sydney. Some consignments were of 12 tons. The Wages Board award for this industry was somewhere about £4 8s. 6d., and growers offered up to £6 to get the necessary labour. This information is being distributed round the district, showing the advantage derived from the "Eat More Fruit" campaign.

After negotiating for some months, a decision was arrived at in Maryborough on the 3rd May to establish a Small Tools Factory there, and the work of erection of the factory will commence in about eight weeks' time. A siding will be provided. Sixty men will be employed at the commencement of operations, and 150 in 12 months. The necessary shares have been over-subscribed in Maryborough without brokerage.

The Maryborough Knitting Mills are increasing the number of hands employed, and orders are now held covering a period of three years.

The length of siding to the Bung Bong Quarries is being lengthened to enable the number of trucks being turned out daily. Contracts for some years have to be carried out, and orders are being refused.

The tram line from Linga to the Pink Lakes for carriage of salt has been completed, and electric light at the Lakes installed.

Sidings for the Soldiers' Co-operative Co. at Redcliffs are under way, so as to meet an anticipated heavy harvest next year.

The Maryborough railwaymen's annual picnic was held at Avoca on Easter Saturday. Four hundred and twenty-five adults and 299 children travelled by two special trains. Revenue derived, £65 5s. 1d. The proceeds of the picnic are devoted to Maryborough charities. Maryborough and Avoca people joined most heartily with the railwaymen, and the outing is looked upon as a pleasant and enjoyable local function.

* * *

Everyday Essentials in Railway Working

Coal Saving

It is an old and true saying that the locomotive fireman can "save his wages" in coal. This can be done by the prevention of "blowing off," by not working the "blower" excessively, and by firing "light and often," to prevent the formation of carbon monoxide. Then, again, the fire should be burned down before cleaning it, so that very little live coal will be lost. When a locomotive is seen "blowing off" it is a sign that the fireman either does not understand the processes of combustion of coal and generation of steam and the probable traffic blocks, or else he is careless of his reputation, and of the coal and water wasted.

But coal can be saved by other people besides the fireman. If the driver does not allow sufficient time for the previous train to clear, when he sees the signals at danger, he is likely to be stopped at those signals, and coal that could have been saved is used to get the train under way again.

Running faster than schedule time also wastes coal, because the heavy draught takes a lot of small coal through the tubes unburned; it also generates heat faster than it can be absorbed by the heating surface.

In this connection, however, it is sound economy to use extra coal if it is known that by doing so you can avoid blocking an important train, or to enable a late country passenger train to connect with the last suburban trains.

But in ordinary circumstances, the steam should be worked expansively so as to exhaust, at as low a pressure as is compatible with keeping schedule time.

The signalman can save coal by lowering the signal (regulations and safety permitting) in sufficient time to avoid the necessity of the brake being applied, because whenever the brake is applied, energy is destroyed, which can only be replaced by an expenditure of coal.

Higher authorities can also take a hand in coal saving. For instance, the location of stations, when there is a choice of sites, should be at the summit of a hill, so that the force of gravity will be an aid instead of a hindrance. Then, again, coal could be saved by the abrogation of that regulation which requires the signalman to bring the train to a stand or nearly to a stand at the home signal merely because he has not received "line clear" from the station in advance. There would be no danger to safe-working if the driver realised the significance of the distant signal being at danger, and undoubtedly drivers do realise that significance. Moreover, there is the starting signal to prevent the entrance of the train into the section ahead.

Another matter is the stopping of a heavy goods train in order to put off a small parcel of "van goods." It has been estimated that to stop a heavy goods train from 15 miles per hour, and then bring it up again to that speed, requires an expenditure of about five cwt. of coal, costing about 7/-. to say nothing of the time involved.

* * *

Nod

Softly along the road of evening,
In a twilight dim with rose,
Wrinkled with age, and drenched with dew
Old Nod, the shepherd, goes.

His drowsy flock streams on before him,
Their fleeces charged with gold,
To where the sun's last beam leans low
On Nod the shepherd's fold.

The hedge is quick and green with briar,
From their sand the crones creep;
And all the birds that fly in heaven
Flock singing home to sleep.

—Walter de la Mare.

New Storehouse Methods

Article No. 1

Standard Material Racks. What They Really Mean to the Stores Branch

The words "Standard Material Racks" have become fairly well known during the last two years or so, but to many people they still remain rather a mystery, and, for the benefit of those who have not had the advantage of seeing them in the Spencer-street General, Newport Loco. or Signal Shops Storehouses, and others who may be interested, this article is published.

Prior to the return of the Chief Storekeeper from America in November, 1921, the material racks in use at the various storehouses differed in every way possible. For years it had been the practice to follow the grocers' shop style, and build racks against the storehouse walls, in many cases extending the height to 12 or 14 feet, and often shutting out the daylight, the idea being,

of course, to conserve floor space, but here is just where the trouble occurred.

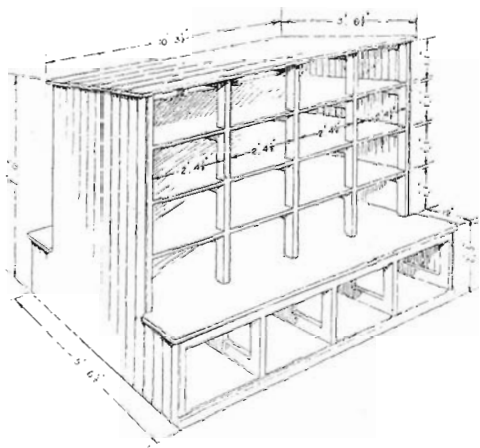


Fig. 1



Fig. 2



Fig. 3.

Usually it was found that the rack accommodation provided was not sufficient to cope with the quantity of material stored, and then commenced the slaughter of the floor space, originally so carefully conserved. In most cases this space was filled with unsightly and cumbersome racks, which, by their un-

suitability, failed to give the relief required. Another great mistake was the placement of partitions every few inches, which not only prevented the proper stacking of material, but, again, wasted good storage space and darkened the interior of the bins.

The Term "Standard."

The term "Standard Rack" does not necessarily mean, as so many people think, a hard and fast rule in regard to construction. To make one definite standard would be impossible, as the length of the racks must be determined by the size of the floor space available. Again, the depth between the shelves is determined by the quantity or dimensions of material of each class to be stored at any storehouse. The term

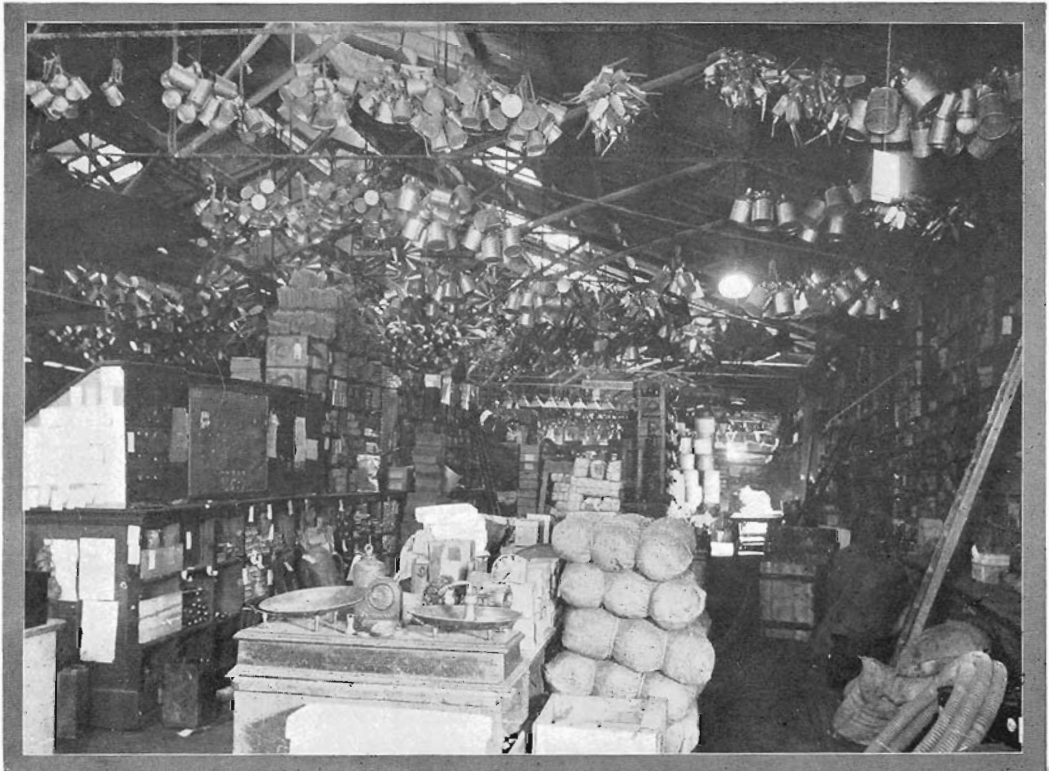


Fig. 4

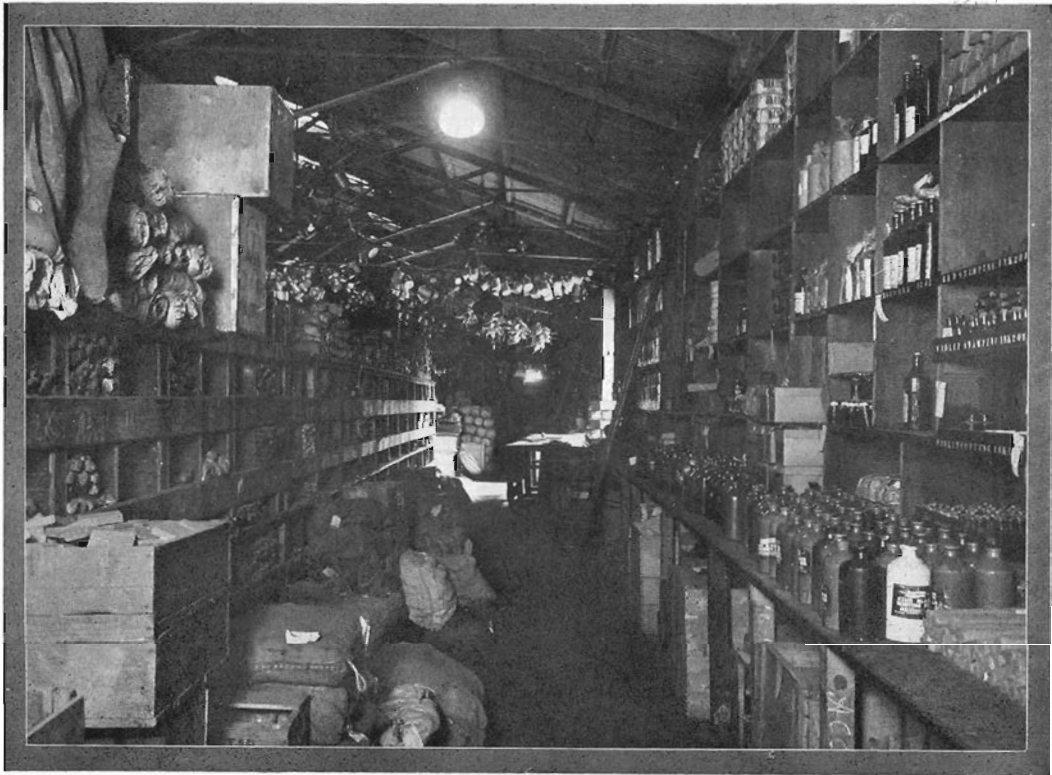


Fig. 5

Standard, in this case, means uniformity, so that in all storehouses the general outlines of the racks will bear the same appearance.

In some respects the racks are really standard. The base is 5ft. 6in. in width, the top portion, or all that portion above the base, is 3ft. 6in. in width, and the height is 7ft., but in other respects, such as the spacing of bins and shelves, they are subject to local conditions.

Figure 1 shows a sketch of the type of rack in general use at Chief Storekeeper's Storehouse, Newport Workshops. The base is provided with good, open spaces, in which to stow articles or material too heavy or bulky for the shelving. The offset, 12in. wide on each side, is used for placing material to be stacked in the bins, and, again, is used by storemen as a step-board when placing material away in the top bins. The top portion of the rack is 3ft. 6in. in width, and is made so in order to enable the standard material trays, 21in. in length, to be placed in from both

sides of the rack. (The use and value of material trays for store purposes will be explained in a later article.)

It should be understood that at the Newport Storehouse provision must be made for large quantities of material, as bulk stocks of rolling stock material are manufactured at the workshops and held in this storehouse for supply to depot storehouses, which may be termed retail storehouses. In a retail storehouse the spaces or divisions of the racks may be spread, as less weight is involved, and above the base there would be five shelf spaces in lieu of four, as shown in Figure 1.

The Value of Light Through the Racks.

Figure 2 shows two sections of the Newport Storehouse fitted out with standard racks, and it will be noted that dividing partitions through the centre of racks have been eliminated. The value of this can be seen in the excellent lighting effect, and where bins are not

completely filled one can see the entire length of the building through the shelving. The absence of dividing partitions, as shown, enables a clear view of all material in racks.

The shelving of the Standard Rack, being the open style pattern (that is, without back partitions), permits the light to penetrate from either side. This, with the height reduced to 7ft., presents a far better opportunity of keeping the shelving clean and free from dust, whereas the shelving previously used was a harbour for it. This has been amply illustrated when dismantling the old shelving in storehouses during reorganisation, where it was found that the dust of years had accumulated.

This open spacing does away with dark pockets and corners, and it is not possible to throw mixed lots of material on to any shelf without it being seen by every supervising officer.

The shelves high above reach in many cases became the storage place for items of material not required for immediate use. It was an easy matter for any storeman to clear up or get rid of material by placing it in these high, dark pockets, which, by their inaccessibility, provided against both regular cleaning by the staff and review of material placed in them by supervising officers. Thus the top bins became a dump, and, being considered in this light, were passed

over without review of material, even at stocktaking.

The open standard type rack brings all material in full view, which, again, is plainly marked with its proper description, and any foreign item is at once detected.

The Value of White Paint.

One of the great factors in securing efficient results is neat and orderly surroundings. White paint is used ex-

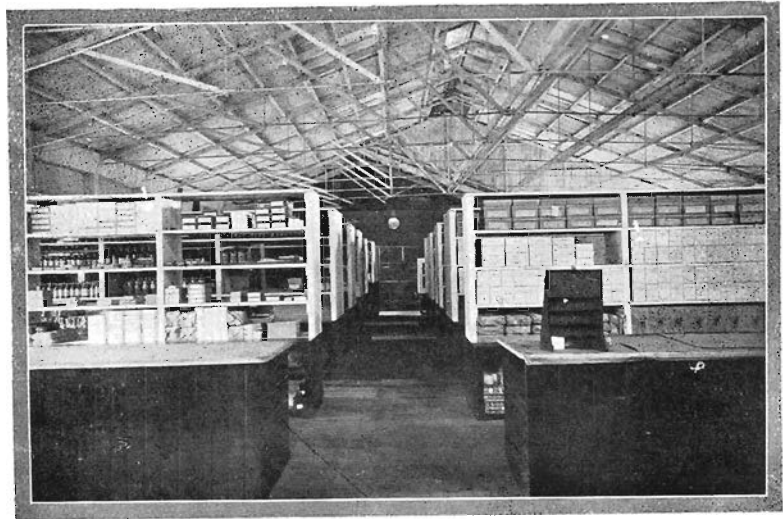


Fig 6.



Fig 7.

clusively on the racks above the base, and this in a great measure assists in the general lighting scheme.

Central Aisle Arrangement.

Wherever possible, in fitting out a storehouse with Standard Racks, care is taken to divide the racks so that a centre aisle can be provided through the entire length of the storehouse. This centre aisle arrangement has been adopted in all our reorganised storehouses, and in this and the height and outline of Standard Racks the general practice in American storehouses has been followed.

Figure 3 shows a typical American railway storehouse.

Standard Racks—Eliminate Ladders.

In showing visitors over the storehouse, one often hears a remark passed regarding the overhead space lost by fixing a standard height of 7ft. for the racks, but when it is explained that the provision of these racks has entirely eliminated the use of ladders in storehouses, the critics are silenced. If we stop for a moment and explain the cost in time lost in a general storehouse through placing material above the reach of storemen, either in racks or hanging from the roof, the vote will be for the Standard Rack.

Time Saved by Placing Material in Reach of Storemen.

A good example of what is meant may be gained from a view of Figure 4, which shows a view of one of this Department's storehouses before reorganisation. Consider the amount of time taken in stacking material to the height shown, the time lost in obtaining a ladder whenever it became necessary to remove material from bins for issue, or in obtaining a long pole to unhook the articles hanging from the roof. In this event it was necessary to hang up the articles on wire or string when received, and when required for issue the bundle had to be taken down, the wire or string undone, the articles required removed, the wire again tied, and the bundle hoisted up to its particular position. We must bear in mind that this was taking place every day, and probably every hour of the day or less. Readers, consider this for a moment, and imagine

what the Standard Racks have done for the storehouses.

The Value of Standard Racks Proved.

In Figure 5 you will view a portion of the Spencer-street General Storehouse under old conditions, and Figure 6, beside it, shows approximately the same space fitted out with Standard Racks. It is regretted that a view of the entire length of the storehouse under old and new conditions cannot be shown, but, for the purpose of making the point it is desired to convey, Figures 5 and 6 are sufficient. The point is this—that with Standard Racks installed it was found possible to place 30 per cent. more material in this storehouse than was previously carried. It may seem hard for the reader to imagine this when viewing the apparent mass of material, as shown in Figure 5, but nevertheless it is correct.

The real reason for this is that the Standard Racks make possible the method of unit piling material and the use of material trays, which are such necessary adjuncts to efficient store-keeping, and are the greatest space savers ever put into operation. These, however, will be dealt with in a later article, and are only mentioned here to enlighten readers who may be looking for something more than just Standard Racks to account for the 30 per cent. extra material taken in.

For material of a very heavy nature, or large bulk packages, such as bales, boxes, barrels, etc., it has been found that the most efficient way of stacking is to place them on unit platforms, which are spaced to allow free movement through the aisles between the platforms. These platforms provide a limit over which material cannot be placed, and so keep the handling space free from obstruction at all times. Figure 7 provides an illustration of the suitability of these unit platforms for bulk storage.

In conclusion, it may be said that whatever doubt there may be in the minds of critics in regard to other efficiency methods, there should be none in respect to the use of Standard Racks, which have proved themselves, and it is certain that as long as storehouses are built, so will the Standard Material Rack prove to be the solid basis and starting-off point of storehouse efficiency methods.—H. S. Sergeant.



Picturesque Victoria

A WINTER PLAYGROUND

Mount Buffalo is easily the piece de resistance of Victoria's scenic pictures. Its rugged boldness, its massive grandeur and vastness of outlook render it at once awe-inspiring and fascinating. Standing as it does detached from the adjacent ranges, towering above the surrounding country, with its boldness of outline, it is a very striking illustration of Nature's mighty erosive force. As a mountain resort it has one outstanding advantage over others of its kind, in that it takes the form of a long plateau, the "Gorge" being at the north end, with the "Horn" defining the southern end. Road surveyors and engineers have overcome its aloofness, and the result is a remarkable zig-zag road, built with much ingenuity, to obtain easy grading. Tourists can journey by motor or coach (according to the season of the year) to the door of the Government Chalet, and are then on the plateau without any laborious climbing on foot to reach the special objective.

First impressions of the approach to the Mount from Bright, once the dredge-scarred valley of the Ovens is left behind, are a sense of the quiet beauty immediately about, coupled with some apprehensive wonder as to how those escarpments and rock fortresses towering so precipitately in front are to be scaled, for their summit is the goal in view. Every stage over the winding route, from the picturesque township of Bright to the Chalet on the summit, has its fascination. The highway in its early stages skirts the Ovens River, and as one ascends there are to be seen, far below level, stretches of country de-

nuded of vegetation by gold-dredging operations of a past day, serving as a foil to the beautifully-timbered country that rises everywhere around. At the Chalet the whole panorama opens to view. In the far distance snow-capped Mount Kosciusko is frequently clearly visible, and sweeping round easterly are Mount Bogong (6508 feet), the highest in Victoria, Mounts Fainter, Feathertop, Hotham and the Twins. During the winter months, when all these peaks are mantled in snow, the scene is one of entrancing beauty, and the colour effects are the delight of visitors.

The greatest recommendation that Mount Buffalo has for the tourist is that some of its finest effects are just outside the front door of the Chalet. Chief among these, perhaps, is the "Gorge," with its beetling precipices and fantastic rock carvings.

A notable feature is Lake Catani, a fine memorial to a worthy man, who did so much for the conquest of the Buffalo, to the everlasting gain of the thousands who have visited the Mount and those to follow, not to mention the merry skaters who find there alone, in midwinter, a bit of Norway or Switzerland artificially created for their benefit. In the winter, which begins with the first fall of snow, which generally comes in June, the lake is the centre of attraction. Its surface becomes frozen to a depth of several inches, and the delights of ice skating can be freely indulged in. Crowds of skaters disport themselves all day and every day, and even after dinner, so strong is the call of the ice on moonlight nights.

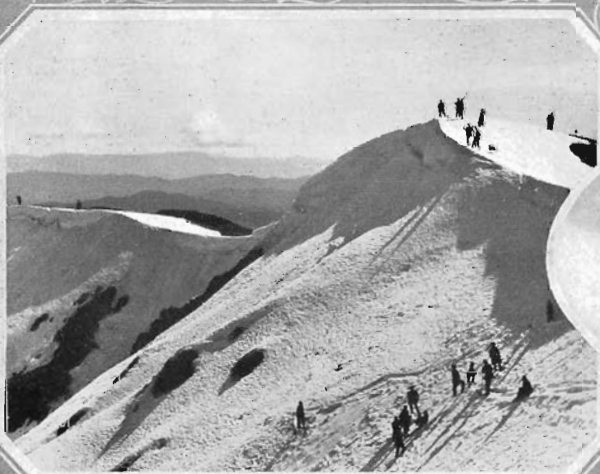
*At
Mt
Buffalo*



*On
Lake
Catani*



The Gorge



Lake Catani



How's this?

Mt. Feathertop

Should the lake not be in good skating trim, the visitors betake themselves to the skis and toboggans. Material necessary for these sports can be hired at the Chalet. The hillsides, covered to a great depth with snow, make good courses for these most exhilarating winter pastimes. Snow in the air, as well as under-foot, does not deter the bold adventurers, who have resolved to initiate themselves into the mysteries of ski-ing. Strapping on their skis—those seven feet strips of tough wood—they slither gingerly forward. Even with the aid of ski-ing sticks, the art takes some little time to acquire. Up hills they toil and prepare to glide triumphantly to the foot, but, though many are called to the task, few accomplish it. Many are the falls, but the snow is deep and soft, and hurts nobody. The novices of yesterday, however, soon become expert skiers; they shuffle along more rapidly, and side-slip less frequently.

The toboggan provides an agreeable variation to the ski; for one thing it has a broader base on which to slide, and for another there are comrades in misfortune when the inevitable spill comes. It is impossible to be formal when participating in winter sports, and the toboggan has few equals as a destroyer of the conventions. That it is a "leveller" in more senses than one, may be judged from the frequency with which it deposits three or four sprawling figures in the snow, aglow with exercise and enjoyment. It all adds to the fun, and those who laugh loudest are the novices who have themselves come to grief a few seconds previously, or will do so soon afterwards.

The attractions of the Mount do not begin and end with winter sports. There are points of interest to be visited both in winter and summer. From the house, and on foot, one can, without any effort of climbing, make excursions, short or long, to numerous interesting objectives widely distributed over the plateau area of about fourteen square miles.

When winter sport on the Mount is in full swing, visitors live in their sports

clothes until it is time to change for dinner. Everybody is warmly clad. The men for the most part wear sweaters under their coats, and puttees or leggings. The girls—the truth must out—also wear breeches and puttees set off with woollen jumpers or sports coats. It is hard sometimes to tell at a distance the sex of one who is slipping uncertainly down a slope, then a pretty laughing face, framed with a mop of bobbed hair, raises itself from the snow, and the problem is solved. The evening hours, which are given up to music, song, dancing, and other indoor amusements, must not be overlooked when packing for the holiday, and a dinner frock or gown of the semi-evening order is necessary. When there is a merry house party, a fancy dress ball is often included in the festivities, and it would be well to provide a suitable costume for such an event.



A Calendar Romance

Our hero was the common sort, when all
is said and done;
He worked his head off daily and was out
to get the MON.

The reason for his diligence was com-
monplace, 'tis true,
He tried to swell his salary to make
enough for TUE.

And maybe that's the reason why one day
he lost his head,
And, falling on his knees, he cried, "Oh,
maiden, wilt thou WED?"

He may have done this sudden, but it
seemed not so to her,
She lisped a quick acceptance and said
forcibly, "Yeth, THUR."

But when they went to keeping house he
feared that he would die,
For, oh, that modern maiden could neither
bake nor FRI.

She could not run a bungalow, or even
run a flat,
So on many sad occasions in a restaurant
they SAT.

But he forgave her everything—as man
has always done—
When she presented him one day with a
bouncing baby SUN.



"Nothing makes one so vain as being told
that one is a sinner. Conscience makes egoists
of us all."—Oscar Wilde.



The Railway Handicap

A Racing Story.

By "Glengarry."

"Did you ever hear of the horse race that made Jimmy Olderfleet a property owner, and a man with a stake in the country?" asked old Joe Brand, who, pipe in mouth and smoking contentedly, was reclining by the camp-fire we had built on a slope of Mount Dandenong.

Three of us were using up our holidays in a walking excursion on the Dandenong Ranges, and Joe was always the chief spokesman. In the current slang phrase, Joe was "the life of the party."

"Go on, Joe; get it off your chest," we shouted in unison. "A good yarn will be as good as a sleeping draught before we turn into the blankets."

Joe, who loved talking, was soon launched upon a sea of reminiscence. He knew nearly everybody on the transportation staff of the Victorian Railways, and we knew that Jimmy Olderfleet, though still wearing the uniform of a stationmaster, was a man of considerable substance. There was a rumour that he had won a pot of money on a horse called Snapshot, at a country meeting, many years ago.

"Well, this 'ere Jimmy Olderfleet was a good sort of fellow, who was in charge of a small station way up in the country. I knew Jimmy from the time he was just a toddler, and I never knew him when he was not betting on something or other. He would bet on a dog fight, or anything in the wide world. But he was not a dissipated fellow by any means. He was in some ways a wowser. He didn't drink, and he didn't smoke fags, and he didn't try to be funny with girls. He was a white man, Jimmy was, and still is, I believe.

"Jimmy had one great fault, and that was an exceeding generosity. He would give away his shirt to a naked black-fellow, and his hand was always in his pocket to assist the poor and needy. Easy, ain't it, to see that Jimmy was a mug, which many designing persons sought to empty of its contents?"

"But when it came to betting, Jimmy was the real goods. A great poker player, Jimmy made a face that revealed nothing at all. He might have a full hand, a bob-tailed flush, four aces, or just a pair of deuces. His face was no tell-tale. As a punter on horses at local meetings, Jimmy was a marvel. He put his shirt on his fancy, so to speak. But he don't play cards, nor bet on horses now, I'm told, for he got married and—oh, well, you know how it is with a man who is gone on a woman. Jimmy is in love with his own wife, and she hated betting like poison.

"Jimmy had one big bet before he married Julia Sands. He risked his happiness on that wager, and the first and only time I saw Jimmy rattled was when Snapshot, the dark horse in the Railway Handicap, seemed beaten at the turn in the straight on the Woop Woop racecourse.

"I don't know exactly where Snapshot was bred, but I reckon it was down at Musk Creek. When I first knew of the horse it was being driven in a butcher's cart in the township, and when it was not in the cart it was being ridden by the butcher's boy.

"You know, I am a fair judge of horses, and as soon as I clapped eyes on this moke I says to myself that's the stuff Jimmy Olderfleet would make a big bet on. He liked picking up a dark horse, and running him at country meetings. The last time I had seen Jimmy he asked me to keep a look-out for a likely winner.

"Well, I writes to Jimmy that I've spotted a good nag, and he writes back that he'll come down and see him on the Sunday following. When Jimmy comes to Musk Creek, we goes to the butcher, and hires the horse for the Sunday. The tale is that we are going for a ride out of the town, and won't be back till about nightfall.

"I'm mounted on an old racer that I keep as a hack, and when we are well out of the town Jimmy and I go hell-for-leather along the road. Jimmy is a fair weight, but that butcher's horse, properly handled for the first time, just eats up the road, and passes my old racer like a streak of lightning. Jimmy is a wonder with a horse, and this horse takes to him as a duck takes to water.

"Jimmy comes back to me with the butcher's horse all sweating and smoking, but with fiery nostrils, and looking every inch a racehorse. 'Can we buy him for a tenner?' he asks me, and I reply that I think we can.

" 'Here's the tenner,' says Jimmy, and he hands the note to me, and tells me to do my level best to get the horse.

"We don't go back to the township till evening, and the dark horse is then looking tired out, and very dusty. We had that all fixed. I apologise for the condition of the horse, and offer a fiver for him. The butcher says he'll take a tenner, and the deed was done.

"So we take the horse to the hotel stable, and next day Jimmy trucks him to Woop Woop. There he plants him at a farm a few miles from the township with a fellow named Dan O'Brien, who had been a jockey before he started farming.

"O'Brien has a nephew named Pat O'Brien, and the pair of them gets to work on that horse, and soon he looks the goods all right. Jimmy called him Snapshot, after a Victorian horse that won the Perth Cup. He liked the name, Snapshot.

"Well, there was Snapshot, looking velvety and fit to win a Melbourne Cup, and there was Jimmy Olderfleet taking out Julia Brand on Sundays to the farm, and telling her that he is the

owner of Snapshot, and that the horse is going to win him a pot of money some day.

"Then Julia Brand got to work on Jimmy, and says she won't marry a man who risks his hard-earned money and his happiness on a racehorse, and she won't have anything to do with a betting man unless he promises to give up betting and card-playing for her dear sake.

"It was up to Jimmy, don't you see. A wife or a racehorse. He wanted both. He loved Julia, and he dotes upon Snapshot.

"O'Brien says to Jimmy that he'll buy Snapshot for £50, but Jimmy says no fear, he'll take a chance, and run him at least one good race before he'll sell the horse.

"So he tells Julia that he is not now a betting man, but merely the owner of a racehorse which must win the Railway Handicap at Woop Woop on New Year's Day.

"Julia says Jimmy must choose now, at once, between herself and Snapshot, and Jimmy says he chooses Julia.

"But Jimmy is too good a sportsman to let Snapshot go without one try for fortune. So Snapshot is entered for the Railway Handicap in Dan O'Brien's name, and Pat O'Brien, a great horseman, is to ride the horse.

"Jimmy has saved £50 to buy furniture for the home, to which he is to lead Julia early in the New Year. He takes that £50 out of the Savings Bank, and gets ten to one about Snapshot. There are five runners, and Snapshot is the dark horse.

Julia learns that Jimmy has withdrawn £50 from the Savings Bank, and that he has given it to the bookmakers. Then there's the devil to pay. Julia breaks off the engagement on New Year's Eve, and Jimmy is feeling as sore as a dog just run over by a motor car.

"He makes the resolution never to bet again, win or lose, but Julia is not impressed. She says Jimmy is like a drunkard, always swearing off, and always going on.

"True love being severed, Jimmy goes round looking as happy as the chief mourner at a funeral, but livens up some when the time to open the races draws nigh.

"Snapshot looked as good as the best of them when ridden up to the starting point by Pat O'Brien. His uncle, Dan, had the horse in perfect condition, and so well did he look that the odds shorten to fives, and then to threes. Then it is the three to one bar one, and Snapshot is the one. The dark horse is favourite when they go off.

"Snapshot shows a rare turn of speed, and is soon leading the bunch. Pat O'Brien, however, lets the others catch up, and this looks bad tactics, when Snapshot, trying to get out of the ruck again, is blocked by three of the runners, while a horse named White Eye is getting a good lead.

"At the turn into the straight Snapshot is still blocked by the local horses, but soon Pat O'Brien has an opening.

"'Thank God,' I hear Jimmy exclaim at my shoulder, and I knew he had been rattled.

"Snapshot drew away from the field, and won in a canter.

"Jimmy collects the £500 and sells Snapshot on the course for £250, and with this small fortune he comes to me looking miserable.

"'Buck up, me lad,' says I, 'you've got a small fortune there, and you've got £750 worth of reason to be happy.'

"'But I can't buy Julia with it,' he says, in a voice such as some undertakers use when they come for the corpse.

"'I'll bet you a fiver you can buy Julia with that money,' I replies, 'if you do what I tell you to do in the right way,'

"'I'll bet you a fiver all right,' says Jimmy, 'but that's my last bet in this world. I swear it before God.'

"I tells Jimmy what arguments to use with Julia, and he goes along to her home and he pours that £750 in notes into her lap. It's his handsome apology.

"Did she accept it? Well, what a question to ask me. Of course she accepts, and, of course, she tells him to deposit

it in the Savings Bank the next day, and then to come and show her the receipt. Which is done according to programme.

"'But you must never bet again,' says Julia, when she sees the receipt, 'or I'll leave you lamenting, as sure as eggs are eggs.'

"Jimmy is as good as his word, for he is a square fellow, all right. He buys a couple of houses, which were cheap those days, and turns his attention to real estate as a good speculation.

"And Julia? Oh, well, Julia goes to race meetings regularly, and has poor Jimmy nearly worried out of his life. She saves on the housekeeping, so that she may bet on her fancies. Jimmy has to keep her short of money for her own sake. Julia can never forget that Jimmy once won £500 in a few minutes, and she is bitten with the desire to get some easy money, too. Now, what do you think about that?"

(The End.)

* * *

A Chinese Satire.

Sent as a present from Annam—
A red cockatoo.
Coloured like the peach-blossom,
Speaking with the speech of men.
And they did to it what is always done
To the learned and eloquent.
They took a cage with stout bars,
And shut it up inside.

—Po-chu'i (Arthur Waley).

* * *

A "Piece" of Sea.

I want awfully to tell you, to-day, about a little "piece" of green sea, and gulls, and clouded sky with the usual golden mountain-breaks to the southward. It was wonderful, the sea near at hand was living emerald; the white breasts and wings of the gulls as they circled above—high above even—were dyed bright green by the reflection. And if you could only have seen, or if any right word would only come to my pen to tell you, how wonderfully these illuminated birds floated hither and thither under the grey-purple of the sky!

* * *

From "Gold."

There is a castle on a hill
So far into the sky
That birds that from the valley beds
Up to the turrets fly,
Climbing towards the sun, can feel
The clouds go tumbling by—

—John Drinkwater.

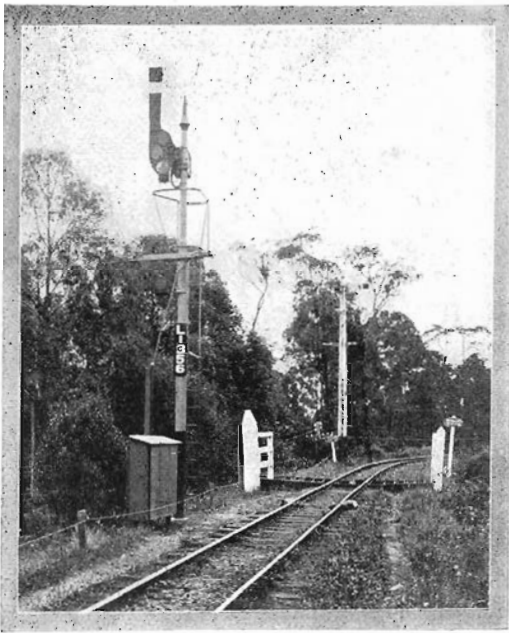
Single Line Automatic Signalling

Upper Fern Tree Gully to Belgrave

To facilitate traffic working on the single line narrow gauge railway between Upper Fern Tree Gully and Gembrook, the Railways Commissioners in 1921 authorised the installation of automatic signals between the former station and Belgrave, a distance of $3\frac{1}{2}$ miles. The signals in this section were brought into service in December, 1921, and were the first automatic signals to be used for single line working in Australasia. As a matter of interest, it may also be recorded that at that time Canada was the only other country in the British Empire having single line automatic signalling.

in either direction. The electrical circuits and arrangements for single line automatic signalling are therefore the more complicated, but the same reliability, flexibility, and safety, which are the features of power signalling, are present. As engine-generated electrical power is not available, the signals and track circuits are operated by soda cell batteries, and long-burning oil lamps are used for lighting.

A series of photographs is reproduced on the opposite page to show the sequence of operation of the automatic signals at an intermediate section be-



Departure Signal at Belgrave

The appearance of the signals is similar to those in service on the Melbourne suburban lines, but the method of control is different. In the suburban area all the automatic signals are in use on double lines, where arrangements are made for all trains to travel in the same direction; but for single line operation the signals must protect train movements



Fig. 1

tween Upwey and Belgrave. Fig. 1 shows the positions of the signal arms in their normal position when all controlling tracks on both sides are clear and unoccupied. Fig. 2 shows the up automatic signal (on the left hand side) with the arm at the "Caution" position, due to a train being in the immediate vicinity of Upwey station. Fig. 3 shows



Fig. 2.



Fig. 4.

the same signal with the arm at "Danger," due to a train having left Upwey station on the way to Belgrave, and being in the controlling section of the up signal; the lever operating the down arrival signal at Belgrave has been pulled over, thus permitting the down automatic signal (on the right hand side) to show "Clear." Fig. 4 shows the train passing the signals, and the return to "Danger" of the arm of the down signal is automatically taking place, due to the wheels of the train short circuiting the controlling track circuit, thereby de-energising the control relays.

Up and down trains cross at Upwey station, and provision is made for the train crew to operate the points and signals at each end of the station, thus saving the cost of manning the station for this purpose. An illustration shows

the apparatus required for operating trains out of the loop line. The point lever, which is normally padlocked, is in the foreground, and a releasing

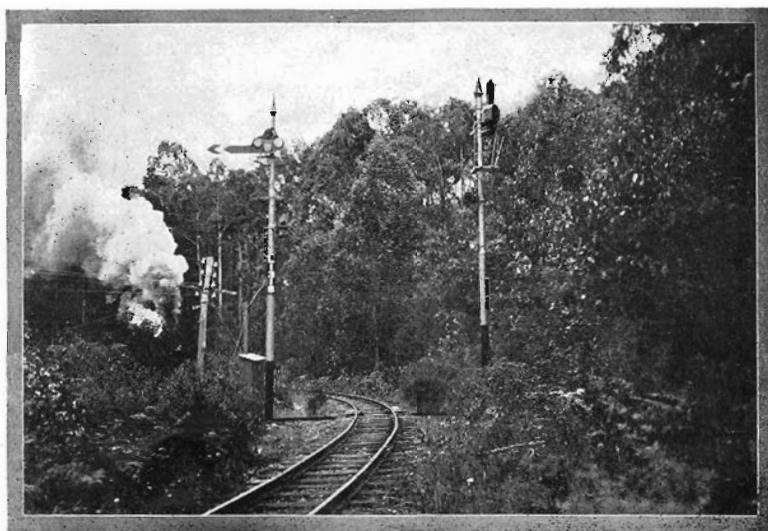


Fig. 3.

switch-box is shown in the centre.

When a train is to be worked out of the loop, the cover of the releasing switch-box is unlocked and opened, the plunger is firmly pressed in, for a

couple of seconds. If the controlling tracks are clear, the departure signal, with the square ended arm, goes to "Caution" or "Clear," dependent on the clearance ahead, and the points are then unlocked and set from the loop to the main line. When the front of the train has passed the departure signal, the releasing switch-box is closed and locked; and after the whole of the train has passed over the points, the points are restored and locked in the normal position, i.e., set for the through route.

When there is no train to cross, the departure signal operates automatically before the train reaches the station, and no manual operation is required.

The departure signals at Upper Fern Tree Gully and Belgrave are lever controlled, and immediately a departure signal lever is pulled over, the departure signal at Upwey for the opposing route is locked, and the arm kept at "Danger."

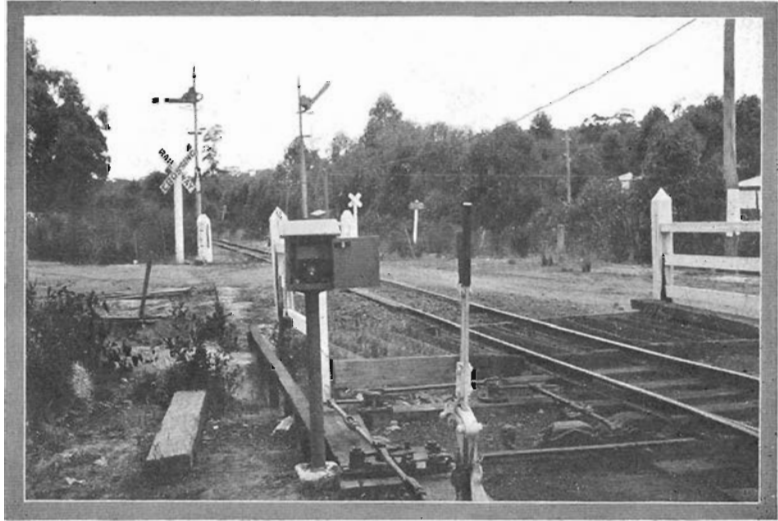
F. Raynar Wilson, Engineer.

* * *

Management of Superheater Bad Water District

The management of an engine using superheated steam calls for a considerable amount of attention, especially in a bad water district. If the water is carried too high, or if the boiler is so dirty that priming occurs, water is carried through the regulator into the superheater elements, and is there evaporated, leaving the foreign substances in the form of sediment and, later, scale on the inside of the elements, thus reducing their capacity of conducting the heat from the gases in the flue tubes to the steam. It must be apparent that any scale or solid substance, once inside the elements, remains there until such time as the elements are taken out and cleaned, as they form a distinct and cannot be cleaned by washing-out

trap between regulator valve and header, in the same manner as the boiler.



Control Apparatus at Upwey

Under the present conditions, the prevention of this trouble requires constant care on the part of the driver. The first indication that the water is going into the elements may be detected by its presence at the steam valve of the pump, sometimes by the sound of the exhaust, or, in daylight, the visibility of the steam, after leaving the funnel.

Each or any of these indications cannot be detected until the water has actually entered the elements. They occur too late for the driver to prevent the trouble absolutely, but they notify him of the condition of the boiler, and he can then take the necessary steps to remedy it and prevent its recurrence.

How important this matter is can be readily judged when we have eminent mechanical engineers computing the loss due to $\frac{1}{8}$ of an inch of scale to be as much as 25 per cent. And if the trouble is allowed to continue we are converting our superheater elements into water tubes, losing the advantages of superheat, causing the engine to use a greater amount of steam to haul the same load, with a corresponding increase in the consumption of coal labour of the fireman, and the permanent deterioration of the engine until such time as it enters the workshops for complete overhaul.

Alpha.



BOOKS AND NEW BOOKS



Sidney Dark on Reading

A Glimpse at Anatole France and the Terror

By DELTA

"By their novels shall ye judge them," might appropriately be said of the people of anywhere. Proudly to our glory is our own heritage in this respect. Australianism—racy of the soil and unravelling its own soul—has its own hopeful beginnings, too; that which it has done, "but earnest of the things that it shall do." It is Lord Ernie who finally makes the point that "at nearly every stage of history stories have supplied recognised needs of human nature."

Before me is a vital pamphlet. It is a reprint of a lecture to the Society of Bookmen on "The New Reading Public," by Sidney Dark, editor of the popular and helpful "John o' London's Weekly," a journal ably carrying on the admirable task for so long the speciality of the old "T. P.'s Weekly." Dark, it is soon seen, is an optimist. In these days of plentiful trash, it is reassuring to find so keen a judge eulogistic of the new reading public as "eager for beauty," "keen to discover insincerity," and with "a genuine critical appreciation." You cannot read his interesting statements and restrained deductions without feeling exhilaratingly hopeful of the public taste and the literary outlook. "The new reading public," he says, "realises the dangerous folly of ignorance. It wants to know." Again, it is "beginning to discover that life is a thing to be enjoyed, and not to be run away from." It all reads splendidly, and is like a breeze from the mountain top.

It is pleasing to meet in Dark's brochure an appreciation of the art of bookselling. "A bookseller is no mere tradesman." Librarians "are keepers of the keys of a veritable heaven of de-

lightful and explanatory experience." Booksellers and librarians bear far-reaching responsibilities—and so on in this vein. Great as is profiteering and the circles where (to quote the inimitable Gilbert, "dukes are three a penny") the distributors of books "have a far higher and nobler vocation." Really, it is good to find some useful people coming into their own in an age marred by mere commercialisation and badly needing—ah, so badly—beneficent culture. Many of Dark's genial and thoughtful dicta constitutes texts of rare mintage. "As a nation reads, so it becomes." "To read a fine novel is a splendid employment of time." "What do they know of life who only Karl Marx know." "Half the people who say they cannot read this and they cannot read that have never tried to read either of them." This is Good Stuff.

Santayana says that to turn events into ideas is the function of literature. Dark agrees with Wells that literature is a means to an end. "It is the mission of the great writer to give them these things"—vision, inspiration, understanding, knowledge, more. Our lecturer insists that the desire exists for them—"in the sordid mining villages," in the mills, "among men and women who work in London shops and offices." Dark is learning—this writer's experience is that, next to the professors, the workers read more and better than any stratum. However, "the leisure of the new reading public is limited." Alas.

The relation of the novel to femininity ("the novel is read by twenty women to one man"), the consequences of compulsory education, the value of introductions of books, the

argument that "the more general genuine culture becomes, the more probable it must be that social abuses will almost automatically disappear," are questions suggestively treated by Dark. You will have perceived that he is a utilitarian. Like Lord Ernie, he realises that "a tale is often the first key which unlocks the mind of a child." It was Stevenson, you know, who said that whatever we read coloured, "however transiently," our thoughts. Hence the call to acclaim as a sign of advancement the growth of a new reading public.

One need not say anything of Anatole France beyond reminding the reader that he is among the greatest living writers of the world. "The Gods Are Athirst" treats of the Reign of Terror of the French Revolution. Per medium of its puissant pages, we see the Terror and understand it. The book unrobes the times. It parades them and dissects them. It is photographer and painter of them. Of the persons of the times its sketches are so lifelike, so natural, so real, that you know them as you know people of your own streets; and knowing them, the Terror ceases to be a puzzle, even if it remains a catastrophe. There are authors who give us "creations" and characters, and you admire the art of the work; but Anatole France is different in that, in this book, he gives us neither, merely giving portraiture so simple and human as to make you gape for the wonder of it. Grandly is it done in its very naturalness of unadorned realism and the art which conceals art.

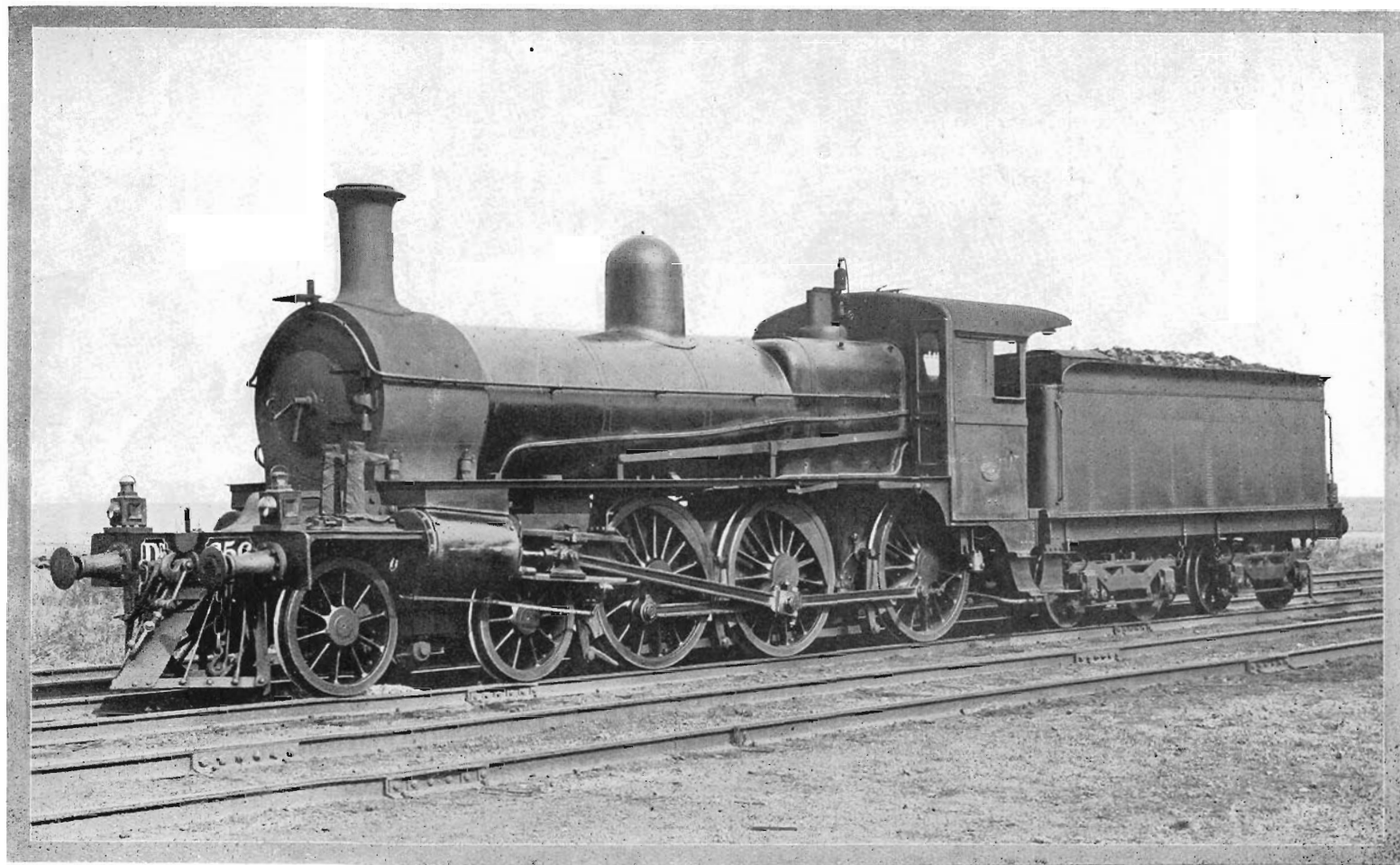
As for the story, it is brimful of incident, and as eventful, perhaps as epochal, as its theme. Multitudinous as are stories of the Revolution, "The Gods Are Athirst" suffers not one whit because of all that may have preceded it in one's reading. It is as fresh in its style and treatment as blades of grass after a shower. There is an originality, a distinction about it that suggests a sculptor fashioning a new and greater Madonna than the world has ever known. As history—history—one may go so far as to say that Anatole France's mind has restored to modernity the true picture of the years of the immortal Terror. One feels it

to be the real thing. As for the story as such, it has the merit of growing better and better, stronger and stronger, as one travels along with it.

The story deals chiefly with the fortunes and outlook of Evariste Gamelin, painter, pupil of David, member of the section du Pontneuf. But all who touch Gamelin's fortunes and outlook appear also to be embodied in the sun-tinted panorama, and their fortunes and their outlook, not to mention their characteristics, are superbly limned and recorded. Of conversation and innermost pith and point, of attitude, and of heroism or otherwise as commonplace in life at highest tension as in humdrum days, "The Gods Are Athirst" is chronicler and interpreter.

We need not detail the plot, for the sufficient reason that there is none. Nor need we outline the story, beyond writing that the guillotine pervades it, even as it starts it and ends it. Tragical as this sounds, in the very shadows of the Monster life went on apparently in the very mixed manner of nowadays—for always there is a Terror. In its insight and delineatory inwardness of the extraordinary years following the revolutionary rising of 1789, and especially of the period of the Revolutionary Tribunal, "The Gods Are Athirst" is remarkable. Key any population to an ever-present calamity, and, plus the stress and the storm, it will be for laughter and for tears equally under the strain as before it. And this was the case in Paris in the years of the guillotine. One is not suggesting that life is normal, under fiercely-changing circumstances, but that in its abnormality it considerably duplicates the normal, and, with its tension and tragedy, is much about the same when the ordinary becomes the extraordinary. This appears to be the purpose of our book—the surveying of life under the Terror as a quite inescapable phenomenon, and thereof as natural as, say, their own life to the aborigines. To the student, of course, both are picturesque, and in terms of his own order of existence he is apt to marvel at this, that, and the other of what he observes and discovers—but other times, other men!

PASSENGER AND GOODS LOCOMOTIVE (SUPERHEATER) DP CLASS.



Cylinder—diameter, 19 inches : stroke, 26 inches; diameter of driving wheels, 5 feet; grate area, 22.5 square feet; total heating surface, 1488 square feet; length of wheel base, 48 feet 6 inches; Length over all, 57 feet 3½ inches; tender capacity—water 4300 gallons, fuel 100 cwts.; boiler pressure, 165 lbs.; tractive power, 20,650 lbs.; total weight roadworthy, 97 tons 3 cwt. Built at Government Railway Workshops, Newport, Victoria.

Institute Notes

Musical Society.

At the first concert of the season, the Musical Society was favoured with an appreciative audience, which filled the Concert Hall of the Institute; the members of the Society being in excellent form. The membership of any society undergoes change year by year, and here it has been all to the good, for this fine body of singers was heard in some splendid finished singing, including big chorus effects. Within the latter heading, Handel's "Zadoch, the Priest" (The Coronation Anthem), in three choruses of very different styles, were rendered in finely balanced proportions.

"The Cruiskeen Lawn," a humorous setting of the well-known Irish Folk Song, may be instanced as a new item for the choir. This was a great success, being encored. "Breathe Soft, Ye Winds," "Awake! Aeolian Lyre," "Soul Star," "The Angel," "Oft When Eve Has Rest Bestowed," "Evening," and the grand setting for full chorus of Elgar's "Land of Hope and Glory," concluded a programme which satisfied an audience, ever ready to show its appreciation in the good old style by insistent encores.

The soloists were Miss Grace Evans, soprano; Miss Gladys McDowell, contralto; Mr. Robert Hamblett, bass; and Master Kingsley Parkes, violinist. The audience here showed approval of each individual with well graded discrimination, and awarded encores without stint. The boy, Master Kingsley Parkes, managed his violin with the skill and dexterity of a master. He gave us no sample of legato playing, but his display of technique was clever.

The vocal soloists chose songs well away from the beaten track, and accordingly succeeded in pleasing the audience.

We have pleasure in directing the attention of musical people within the Department to this excellent Society, and the concerts which it gives during the winter months.

The guiding hand is that of Mr. Gregor Wood, Conductor, who carried through his duties at the concert under notice with happy results. Mr. Reg. W. Brown, who was the accompanist, as usual, gave entire satisfaction.

Queen Victoria Hospital Appeal.

Institute Stall.

£850 Raised.

The several raffles organised by the Committee of ladies, under the Presidency of Mrs. Rees, were drawn in the Concert Hall on Thursday evening, 15th May. The results are shown hereunder. Lady Tallis, Mrs. Robins and Mr. George Smith (representatives of the organising body) Mrs. W. M. and Miss Shan-

non, and Mr. George and Miss Miscamble were amongst the number present. During the evening, the President (Mr. Rees) announced that the amount raised by the Institute would be in the neighbourhood of £850, while the expenses would hardly exceed £5. The ladies of the Committee were heartily congratulated and thanked by Lady Tallis and Mrs. Robins on their fine efforts. A full account of the Institute's work in connection with this appeal will appear in our next issue.

Result of Raffles.

7690, Coal; 9778, Wood; 21339, Lady's Watch; 21767, Jewel Case; 22868, Case of Whisky; 23279 Case of Wine; 26253, Marble Clock; 26296, Gas Griller; 26502, Tennis Racket; 26534, Hot Water Bag; 26844, Woodrow Hat; 27067, Footwear Order; 27404, London Stores Order; 28103, Case of Ale; 28174, Manicure Set; 28241, Set Afternoon Spoons; 28510, Gent's Watch; 34412, Suit of Clothes; 34853, Crepe-de-Chine Dress; 36993, Eversharp Pencil; 37489, Lamp Shade; 37885, Aluminium Saucepans; 38016, Case of Champagne; 38117, Suite of Furniture.

Lecture Season.

Dr. J. Smyth, M.A., Professor of Education, University of Melbourne, will open the 1924 lecture season at the Victorian Railways Institute on 5th June. Subject: "An Educational Tour in the Pacific, Japan, and the States of North America" (illustrated by lantern slides). Synopsis: The education of coloured peoples, a responsibility of the whites; the great desire among coloured peoples for western education; the schools and school system of Japan; the great educational work of Booker Washington among the negroes of the United States. The lecturer, while raising such problems as: How far are coloured peoples capable of receiving western education? will answer such questions in the concrete by illustrations and examples.

Thursday, 12th June, 1924

Mr. Jas. Alex. Smith, Victorian Institute of Engineers—"A Railway and Civic Centre for Greater Melbourne" (illustrated by lantern slides). Synopsis: Early views of—Yarra, Floods, Jolimont Yards; contemporary views from — The surface, aloft. Examples of advanced city planning; proposed mode of utilising the Jolimont Yards; New York's treatment of its terminals—great buildings over the station (rental to railways over £4,000,000 per annum).

A lecture will be delivered every Thursday evening thereafter during the winter months. Members of the Institute are invited to attend these interesting discourses, and to bring their friends with them. Admission free.

Wing-Commander Goble

Flight Round Australia

An ex-railwayman has been making a flight around Australia. This is Wing Commander Goble, who is now Chief of the Royal Australian Air Force, but was once on the staff of the Victorian Railways Department. His father will be well known to many of the readers of the "Railways Magazine" as a stationmaster at Richmond.

Stanley Goble has become a celebrity. He has been honored by the British, French, and Belgian Governments. When engaged in the Railways Department, he showed promise above the ordinary. The present writer recalls that when young Goble was doing duty as a booking-clerk he was well known as a brilliant telegraphist. Later, as a



The "Fairey" Seaplane

relieving stationmaster, Stanley Goble was devoted to his duties. He was a man determined to get on in the world.

When the Great War shook the nations, and started the A.I.F. into being, Mr. Goble answered the call to arms. He had for some time been interested in aviation, and had determined to become an airman. He wished to serve the nation as one of the aerial band of fighters. He bided his time. When the Australian Flying Corps was in course of formation, one of the applicants for admission was Stanley Goble. He was rejected.

It was then that the true character of the man became revealed to his relatives. He would not consent to remain under the stigma of rejection. He obtained leave of absence from the

Department, and journeyed to England at his own expense. There he soon became proficient as an air pilot, and, as a member of the Royal Air Force, was soon in France, and over the fighting lines. He served with distinction until the Armistice.

Colonel Goble came back here to his native land as aerial adviser to the Royal Australian Navy. Among other things, he had become a seaplane expert, and he was needed to guide the Naval authorities in the formation of the auxiliary arm.

In course of time he became a Wing Commander of the Royal Australian Air Force. His organising ability has been shown in many ways, and he has maintained his reputation as an aerial navigator and wireless operator.

With Flying Lieutenant McIntyre, he began in April a seaplane flight around the continent, the distance to be covered being about 9000 miles. The flight compares favourably with that of the flights of Ross and Keith Smith, and of Parer and McIntosh, from England to Australia, 12,000 miles.

Apart altogether from the sporting interest in the flight, the observations of the ex-railwayman will be of the utmost value to the Air Force. It will be followed as ways and means permit by the establishment of seaplane bases.

We learn that a flight around Australia in an aeroplane is to be undertaken by some official airmen. The aeroplane, of course, will use the aerodromes and landing grounds established in many convenient places in the coastal regions.

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No man is born into this world whose work is not born with him: there is always work and tools to work withal, for those who will.

Flatter a fool, he will think you wise: flatter the wise, they will think you a fool.

"Prove all things." Evidence is the base on which conviction rests.

Safety First

Thought and Foresight means Danger Avoided.

The Safety First Movement has been the means of denoting the safe way and the right way, with specific directions for avoiding the unsafe way and the wrong way, and we have been cautioned to watch and avoid every possible source of danger.

The methods now in vogue of providing every conceivable safeguard are good, but it must be admitted that these same safeguards can only be applied to such dangers as are more or less obvious in their character and that the element destined to play the greater part in the reduction of dangerous conditions must be found somewhere in the man himself and in methodical education to that end.

Forgetfulness is a side partner to danger, yet it is not quite so great a fault in man's make-up as the habit, growing stronger year by year, of tucking away in our mental shelves everything that does not seem to have an immediate and definite bearing on our individual circumstances, and counsel is often tossed into those same shelves because its personal application is a little obscure. Thoughtlessness and indifference have always been emphasised as contributing to the continuance of harmful conditions, and the minimising of which would materially reduce those events we term accidental. The time to consider danger is not when it is upon us, but before it has a chance to get a start.

The instinct of self preservation in its lowest form is, after all, not very far removed from the position taken up by the rat that finds itself cornered; and it must be observed that the advantage is seldom, if ever, with the rat, for if action is delayed until it becomes defensive, the opponent, whether man or circumstances, has already established an advantage.

To look for possibilities rather than wait until they become real, some might call borrowing trouble. Safety First calls it borrowing immunity with the aid of Thought and Foresight—easy for all to possess. This method has lowered the death-rate in large cities, reduced epidemics to the vanishing point, made territory wholesome that formerly was unfit for human habitation, and will finally cure all the sores of the world. In short, it is not to the material elements of prevention, valuable as they are, that we are to look for satisfaction, but to the mental attitude which finds its expression in the creation of such help.

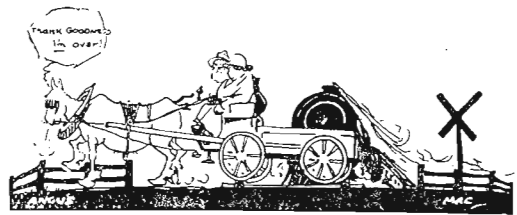
The chief characteristic of fatalism may be the passive acceptance of misfortune, but in some men the opposite is to be seen—a tendency to take for granted that danger will pass always them and hit the other fellow.

It should be noted, however, that no amount of blind optimism can change the operation of a natural law, or avoid the penalty when it is broken.

The modern safety idea embraces a consideration of man's well-being and security in every possible direction. A man may get a knock-down blow from a two-pound feather pillow and get his wind back in a few minutes, but if a two-ounce nut should happen along his way with force behind it, the chances are that his breath may be suspended for all time to come.

Don't let us forget that the essential, helpful idea to grasp is not altogether to devote our thought to the avoidance of certain specific penalties, but rather to the whole purpose of safety, which seeks to secure the all-round benefits of confidence in the thought and care of each individual for his fellows.

He tried to cross the railroad track
Before a rushing train,
They put the pieces in a sack,
But couldn't find the brain.



Dad, "It strikes me before long, we'll be havin'
an accident at this 'ere Railway Crossin'."

WORTH REMEMBERING.

Here are a few things worth remembering by railwaymen:—

Safety First implies not alone the elimination of unsafe conditions; its attributes are manifold. It is the very eminence of those correlated principles—Responsibility, Sobriety, Morality, Loyalty, and Courtesy.

Responsibility.—Satisfy yourself that you realise the responsibility which rests upon you personally, and that it is fully and faithfully discharged.

Sobriety is demanded overwhelmingly on every hand; no one in the railroad world can disregard it.

Morality is essential to Safety, an attribute that is being regarded ever more constantly.

Loyalty is indispensable to your success, and its observance will achieve much for the work you are engaged in.

Courtesy costs you nothing, but a little painstaking effort to make it an element of your Character; it can be shown without intrusiveness. There is no better investment for a railroader, and certainly nothing else so satisfactory to the public.



Personal.



Our Visitors

Mr. W. J. Undy, Traffic Inspector, Queensland Railways (Cairns District), Mr. John Killoran, Stationmaster, Babunda, also situated in the Cairns district, and Mr. Richard Major, Stationmaster, Mount Morgan, were holidaying in Melbourne recently, and were welcome visitors to the Railways Institute. They expressed themselves as having been greatly interested in the Institute and its many activities.

Wedding Bells

Mr. C. W. Neumann, Traffic Inspector, Maryborough district, is at present on furlough, during currency of which he has taken unto himself a wife, in the person of Miss K. Summers, late Inspectress of Ladies' Waiting Rooms. The staff in that district and railwaymen generally wish them both every happiness and prosperity.

Other additions to the ranks of benedicts in the district are Messrs. W. R. Clark, signalman, Maryborough, Operating-Porter H. C. Wilson, Bealiba, and J. C. Greenwood, Woome-lang. Best wishes are also extended to these.

Mr. W. E. George, we regret to announce, has, owing to his indifferent health, been compelled to resign from the position of Secretary



Mr. W. E. George

to the Musical Society, which he has served with honour and distinction for twelve years, prior to which for a similar period he filled

the office of Librarian. Altogether he has been connected with the Society for a period of 35 years.

Mr. George was a painstaking and popular Secretary, and the members of the Society express their gratitude to him for his many valuable services, and his zeal in making the Society known to railwaymen and their families.

Mr. Ronald Fuller, c/o Engineer of Signals and Telegraph, Head Office, Spencer-street, has been appointed Secretary vice Mr. George, and Mr. O. L. Jones, Assistant Secretary, who, together with Mr. Gregor Wood, Conductor, will be pleased to receive applications for membership of the Society and supply particulars.

Retirements

Mr. Arthur Herbert Olsson, Deputy-General Passenger and Freight Agent, who has been granted six months' leave of absence prior to his retirement from the Department, was the recipient of a handsome gold watch, suitably inscribed, from the officers of the Traffic Branch, who met in the office of the General Passenger and Freight Agent, on the 30th April, to bid him farewell.

In making the presentation on behalf of the Branch, Mr. Keast, the General Passenger and Freight Agent, referred in eulogistic terms to Mr. Olsson's personal qualities and his capabilities as a railway officer, and said it would not have been possible for him to have occupied the dual position of General Passenger and Freight Agent and Commissioners' Representative on the Classification Board without the loyal and capable assistance of Mr. Olsson, who acted as his deputy, and administered the affairs of the Branch in an efficient manner.

Mr. Olsson had won the esteem and goodwill of his colleagues, and trusted that the handsome gold watch would serve Mr. Olsson as well as he had served the Department, that he would derive considerable pleasure from their tangible expression of their kindly feeling and regard, and that both Mr. and Mrs. Olsson would have an enjoyable trip abroad.

In responding, Mr. A. H. Olsson stated that he had found the task of saying good-bye to his colleagues in the Head Office a severe strain, and felt keenly the severing of his connection, after 40 years' service, with such a big and important department as was that of the Railways. He deeply appreciated the remarks of Mr. Keast and the other officers who spoke, and was gratified to know that he was leaving the Service carrying with him their goodwill and best wishes. He sincerely appreciated their handsome gift, which would serve to remind him of them all.

On the 2nd May Mr. Olsson was the recipient of a tea and coffee service, suitably inscribed, from the Transportation Officers as-



Mr. A. H. Olsson.

sembled at their monthly conference. The presentation was made by the General Superintendent, Mr. T. B. Molomby, who referred in complimentary terms to Mr. Olsson's genial and popular personality, and to the cordial relationships that had always existed between him and the Transportation officers. Mr. Molomby's remarks received the endorsement of Mr. W. E. Keast (General Passenger and Freight Agent), Mr. W. Thomas (Outdoor Superintendent), Mr. R. McClelland (Staff Officer), Mr. Moloney (Metropolitan Superintendent), and the various District Superintendents.

Mr. Olsson entered the Service 4/1/84, and had a varied and successful departmental career, having occupied in succession the positions of Telegraphist, Transportation Clerk, Assistant Station Master, Station Master, District Superintendent's Clerk, Traffic Inspector, Secretary to Commissioner, Special Officer to the Commissioners, Special Officer Traffic Branch, Principal Fares Clerk, and latterly Deputy General Passenger and Freight Agent.

Chief Inspector Borsum Retires.

By A.E.W.

After 29 years in the Railway Department and 10 years previously as a plain clothes detective, Chief Inspector Frederick Oscar Borsum retired from the Department on 18th May.

In an interesting chat with the popular Chief, who has spent the greater part of his life in the detection of fraud and crime, he told of some absorbingly interesting problems that the "D." had unravelled and the many strange clues that had finally led to the conviction of the guilty.

Some of his escapades in this direction are interesting. "I remember one man," said Mr. Borsum, "who was employed at a country station. He would in the daytime thief goods from the trucks, hide them, borrow a railway hand truck and wheel them home at night.

Gramophone records were on one occasion among the stolen goods. The thief was a well-known and popular resident, and in the habit of giving concerts in which his gramophone always played a leading part. Our "D." learned that some of the records played were identical with those stolen. The house of the "popular resident" was searched, and it was discovered that everything in it had been stolen from the Railways.

On another occasion, an Ararat man stole a trousseau, valued at £200, and included in which was a prize setting of Rhode Island Reds, which were then new to Victoria. Some months afterwards, at the Ararat Show, a certain man was winning all the prizes with his Rhode Island Reds. The rightful owner recognised the breed; a search was made at the suspected man's house, the missing trousseau was found, and the thief convicted.

Mr. Borsum takes a keen interest in A.N.A. affairs as an enthusiastic bowler and fisherman, and although his life's work has been spent in detecting crime, he was a man who



Mr. F. O. Borsum.

had "tears for all souls in trouble." Such men help to sweeten life, and we join with all his wellwishers in the hope that he will have many long and happy days of sunshine.

Mr. Walter Barnes, Goods Guard, having reached the retiring age, has retired from the Railways after 34 years' service. Mr. Barnes was very popular with railwaymen generally, but more so with his personal associates—the guards, met in a body to bid him au revoir, and at the same time present him with a token of their esteem, viz., a valuable gold watch, suitably inscribed.

Welcome Home to Messrs. Ashworth, Stamp and Dillon

Messrs. J. M. Ashworth, Engineer of Maintenance; A. R. Stamp, Superintendent of Loco. Running; and E. Dillon, Superintendent of Loco. Supplies, have returned from America after an official visit of nearly twelve months' duration. In honour of their return, over 200 members of the staffs of the Way and Works and Rolling Stock Branches gave a smoke night at the Victorian Railways Institute Hall on April 16th. The chair was taken by Mr. E. H. Ballard, M.Inst.C.E., Chief Engineer of Way and Works. Mr. Harold W. Clapp, Chairman of Commissioners, and Mr. Commissioner Miscamble, and Heads of Branches were present. A most enjoyable evening was spent, the various musical items were greatly enjoyed, and the arrangements reflected credit on the Hon. Secretaries, Messrs. Way and Deasey.

Mr. Ballard, Chief Engineer of Way and Works, in a felicitous speech, welcomed the guests of the evening. He was sure, he said, that the railway service and public generally would reap inestimable benefits from the investigations abroad of Messrs. Ashworth, Stamp and Dillon. The Chairman of Commissioners, in extending a hearty welcome to the members of the delegation, said he had a most interesting interview with the officers on their return. Many of the scenes they had

visited and people they had met, had become familiar to him during his long residence in America. He was firmly convinced that the policy of sending men abroad to acquire first-hand knowledge of what was being done on railway systems more highly developed than our own was sound, and would be productive of definitely useful results. Mr. Clapp stated it was also the policy of the present Railway Commissioners to encourage railwaymen to visit America at their own expense. On paying their own transportation charges they were given leave of absence, and provided with letters to various railway administrations, which assured them of continuous and remunerative employment during their stay. He was hopeful that considerable advantage would be taken of the plan.

Messrs. Ashworth, Dillon and Stamp, in thanking the gathering for the welcome accorded, and particularly the Chairman of Commissioners for his kind remarks, mentioned that some of the happiest hours spent on their visit were in meeting the seven young Australians from the Victorian Railway Service now gaining practical experience in America under the conditions offered by the Victorian Railways Commissioners. These men are all doing well, and though enthusiastic, were looking forward to getting home again.



Group of Santa Fe and Victorian Railways Officers at Grand Canyon, Colorado

READING FROM LEFT—J. O. McCULLY (Div. Supt., Santa Fe), E. DILLON (Supt. Loco. Supplies, Victorian Railways), A. R. STAMP (Supt. Loco. Running, Victorian Railways), J. M. KLINE (Div. Engineer, Santa Fe), H. WALL (Supt. Motive Power), W. D. HITCHCOCK (Master Mechanic).

The delegation detailed the route traversed, which covered most of the big roads of the United States and Canada, and were much impressed by the highly developed and organised condition of the railroads in both countries, which undoubtedly lead the world in efficient management and operation. Due to dense population, the traffic is intense, and passenger trains of ten to fifteen cars, each car weighing from 50 to 70 tons, and freight trains up to 5000, and even 7000 tons, are regularly run.

The Americans are an open-hearted and hospitable people, and the delegation was courteously received and afforded every facility to carry out their investigations.



Mr. J. M. Ashworth, Engineer of Maintenance,
Victorian Railways.

The first prize for the best-kept garden attached to a Departmental residence (Dandenong District) has been awarded to Mr. C. H. Waldron, Repairer, Nayook. We congratulate Mr. Waldron upon his success, and commend him for his industry and fine taste.

The Last Mile Post



Mr. George Arcus.

Through the death, on 30th April last, of Mr. George Glen Arcus, Way and Works Accountant, the Railway Department has lost one of its most efficient and popular officers. George Arcus entered the service of the Railway Department when the clerical staff of the branch numbered less than twenty, and spent the whole of his career in the Head Offices, Spencer Street. Many officers in the building will recollect that he was a keen cricket, football and tennis player, and for a short period was also a member of the Civil Service Rowing Club. He retained his interest in sport and athletics after ceasing to participate therein himself, and was a well-known figure at all Railway sporting events. Although his health has been indifferent for many years past, he always, even during the long and painful illness which preceded his death, maintained his cheery optimism. His fortitude during the last stages of his illness was remarkable, and during the visits of his numerous friends, his own condition appeared to be his last concern.

His unfailing courtesy, ready sympathy and consideration endeared him to all with whom he came in contact. His genial personality made him many friends inside and outside the Department, and his memory will be one of the treasured recollections of those with whom he was associated.

The late Mr. Arcus was buried in the Brighton Cemetery, and although the funeral was intended to be of a private nature, a large number of his fellow officers from all branches of the Railway Service attended.

It is with deep regret that we record the death, at the age of 74 years, of Mr. Eugene Victor Siepen, late Chief Draughtsman of the Rolling Stock Branch of the Victorian Railways. Mr. Siepen was born in Manchester in 1849.

He was educated at a French College, from which he became apprenticed to Engineering with Beyer and Peacock at the early age of 13. In 1883 he arrived in Adelaide, and joined the South Australian Railway's Drawing Office, which position he vacated in 1886, and accepted an offer with the Victorian Railways, where he gained the greatest respect for both his genial personality and high qualifications.

In 1915, attaining the age of 66, he retired from the service of the Commissioners, carrying with him the goodwill and wishes of his colleagues in the Department.

His former associates in the Department will be sorry to hear of his sudden collapse, which took place at his home at "Savenah," Moloney's-road, Camberwell, on April 16th. He was buried in the Box Hill Cemetery on April 17th, where it was indeed gratifying to see present at the graveside a number of his former railway colleagues, and Mrs. Wicker, a personal friend, whom he had known intimately since his arrival in Victoria.



Mr. J. O. Jaensch.

fractured. The accident so undermined his health that he was unable to withstand an attack of pneumonia, from which he succumbed on 19th April. Mr. Jaensch was held in the highest esteem by railwaymen and business patrons alike. A wife and two children survive him, to whom we extend our deep sympathy.



Mr. E. V. Siepen.

He leaves a widow and four sons, to whom we extend our sincere sympathy.

It is also with regret that the death of Mr. J. Gray, Supy. Labourer, Geelong Goods, is recorded. Owing to the nature of his illness, the late Mr. Gray had for some time past been an in-patient at the local hospital, and his death also took place on 30th ultimo. The late Mr. Gray was an expert in the handling of the electric power crane at the local station.

Mr. J. O. Jaensch, who was for over 30 years attached to the Outwards Parcels Office at Spencer Street, as Foreman, had the great misfortune some little time ago to meet with a dreadful accident in Swanston Street. He was a passenger in an outward bound tram which collided with a motor lorry, with the unfortunate result that his thigh was badly

Profound sorrow was spread over the Railway Staff at Heidelberg on Thursday, 8th May, when it was learned that Mr. McGregor, the Assistant Stationmaster there, had been found dead on the railway embankment close to his home. Mr. McGregor had just finished duty on the day of his demise, and when he left the premises was, apparently, in normal health. The cause of death was believed to be due to heart trouble. Our sincerest sympathy is extended to his bereaved ones.

Bishop.—The many friends of Mr. and Mrs. J. Bishop, of Peel-street, Quarry Hill, Bendigo, will learn with deep regret of the death of their daughter, Ollie, aged 18, after a trying illness, which she bore with great fortitude. Deceased was well known in church circles, and greatly loved for her kindness and amiability. The late Miss Bishop's father is chairman of the Bendigo Branch of the Victorian Railways Institute, and to both him and his family we extend our sincere sympathy.

The death of Mr. W. Nicholson, Signalman, "A" Box, Geelong, which occurred on 30th ultimo, was received with a feeling of regret and loss by railwaymen generally in that district. Deceased was much esteemed and respected by all with whom he came in contact, and it was unexpected, as his illness was of such a short duration. The late Mr. Nicholson went off duty on account of ill-health on 15th April, and was admitted into the Geelong Hospital, his death however, occurred a week later. Mr. Nicholson joined the service on 24th April, 1888.

Motion Pictures and the Future Historian

The historian of the coming generation, who can approach his task with a sensible appreciation of the tools at his command, writes O. R. Geyer in "Our World," can compose such a political document as will serve mightily against the prejudice, hate, and suspicion which have hampered for so many centuries the efforts of idealists striving for a new spirit of internationalism and brotherly love. With the aid of the motion picture camera and the technical experts of the screen, this master historian will have at his call an audience of hundreds of millions of eager human beings reaching into the farthest corners of the earth, and into every civilised land.

* * *

Good Will

The biggest and best asset a business can have is its good will. Good will never goes out of style, it never change its face value, it cannot be bought, neither can it be sold. It is the one indispensable, indestructible interest in industry.

Capital cannot create it alone, therefore it never was, nor will it ever be considered, by thinking people, the child of monopoly.

In the open field of active competition, good will is created and developed. It is the greatest resource a business can possibly own and own it outright.

Good will is the bond of sincere service between the buyer and the seller.

Without good will business is as uncertain as the spring winds and as unreliable as a confirmed user of "coke."

Good will only comes to those who deserve it, and as long as they deserve it, it will remain, and no longer.

Good will is the respect you have earned and the confidence you command. It will bring a customer out of his or her way to trade with you.

Enemies only patronise you when they must. A sound business is built on a circle of friends who appreciate your methods and like your manners.

Methods and manners are the two things to keep constantly in mind, for they create and conserve good will.

Victorian Railways Institute

ANNUAL ELECTION

of

COUNCILLORS

for the

VICTORIAN RAILWAYS INSTITUTE

(Seventeen (17) to be elected)

AUDITORS

(Two (2) to be elected)

Nominations Are Invited

Nominations must be in the hands of the General Secretary not later than

SATURDAY, 2nd AUGUST, 1924.

The following Extract from the Constitution relating to Elections and Nominations is published for the information of Members:—

ELECTIONS.

56. The Members of the Council (other than those appointed by the Commissioners) shall be elected annually by ballot, in accordance with the procedure and conditions specified hereunder:

(a) Any two members qualified to vote may nominate as a Candidate for election to the Council any member eligible for nomination by giving notice thereof in writing to the Secretary, accompanied by the written consent of the candidate, not less than 28 days prior to the Annual Meeting, such nomination and consent to be made in the form set out in Appendix "A" of the Rules.

60a. No person shall be eligible to be nominated to the Council unless he be an active member of the Institute and has been such for at least the previous twelve months and has paid his subscription up to date.

71. Two Auditors, not members of the Council, shall be elected at each Annual Meeting.

72. The nomination and election of Auditor shall be carried out as far as practicable in the manner prescribed for the nomination and election of members of the Council.

Nomination Forms may be obtained at the Secretary's Office.

A. GALBRAITH, General Secretary.

Mainly About the Operas

A Notable Enterprise

By "DELTA."

It is not possible to bestow too much praise upon Dame Nellie Melba and J. C. Williamson's in connection with the present great revival of opera in Australia. Well may everybody hope that the venture will prove a complete success. It is safe to say that if other cities equal the reception accorded by Melbourne to the brilliant company of artists now giving of their genius to operatic interpretation, the experiment will be a triumph. Some of the Classics of Music are being enacted by singers of greatness and glory. Melba will even more closely cling than before to the hearts of her countrymen by her part in the presentation of this wondrous feast of melody and flow of soul. Hail to her!—a world's woman, yet Australia's!

Lay and legend, song and story go to the making of the celebrated operas selected for the occasion—an occasion like to become historic. Let none hereafter gloomily reflect upon the taste, or lack of it, of our people. Night after night the "common people," as much as the cognoscenti, have flocked to the operas. Considering the necessarily high prices of seats, it is little short of marvellous. It adds emphasis to the fact that within fifty years the love of musical culture has spread from the few fashionable folk to the masses. The growth in that time of the liking for opera has been remarkable. In a day of the cinema crush-and-rush it gives hope. Mass education surely, even if slowly, justifies itself.

Somewhat sketchily we attempt hereunder an outline of the group of operas now being so much spoken of, in this matter yielding to the requests of readers for the gratification of a newly-made but never-to-be-eradicated appetite.

"Carmen" (Bizet) was first produced in 1875. It is the story of a daring

dark-eyed gipsy coquette, who makes cigarettes, but desires dominion in affairs of the heart. Her fascination is as magnetic as her heart is callous. To her love knows no law. At first indifferent, Sergeant Don Jose falls a victim to Carmen's wiles, and in his infatuation deserts duty and joins the smugglers, only to find that Carmen lays siege to the bull-fighter Escamillo. The end is tragedy, for the love-distraught Jose cannot accept defeat, and when Carmen once again scorns him he kills her at the moment Escamillo, returning in triumph from the arena, expects his hero's reward from Carmen. The opera is one of the most picturesque of operas. Its background is mountain passes, smugglers' caves, the bull-ring, and soldiers, with jealousy and a bit of true (but despised) love to give it plenty of action. Who does not know the famed Toreador song?—and this is but one gem among a number. Prosper Merimee's great romance of "Carmen" is a book to cherish.

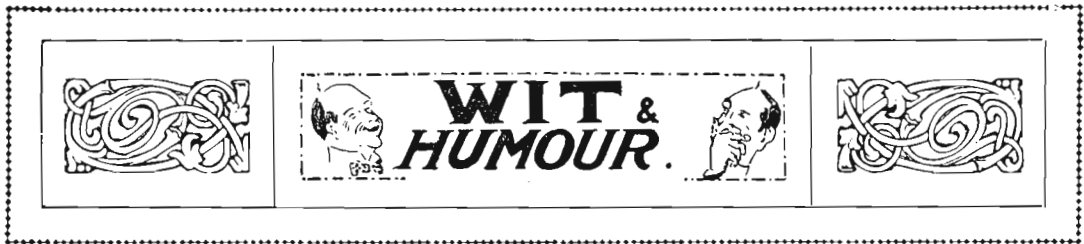
Founded upon a play by the immortal Victor Hugo, "Rigoletto" (Verdi) is also an immortal opera. Its composer in it reached his flood tide of reputation. But what a terrible story it is! The gay Duke of Mantua is a rake of the most complete sort. His jester and support is the hunchback Rigoletto, whose pretty daughter Gilda is hidden away for fear of the Duke's passion. However, Rigoletto joins in the "sport" of abducting a girl, only to discover that he has unwittingly aided in carrying off his own daughter to the Duke's apartments. He plots revenge, and hires an assassin to murder the Duke. Gilda overhears the plot, and to save the Duke gets stabbed in his stead. Rigoletto carries the sack containing the body to throw it in the river, but, hearing the Duke singing, cuts open the sack!

(To be Continued)

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To Correspondents.

A number of Articles and News Items are being held over for our next issue.



Juvenile Curiosity. — Mother: Yes, darling, fish go about in schools. Why?

Bobby: I was just wondering what school does if some fisherman happens to catch the teacher.

Poor Chap. — Jubbs: What's wrong with Smith?

Nubbs: Nervous breakdown,, I guess.

Jubbs: What? Has he taken his vacation already?—"American Legion Weekly."

Waiting for Information.—Tourist: To what do you attribute your great age?

Oldest Inhabitant: I can't say yet, sir. There be several o' them patent medicine companies bargaining wi' me.—"Passing Show" (London).

Food for Thought. — Her: Don't you think Gorina Nish is just thrilling in "Wild Oats?"

Him: Yeh. That's her best cereal.—"Boston Beanpot."



HOW OFTEN.

"How often does your road kill a man?" asked the Magistrate of the Railway Guard. "Just once," replied the Guard.



Young Thing—"Could you tell me where I'll find the Passionate Fate Agent, please?"

He's Not the Only One.—The speaker waxed eloquent, and after his peroration on women's rights, he said, "When they take our girls, as they threatened, away from the co-educational colleges, what will follow? What will follow, I repeat?"

And a loud masculine voice in the audience replied, "I will."

Careless Work. — Jim: We had a dreadful storm here last week. The lighthouse was washed away except for a few bricks.

Julia: Well, why did they build it in such an exposed position?

Accuracy.—Desperado: Halt! If you move, you're dead.

Student: My man, you should be more careful of your English. If I should move, it would be a positive sign that I was alive. — "Hermonite."

First Aid and Ambulance Work

FRACTURES—By F. W. Kaiser, Ambulance Officer, Victorian Railways

When a bone is broken, it is said to be fractured. Injuries to the bones and muscles, such as fractures, dislocations, and sprains, are continually met with in everyday experiences, and as the further usefulness of the limb depends entirely on the manner in which it is treated at the outset, it is of the utmost importance that the nature of the accident and the method of treating it should be carefully considered, and the principles underlying its management thoroughly grasped.

Varieties of Fractures.

When a bone is broken, and the skin and other parts covering it remain uninjured, the fracture is said to be simple. When, in addition to the fractured bone, there exists a wound which connects with the ends of the broken bone, whether this wound is caused by force or produced by the fracture, or by one of the sharp ends of the broken bone perforating the skin, the fracture is said to be compound.

Thus, there are two great varieties of fractures:—

1. Simple.
2. Compound.

It will be readily understood that simple fractures are much less serious than compound. They usually do well, whereas the latter are always serious, those of the upper extremity being less fatal than those of the leg, and these latter less than those of the thigh. The importance of this fact will be taken into account when treating a case of simple fracture, because the greatest danger to which a patient is exposed is that of the simple fracture being converted into a compound one by injudicious or rough handling, or by the patient himself, in his efforts to move. He may be aided in these efforts by his friends or the bystanders, who are ignorant of the danger to which he exposes himself, and it will be for the reader, should he witness such an acci-

dent, to insist on the patient lying still until medical aid arrives, and in the event of this not being immediately available, adopt the means hereafter to be described for fixing the broken ends of the bones in such a manner that no other injury can be inflicted, and to superintend the careful removal of the patient to the hospital or his home.

In addition to the two great varieties into which fractures are divided, there are other methods of classifying them. Thus, the simple and compound fracture is said to be complete when it is broken right through. Incomplete, when it is only cracked, and bone is a greenstick fracture, when, instead of the bone breaking, it bends, and the bone has a convex surface, and the bone is split up, as happens when the green branch of a tree is bent. This form of fracture is frequent among children. Impacted, is when one end of the bone is driven and fixed into the other. This form of fracture is most frequently seen in old people. Then, again, complete fractures may be classified according to the direction of the line of fracture. They may be transverse when the line of fracture lies at right angles to the long axis of the bone. Oblique, when the fracture runs diagonally across the bone, and both broken ends have sharp points. This form is very common, and is the one in which there is the greatest risk of a simple fracture being converted into a compound fracture. In the comminuted fracture, the bone is broken into several fragments. Finally, the fracture may be complicated by some other injury, as when one of the larger arteries in the vicinity of the injury is ruptured, giving rise to serious bleeding, and where the nerve is torn through, causing paralysis, or when an important organ, such as the lung, in fracture of the ribs, or the brain in fracture of the skull, is damaged.

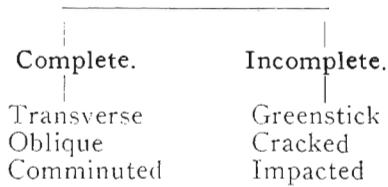
The following table, which reduces the foregoing definitions to tabular

form, may be of assistance to those who wish to convey to memory the different kinds of fractures:—

FRACTURES.

Simple.

Compound.



Complicated.

Causes of Fracture.

Fractures are met with at every period of life. In infancy they are generally incomplete, but complete fractures of the clavicle and bones of the forearm are common in children. Adults are more liable to complete fracture, and men, on account of the nature of their work, are more frequently the victims than women.

In old age an impacted fracture is most frequently met with, as the bones at this period of life are brittle, the fracture being commonly situated at the upper end of the thigh bone, or at the wrist, though it may be met with in other regions.

Whenever the bones are in a brittle condition, muscular action alone is sufficient to produce a fracture; thus snapping across the knee-cap is a very common accident, the result of muscular action.

The collar-bone has been known to break as the result of attempting to lift a heavy weight; but, apart from the constitutional causes of fracture, it may be taken as a fact that the cause of fracture is always force of some sort. This force may be applied from within the body itself, in the form of muscular action, or from without. Fractures, then, may be due to internal violence, or external violence. The form that the external violence takes varies with almost every accident, but it may be divided into two great divisions:—

1. Direct.
2. Indirect.

Direct violence may be due to a blow from a stick or the fist, the fall of a

heavy mass on a part of the body, the passage of a wheel over a limb. Whatever the form of violence, the fracture invariably takes place at the spot where the injury is received, and often it is this form of violence which is apt to cause a compound fracture.

Indirect violence. An individual stumbles, and in his effort to save himself from falling on his face, strikes the ground with the palm of his hand, and fractures his collar-bone. Another, jumping down from a height and landing on the feet, fractures the neck of the thigh-bone. It will be noticed that in these two instances the fracture occurs, not at the point where the force is applied, viz., the hand or the foot, but at a point far removed from these regions, and on examination it is found that the fracture occurred at the weaker point in the column of bones, through which the force has been transmitted by the bending and snapping of the bone. The causes of fracture, then, may be tabulated as follows:—

Direct Violence.

Blows. Break at spot of injury.
Serious. Often compound.

Indirect Violence.

Falls. Break at some distance from the seat of injury, generally simple. May be converted to compound by rough handling.

Muscular Action.

Some diseased condition of the bone is usually present.

(To be Continued.)

* * *

Your word can never be as good as your bond, because your memory can never be as trustworthy as your honour.—Bernard Shaw.

In great memories there lies the seed of growth.—Ibsen.

“Friendship never forgets. That is the wonderful thing about it.”

“Pleasure is Nature’s test, her sign of approval. When we are happy, we are always good, but when we are good we are not always happy.”

“Everyone has an inalienable right to some one place on this earth where he may be wholly himself.”—Ibsen.



Horticultural Notes

FLOWER GARDEN

Those interested in gardening will welcome the advance of the season. The planting season has now arrived, and all kinds of plants from the open ground may now be shifted.

Roses.—These, the queen of flowers, claim the most attention. The following culture notes will be acceptable to all beginners.

Soil.—The best suited for Roses is a deep, heavy loam, with a clay sub-soil, but also do well in lighter, if well manured during summer.

Preparations of Ground.—If good drainage does not exist, it should be provided. Pipes may be used or a layer of broken stones or ashes 6in. or 9in. deep may be laid in the bottom of the trench that has been prepared with a fall to the lowest end of the ground. The drain should be at the least 18in. below the surface, on a hard bottom.

Planting.—The time for this is from June to August. Great care should be taken to avoid deep planting, 4in. or 5in. is deep enough. Each root should be carefully laid out and not allowed to cross. Cover the roots with soil, and press same firmly on roots. Water well after planting, and prune all plants back to about four eyes at the end of August.

Manure.—Liberal dressing of manure should be supplied to establish plants, but on no account should be allowed to come into contact with the roots at the time of planting. The best manure to use is dried blood or bone fertiliser, cow and horse manures are good substitutes. For the destruction of pests use niquas or nicotin.

Rhododendrons.—These make beautiful flowering shrubs, and suit both large and small gardens. They do best in a light loam, and should be planted in sheltered positions. Plants from the open ground should be put out now for Spring flowers.

Only hardy annuals, such as Candytuft, Lupins, Nemophila, Sweet Peas, etc., should be sown in the open ground. Hardy annuals and biennials that were raised in the Autumn

may be transplanted. Cannas, Perennial Phlox, Perennial Sunflower, Rudbeckias, Daisies, Polyanthus, Primroses, Violets, etc., can be divided and re-planted if necessary. Delphiniums should be lifted and potted off until Spring. Chrysanthemums may be cut down as soon as the flowers have faded, and if the plants are growing weak through having been too long on the same spot they should be either lifted to another place or have fresh soil and manure added. The transplanting of all hardy trees and shrubs should be finished as early as convenient, and the beds and borders should be manured if necessary and dug. Annuals and biennials that were raised in autumn may be transplanted.

Plant Gladioli and Lilium for flowering in Spring.

For the destruction of snails and slugs, use Itzitz.

VEGETABLE GARDEN

At this time of the year, when planting, choose the driest and best drained ground. Plant out Cabbages and Cauliflower plants. These can be forced by applications of nitrate of soda. Peas can be sown largely, and if given proper attention should give good results. When about 6in. high, earth up to protect from wind. All varieties are best "sticked" to prevent the pods coming in contact with the ground. Day's Early Sunrise is a reliable and hardy variety. Broad Beans may be sown. These are generally planted too close. The plants should be 1ft. apart in the rows, and 30in. between the rows. You can hardly make the soil too rich. Well rotted stable manure is the best for any early crop. Superphosphate and kainit are the best artificial manures to use, nitrogenous manures not being necessary, as the bean has the power of collecting the free nitrogen from the air. "Cole's Dwarf Prolific" is the best variety. Sow also Cress, Lettuce, Mustard, Onion, Spinach and Radish. Early sown Onions should be thinned out and transplanted. The main crop of Onions for keeping, if not already done, should be sown. Brown Spanish is the best variety; Extra Early Spanish is highly recommended. Plant Jeru-

salem Artichokes, Rhubarb Roots, Thyme, Sage, Marjoram, and finish planting Potato, Onions, Garlic, and Shallots. Top-dress Asparagus beds, and prepare ground for new plantations. Prepare a hotbed to raise early Cucumbers, Melons and Tomatoes. Thin root crops and Spinach, and keep the weeds down by hoeing between the rows.

FRUIT GARDEN

Those who intend planting fruit trees should push on with the preparation of the ground, if not already done. The planting should be done by the end of the month, if possible. Deep planting should be avoided. A good guide to plant is the same depth as in the nursery rows. This will show on the bark. Before planting, prune the roots, cutting cleanly away any damaged or withered roots, and equalising the root formation. When planting, spread the roots and tread the ground down firmly. After planting, cut back the tops, leaving three or four buds on each, cutting above the bud which promises the best shape to the tree. Pruning may be got on with, commencing with the small fruits—Gooseberries, Currants, Grape Vines, etc. Early pruning for the general run of fruit is not recommended; about the middle of the month is time enough to commence. In planting, the same applies as in pruning. Strawberries, Raspberries, Currants, Gooseberries should be planted as early as possible. Plant some Loganberries. The Loganberry is one of the most profitable and easily grown berried fruits.

* * *

Pear Trees

Silver dust
Lifted from the earth,
Higher than my arms reach,
You have mounted.
O silver
Higher than my arms reach
You front us with great mass;
No flower ever opened
So staunch a white leaf,
No flower ever parted silver
From such rare silver;

O white pear,
Your flower-tufts
Thick on the branch
Bring summer and ripe fruits
In their purple hearts.

—Hilda Doolittle Aldington.

* * *

Being greedy for money is the surest way not to get it, but when one serves for the sake of service—for the satisfaction of doing that which one believes to be right—then money abundantly takes care of itself.

“There are not competent people enough in the world to go round. Somebody must get the incompetent lawyers and doctors; so take care.”

Watch Spring Breakages

A record of watch-spring breakages covering a number of years has been kept by an interested watchmaker, and, according to an account given in “The Scientific American” for February, it was found that out of seventy-five breakages during that period, seventy occurred following the winding of the watch at night. Accordingly, the following explanation of the cause of breakage was suggested:— A watch is carried all day and has acquired approximately the temperature of the body. When removed from the pocket and wound quite tight, the ensuing contraction caused by cooling off of the spring caused it to be strained and lengthened. This effect, it is suggested, is cumulative and the spring finally gives way—usually during the night, after the winding which supplied the straw to break the camel’s back.

Since one is more likely to get up at a more uniform hour in the morning than he is to go to bed at night, it is better to wind the watch at that time as it gives a more even power behind the running of the watch. Also, a watch wound at night is half-run-down in the morning when the owner begins activities that cause various jars to the watch. These little shocks are more likely to check a balance wheel if the full strength is not behind the spring.

* * *

Detailed Information

The controversy in the church reminds us of the story about the artist who was employed to renovate and retouch some oil paintings in an old church somewhere in Europe. When he presented his composite bill for £14/0/4, he was informed an itemised statement would be necessary. So the following was duly presented:—

For correcting the Ten Commandments	£1	1	4
For renewing heaven and adjusting the stars	1	9	8
For touching up purgatory and restoring the lost souls	0	12	9
For brightening up the flames of hell, putting a new tail on the devil, and doing odd jobs for the damned	1	9	10½
For putting a new stone in David’s sling, and arranging Goliath’s head	1	5	6½
For mending the shirt of the Prodigal Son, and cleaning his ear	0	14	1½
For putting a new ribbon on Pilate’s bonnet	0	12	7
For putting a new comb and tail on St. Peter’s rooster	0	9	2
For re-gilding the left wing of the Guardian Angel	1	1	7
For putting carmine on left cheek of the servant of the High Priest	1	0	11
For taking the spots off the son of Tobias	2	2	11
For putting earrings in Sarah’s ears	1	1	11
For mending roof of Noah’s Ark, and putting a new head on Shem	0	17	11½

£14 0 4

“Fuel Conservation” “Cricket”

By “ANONYMOUS”

“I have never yet met a man or boy who was not more or less interested in cricket. In the past month thousands of Australians have been picking our eleven to play in test matches against the English team, and it will not be long before the Englishmen will be here pitting their skill against ours. When the teams take the field we shall all be agog with excitement; the play will be critically followed by hundreds of thousands. We will hear the shouts from lusty throats as a batsman makes a four or a bowler beats the bat. We will hear the cry of the crowd when a fieldsman misses a ball (no one, perhaps, would be more surprised than the self-same crowd if the fieldsman did retire for a bag to make certain of catching or stopping the fast ones).

“Yes, the crowd is keen, and the teams are keen, for there is much at stake. England and Australia are on trial, and cheers and criticism are given to stimulate the players to do their utmost. The player who makes a century becomes a national hero. The bowlers, the man behind the sticks, the man away in the outfield, are all part of the team, and should any fail or not play to form—well, they are duly reminded of the fact; but every bit of good play is noted and applauded, for the game is cricket.

“I am, however, thinking of another cricket game, and one that is a test match; one, too, in which we are all interested. Already the team is chosen, and the game in play. The field is placed, and our opponent is batting. The score he has already compiled is enormous, but there is every evidence that our side will win. Strange as it may seem, our side is reducing the opponents' score. It was once a million, but we have already reduced it some thousands, and it is still coming down. Our side is a good one, and our men are well placed, the Signalman is behind the sticks, the Shunter at

point, the Guard is in the slips, the Vanman at cover-point, and the Number Taker is at long-stop. Our express bowler is the Driver, and the break bowler the Fireman. In the outfield are the station staff, track force, and shed hands.

“The game is critically watched by the general public, and whilst we do not frequently hear much cheering we can occasionally hear a murmur of ‘Get a bag.’ But the game is not being played for cheers or criticism, but for the game itself. Cricket is a team game; no two or three players can carry a team, nor is it possible for us to make any showing in our game unless we tackle it as a team.

“A man who once witnessed the Englishmen batting against the Australians remarked that it was no wonder the Australians won, because they had eleven men on the field to the Englishmen's two. He didn't understand the game, of course, nor does the critic who says ‘we can't beat our opponent,’ ‘Excess Coal Consumption.’ Nor can we win if our team is keen one day, and slack up the next. ‘Success comes not by wishing, but by hard work bravely done.’ So, Signalman, be keen behind the sticks, and Shunter watchful at point, Number Taker be alert at long-stop, and Guard be ready in the slips. Mid-on and outfield back up for fear of a mis-field, stop the fast ones and field the slow ones, and so save the Driver's and Fireman's averages, for whether it be saving runs or saving coal, it is good cricket.

“Critics never yet have won a game. Kipling once, addressing lip loyalists, said:—

“When you've shouted Rule Britannia,
When you've sung God Save the King,
When you've finished killing Kruger
with your mouth,
Will you kindly drop a shilling in my
little tambourine
For a gentleman in Khaki going
South.”

“Do something. Help your side. Action is golden, and ensures success. Individual keenness saves the minutes and the shovelfuls, but team-work saves the hours and tons.”

Victorian Railways Institute

New Buildings Opened at Bendigo



Group of Officials from the Central Institute, Melbourne, together with their lady friends, and Officers of the local Institute
(Commissioner Mr. Miscamble may be seen in grey seated in the centre of the front row)



Mr. T. J. BISHOP
Chairman of Management Committee



Mr. A. R. ELLIOTT
Secretary, Bendigo Centre Area

In the presence of a large gathering, Mr. J. S. Rees, president of the Institute, on a recent Saturday afternoon, officially declared open the new Railways Institute buildings situated in the gardens, next to the Bendigo Railway Station. A number of visitors from Melbourne were present, including Commissioner Mr. C. Miscamble.

In declaring the building open, Mr. Rees said that, on behalf of the central council of the Institute, he desired to congratulate Bendigo on the splendid work done, and as a result of which they now possessed a fine building. He trusted Bendigo would continue to work hard and keep on keeping on. A lot of men in the Service had not Institutes of that kind at their disposal, and it was those men they wanted to consider. Those men could be helped through the library, and the educational correspondence classes.



Front View of New Building.



Commissioner Mr. Miscamble.

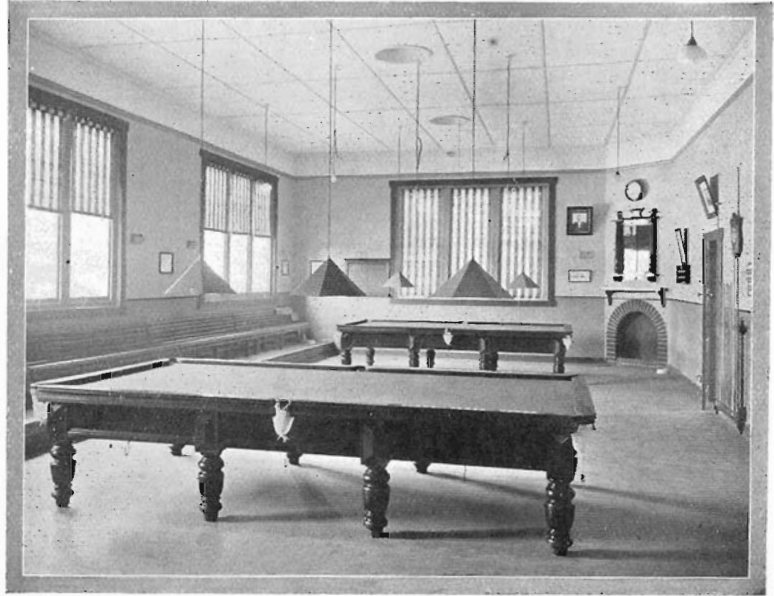
The Institute served the purpose of an up-to-date club, as well as an educational facility, and it could all be obtained for the small sum of 8/- a year. It was something the railwaymen of Victoria should be proud of. (Hear, hear). They were under a deep sense of obligation to the Commissioners. A good railwayman always returned "the shout." Well, the Commissioners had "shouted," and it was up to the railwaymen of Bendigo to return "the shout." They could return it by providing a 100 per cent. efficiency, by being worthy of the great service to which they belonged, and by helping the management of the service to be a credit to itself, and to the State. Mr. Miscamble had started somewhere in Bendigo right at the bottom of the ladder. He was a Bendigo boy. Now he was at the top of the ladder, and he was sure he was a man of whom Bendigo could justly be proud. He was one of the foremost minds in railway transportation in Australia, and he was an example to the young men of to-day who were in the Service. (Loud applause).

Mr. Miscamble, on rising to speak, was greeted with loud cheering, and the audience rose and gave him three cheers. He said that Mr. Rees had not been quite correct. He had certainly started his "crying" career in Bendigo. It was in this city that he first entered the cradle. (Loud laughter). He retained the kindest memories of that city, and it was a pleasure to be back in Bendigo that evening. Regarding the Institute, the Commissioners could not give something of value for nothing. They looked to the railwaymen in Bendigo to value their new building, to make good use of it, and to pass it on. Railway matters were becoming more complex every day, and therefore, it was necessary for each and every rail-

wayman to try to become more efficient in his job. The sooner they got to that 100 per cent. efficiency the better, because they had a great duty to perform to the public of the State. They were sellers of transportation, and the public of Victoria were their customers. Let it be no fault of the men on the job if anything went wrong. Things, of course, would go wrong, but let them do their best to try to prevent it being their fault; let them try to get as near to 100 per cent. efficiency as possible. He hoped the Institute would fulfil the hopes of the Commissioners. They expected it to bring Bendigo railwaymen together on the one level, with one man on a pedestal, but each and every one meeting the other man on the same terms as a fellow man and as a fellow - railwayman. (Hear, hear.) He urged them to do everything possible to co-ordinate their work and activities with those outside the Service who were keeping them all in their jobs. Members of Parliament said that the motor was going to take their jobs and oust the railways. They would stop the motor traffic from

growing if they gave equal service and kept faith with the public. (Hear, hear).

Mr. H. K. Swann, Loco. Foreman, welcomed the members of Parliament and members of



Billiard Room.

the Central Council of the Institute to Bendigo.

The Mayor of Bendigo (Cr. M. G. Giudice), on behalf of the citizens of Bendigo, congratulated the Commissioners on having built the fine building, which was a credit to Bendigo. They appreciated also the action of the railwaymen in finding the money in such quick time. He had just returned from a trip on the "Reso" train, and he assured them that from the driver to the cook, it was 101 per cent. efficiency all the way. (Applause.) They had seen the great important work the railway service was carrying out in the country in opening and developing the backblocks, and they saw what a great service the railwaymen of Victoria were to their fellow - citizens and their State.

Cr. T. C. Pryor expressed pleasure at being present, and hoped the institute would do all that was expected of it.



Class Room.

Mr. D. Cameron, replying on behalf of the central council of the Institute, made an earnest appeal to the parents of young men and boys in the railway service to try to get their sons to utilise the Institution as much as possible. He quoted instances of rapid rises in the service by men who had devoted their spare time to studying at the Institutes and improving their status in the service. The General Electric Company of America had described one of the students from Victoria as one of the greatest electrical students that had ever come under its notice. The opportunities for advancement in the service were many if the young men only cared to take advantage of them. Mr. Clapp had requested him to stress particularly the responsibility of the older men in the service towards those under them.

"If you can lend a young fellow a helping hand to keep on the straight path, do it," urged Mr. Cameron. "I ask the supervisors here in Bendigo to take a kindly interest in the younger men under their control, just the same as they would like older and more experienced men to take a fatherly interest in their own sons if they were similarly situated. Often I know supervisors are to blame for young men passing out of the service. They never let them know of the opportunities awaiting them, and they never encourage them to keep on. I ask you all to try and persuade the young fellows to use this Institute and they will find that by improving their usefulness to the railway service they are also improving their own status in life. The service is full of opportunities, but it is only the man who has trained and studied at such institutions as this, that is able to take full advantage of them." (Applause).

An excellent musical programme was provided by Madame Evelyn Ashley (soprano); Miss Phyllis Ashley (soprano and pianist); Miss Jessie Cromb (contralto); Master Mario McGrath (violinist); and Mr. W. Roberts (baritone). Miss W. Moverley recited several fine pieces, and Mr. J. Allen (secretary, Korong Vale Institute), was entertaining in his descriptive singing. At the conclusion of the musical programme, a dance was held in the main hall.

SACRED CONCERT.

Hospital Benefits.

A sacred concert in aid of the Bendigo Hospital Funds was held in the Princess Theatre, on the Sunday evening. The theatre was packed, and an excellent musical programme was thoroughly enjoyed by the large audience.

The collection totalled £27/11/2, and this was presented to Mr. J. J. Stanistreet (president of the Hospital Committee) (by Mr. T. J. Bishop, president of the Bendigo Branch of the Railways' Institute) and briefly acknowledged. Mr. Stanistreet paid a tribute to the manner in which the railwaymen had always helped the Hospital, especially in recent years.

Mr. Bishop thanked the Marist Brothers' Band for holding its usual Sunday evening recital in the afternoon so as not to prove a counter attraction to the concert.

IT IS NOT ALWAYS EASY

- To admit your mistakes,
- To take advice,
- To profit by mistakes,
- To shoulder a deserved blame,
- To forgive,
- To forget,
- To get up in the morning,
- To live up to the rules,
- To pay your bills,
- To keep out of jail,
- To apologise,
- To be unselfish,
- To stay home at nights,
- To use good judgment,
- To hold your temper,
- To smile,
- To keep silent,
- To be careful,
- To be courteous,

BUT IT ALWAYS PAYS.

SERVICE GUIDE.

OUR CUSTOMERS judge our Railways by what they think of you.

COURTESY ALWAYS PAYS, and you are paid to be courteous.

NEVER LOOK UPON a customer's complaint as a nuisance. If justified, it is a service to our Railways; but, justified or not, it affords an opportunity for courteous service.

IT TAKES TWO to make service perfect, the server and the served, and you are responsible for your part.

A CUSTOMER will believe what you know to be true. Do not ask him to believe what you do not believe yourself. Get the facts!

OLD CUSTOMERS were once new customers, who were fairly treated.

THE RECOLLECTION of courteous treatment remains when everything else is forgotten.

IT IS A CUSTOMER'S RIGHT to understand what he is buying. It is your duty to help the customer to understand.

BEST OF ALL! Put yourself in the customer's place, and then do unto the customer as you would be done by.-



The LADIES.



Woman and Her Arts

(By Housewife)

We all have heard much about "Sweet Seventeen," which delightful age was some years ago believed to mark the beginning of a romantic period ending in matrimony, a supposedly blessed state in which the married lovers were unfaillingly happy. We, of a mature age, still believe that seventeen is a sweet age for a girl, but we do not now regard it as a beginning point for courtship. Our grandmothers married at seventeen, but the girls of to-day are considered immature at that age (as, indeed, they are, most of them), and twenty-one is now regarded as age at which the ordinary young woman may cast her eyes around in a search for a possible husband. Should a young woman marry before 30, she is regarded as being normal. Even if she does not marry until 35, she is in no danger of being called an "old maid," except by irreverent flappers, who are no respecters of elder persons. There are no old maids to-day, but there are hosts of bachelor girls. Matrimony is not the sole object of existence, and not the only career open to the majority of women. The auction block for women hardly retains a place in the most conservative circles, though there are still some wealthy and so-called aristocratic circles in which women are even to-day bought and sold. Most women in these circles must marry men with money, if they are to keep near the top in Society.

The Perilous Age.

But it is not of marriage that I set out to address you in this article, dear readers, but of the problem of the young girl. Sixteen is a perilous age for girls, and it is of girls of this age that I am thinking to-day.

At sixteen a girl is to-day better informed, generally speaking, than a girl was a generation ago. Most girls of sixteen have been instructed by their mothers, and go out into the world somewhat prepared to care for themselves in the hurly-burly of the unsheltered life. Parents can no longer afford to keep girls in idleness, or semi-idleness, and the majority must earn something towards the housekeeping expenses. We mothers send them into shops and offices, and into other places of business in fear and trembling; but the girls soon exhibit a rather amazing aptitude for learning the ways of life outside their own homes. I think they are all the better for it, though they are a trifle too independent nowadays.

The sixteen-year-old girl, however, unless she be very steady and is well brought up, is in danger of receiving wrong impressions because of her mental and physical immaturity. She is crossing over from girlhood to young womanhood, and if she be emotional she can hardly understand herself. Life begins to be complex at sixteen, and at that age girls should be careful in making acquaintances, and particularly in making acquaintances among the young men she meets in the daily course of events.

I have been led to make these remarks by the spectacle of the behaviour of a young girl I see making free with all sorts of young men. She has no discrimination, and will be regarded as being cheap and everyman's sweetheart. That is a terrible reputation for a girl to earn in any situation of life.

A girl of sixteen should take all her questions, her troubles, and her anxieties to her mother, and discuss these important matters quietly. Feelings and emotions should be kept under restraint, until more experience of life has founded character on a strong and healthy basis.

THE INNER MAN—AND WOMAN.

Variety in Suet Puddings.

Suet puddings should practically always contain the following proportions of ingredients to ensure a light, spongy constituency which makes the foundation for many varieties of seasonable sweets:—

Foundation.

4 oz. each of flour, breadcrumbs, and sugar, 6 oz. of suet, 1 or 2 eggs, pinch of salt, about $\frac{1}{2}$ pint of milk.

To Add.

For Date or Fig Pudding.—8 oz. of dried figs or dates, $\frac{1}{2}$ teaspoonful of grated nutmeg. Use 2 eggs.

For Plum Duff.—3 oz. each of sultanas or raisins, 2 oz. of currants, 2 oz. of mixed candied peel, flavouring essence. Use 2 eggs.

For Ginger Pudding.—1 gill of golden syrup, $\frac{3}{4}$ oz. of ground ginger, $\frac{1}{2}$ teaspoonful of carbonate of soda. Use only 1 gill of milk, 1 egg.

For Prune Pudding.—4 oz. of prunes, 3 oz. of currants, pinch of ground ginger, 1 teaspoonful of baking powder.

For Lemon Pudding.—2 lemons (grated rind and juice). Use 6 oz. of breadcrumbs and 2 oz. of flour, 2 eggs and $\frac{1}{2}$ gill of milk.

For Marmalade Pudding.—4 oz. of orange marmalade. $\frac{1}{2}$ teaspoonful of baking powder. Use 2 eggs and about 1 gill of milk.

For Paradise Pudding.— $\frac{1}{2}$ lb. of apples (weighed after peeling and coring), 1 table-spoonful of brandy, grated rind of $\frac{1}{2}$ lemon, pinch of nutmeg. Use 3 eggs, very little or no milk.

Method of Mixing.—Clean the fruit, remove all stones, and chop the larger fruits. Shred the peel, sieve the flour, salt, and any raising ingredient and spices used. Mix all the dry ingredients, beat up the eggs, and add with the milk. Put into a greased basin, cover with greased paper, and steam for 3 hours. Turn on to a hot dish, and hand melted butter, custard, or jam sauce. The water must boil fast under the steamer the whole time. Add more boiling water when necessary. The puddings may be boiled, in which case the a scalded floured cloth over the top, and put the basin into a pan of boiling water. Boil from 2 to 2 $\frac{1}{2}$ hours. Never let the water go off the boil, but keep it simmering the whole time.

Some Delightful Ways in which Raisins can be used.

EQUAL amounts of chopped raisins and nuts, moistened with orange or lemon juice, make a delicious and nutritious sandwich filling.

An easy and nutritious marmalade may be made by cooking equal parts of chopped raisins, apples, and water till thick, and adding a little lemon juice.

Chopped raisins and horseradish make a splendid relish to serve with meat.

Add a few raisins to the poultry stuffing and you will never again omit them.

Chopped raisins added to scalloped apples give an unusually distinctive flavour.

Add a few chopped raisins to Hamburg steak or to any meat croquettes. There is no loss in food value, and the flavour is improved.

Put a few raisins in the children's breakfast food. They will like it better, and get added nutrition.

A cup of chopped raisins, $\frac{1}{4}$ -cup of sugar, and a little lemon juice make a delicious and inexpensive tart filling.

Stewed raisins lend new charm and zest to cereals of all kinds—increase nutrition and add healthfulness.

Rice pudding with raisins is an almost universal favourite of the men. Let your men folk get their "iron" in this tasty dish.

Hot fruited toast—delicious toasted raisin bread—is a dainty and nutritious food for breakfast, luncheon or tea.

RAISINS ARE RICH IN NATURAL FOOD IRON.

Far Superior to all Forms of Artificial Sweetmeats.

V.R.I. Orchestra

QUEER QUERIES.

By the Conductor.

The 9 o'clock interval at Rehearsal is filled in with small talk and queer queries. We submit a few in metrical form:—

A conductor, many people think, must know a heap of things

Concerning subjects as diverse as cabbages and kings:

His players ply him night by night with queries old and new,

And if you'd care to hear them—well—I'll give you just a few:—

Why are Composers now-a-days in numbers growing less?

And kindly tell me, if you will, Rachmaninoff's address:

Why does the Oboe give the A, with others there besides,

And why are Strings all catgut named, tho' got from sheeps' insides?

Is Job the model patient man, or is it Mr. Clapp,

Who simply smiles while noodles growl, and doesn't care a rap?

What age was Arthur Sullivan when he the "Pirates" scored,

And was it after or before he wrote the famed "Lost Chord"?

What is the best and surest way of counter-acting fat,

And is a Boxer or a Fur the latest style of hat?

The "Broken-Hearted Sparrow" grieved, but can you tell us why?

How is it, sometimes, on clear nights no moon is in the sky?

Is Socialism or what else the cause of greatest strife?

Before she wedded Peacock, who was Premier Peacock's wife?

How can we "Raisins Daily Eat," as Railway Heads desire,

When the Currents are far overhead fast whizzing through each wire?

Was Wellington, the "Iron Duke," named, in earnest or derision,

And was it he, at Waterloo, who led the "Iron Division"?

What gee-gee won the Melbourne Cup in Eighteen eighty-eight?

How can a chap grow further hair upon a vacant pate?

How many rounds has Larry boxed or Meeske in a scrap?

Where can I find a place called Rhyl upon a railway map?

How do you find in cubic feet the contents of a well,

And what's the quickest way to learn the "Storm" in William Tell?

What did the Dead Sea die of, and on what did moths exist

Before, in Eden, Eve had clothes or any laundry list?

Each night some query comes along as regular as the post,

And clever one would need to be to hope to answer most.

J.J.



THE HOUSE AND THE ROAD.

This lovely little song gives, in the simplest way, the pathos of the parting of a girl from her home, it may be, when she marries. The writer, Josephine Preston Peabody, has written several books and plays. She is the wife of Professor Marks, of Harvard University.

The little Road says, Go;
The little House says, Stay;
And O, it's bonny here at home,
But I must go away.

The little Road, like me,
Would seek and turn and know;
And forth I must, to learn the things
The little Road would show!

And go I must, my dears,
The journey while I may,
Though heart be sore for the little House,
That had no word but Stay.

Maybe, no other way
Your child could ever know
Why a little House should have you stay,
When a little Road says, Go.

HISTORY OF SOAP.

It is hard to realise that so indispensable an article as soap was unknown five hundred years ago, yet its origin dates only from the year 1524, when it first appeared in London. The ancient writers, Pliny and Galen, mention it as an invention of the Gauls, but no trace of it has been found in records of Greek or Roman life. Pompeii's ruins yield many things which seem quite modern, but no soap has ever been discovered. As a substitute, the Roman used oil and clay in their baths. Clay containing a percentage of fuller's earth makes a considerable lather, and it is a very fair makeshift; therefore they doubtless managed to attain a sufficient degree of cleanliness, especially as they devoted long hours to the bath.

It is supposed that soap originated in Mediterranean Europe, where great quantities of olive oil were produced. Oil, in fact, combined with either soda or potash, makes a passable quality of crude soap, and it is possible that some Italian or Spaniard accidentally hit upon the art of making it by letting his pot of olive oil boil over and mix with the wood ashes of the fire. Ashes contain potash enough for the purpose, and are still used in country places for the manufacture of home-made soft soap. The fine soap known as castile is still made

by as primitive a method, and is really one of the oldest forms of the article in use today. Perhaps it is the original, discovered by some careless Castilian olive oil maker who did not watch his boiling kettle.

TALENTS.

"I remember," said Grannie, "when I was a little girl of seven years old, my Uncle William came home from India to stay with my father. He was very kind to me because he saw that I was a very lonely little child, in a very big, empty house; for I had neither mother, brother, or sister. So he would often take me on his knee and tell me Bible stories.

"One day, when we were sitting together in an old summer house in the very small back garden, which town houses generally have, he told me the parable of the 'Talents.'

"Nannie," he said, 'I am going away very soon, and I want you to promise me that every night before you get into bed you will "Take account of your servants."'

"There are many "talents" God has given other children and not to you, for you are a lonely little girl—no mother to love you, no brothers or sisters to play with you. But there are many "talents" you have which some other children have not.'

"See here," he said, taking my little hands in his, 'here are ten little fingers; and down there, inside your shoes, are ten little toes; and inside that mouth is a little tongue; and at each side of this neat brown head is an ear; and looking straight up at me are two brown eyes. Now, these are all your servants or "talents" given to you by God to use—while many little children are lame or dumb, or deaf, or blind—and you are His little servant, and I want you every night to "take account of your servants" and find out if they have been pleasing God, or only pleasing yourself all through the day.'

"For all those servants of yours are "talents" or gifts from God, and He is watching every day now what you give them to do, and one day He will make you give Him an account of their doings.'"

HOW THE TRAIN WAS SAVED.

You must first know that Helen was a coward. She was afraid of nearly everything. She lived with her father and grandmother in a little cottage near the bridge. They were poor, and Helen's father earned a living as an

engine-driver. One night there was a terrible storm. Her grandmother had gone to bed, so had she, but she could bear it no longer, so, getting up, looked out of the window. Great flashes of lightning lit up everything. One flash revealed the further half of the bridge being carried away by the raging waters. Her father might be on the next train! The nearest station was a mile away, but she was going to try and tell them.

Looking around, she found a lantern, but no candle. She ran out and fought against the wind. Her thin nightgown made her shiver, but she ran on and on. At last the light of the station could be seen through the darkness. Helen ran faster. As she crossed the threshold she cried: "Save the train, the bridge is down!" As she saw that the operator had only one leg, she clutched the lantern and waved it wildly above her head. The sound of the puffing engine reached her ears. She waved harder and tried to scream, but the thunder drowned her voice. Then—all was a blank. The engineer had seen the signal of danger and stopped. Helen had saved the train.

* * *

Invention of the Locomotive

Whilst it would be futile to attempt to discount the great impetus given by George Stephenson to the "travelling engine," it is no reproach to his memory to say that William Hedley, in the year 1813, made the first locomotive ever put into practical service, and although the "Puffing Billy" is now rarely mentioned, its inception, though lacking many of the useful features afterwards embodied by George Stephenson, nevertheless accomplished its purpose.

Hedley, having effected a means of serving his own ends, does not seem to have been inspired by dreams of future possibilities, but because he failed to be obsessed, by the latent potentiality of his locomotive, it is scarcely fair not to acknowledge the value of his invention.

Trevethick, in 1802, patented a light pressure steam locomotive, capable of doing practical work, so that even Hedley and Stephenson were preceded in the primal attempt at locomotion by steam power.

Probably it was George Stephenson's realisation of the public use of railways that intensified his ambition to improve upon the common "wagonway" requirements of a local colliery. He envisaged that network of rails which subsequently spread over the entire earth, and to him alone can be justly applied the title "Father of Railways." In addition to this

far-seeing policy, he possessed the rare quality of turning the failures of others into tangible successes.

Even after allowing for the work done by Trevethick and Hedley, it must be admitted that to George Stephenson belongs the honour of imparting to the locomotive the essentially main features incorporated in the engines of to-day. The multi-tubular boiler, adaption of the blast pipe, side coupling-rods, link reversing motion, and, lest it be forgotten, the steam whistle are all retained in its evolutionary progress, so that the mammoth "Atlantic" embodies the main principles which animated the "Rocket" in its marvellous trial trip at Rainhill in 1829. I prefer to look upon the crude attempts of Murdoch, Trevethick and Hedley as stirring the mind of George Stephenson until difficulty after difficulty was solved, and a practically perfect locomotive was given to the world.

* * *

"If an automobile manufacturer cannot furnish as many cars as the public wants, nobody curses him; people pay him a scarcity price for what machines he has, and admire him for his skill in making money. But if a railroad cannot furnish cars enough for all emergencies, it is regarded as a dereliction of public duty; and if a railroad manager attempted to make car scarcity a reason for charging higher prices he would be publicly condemned, and probably sent to gaol." — Arthur T. Hadley, President, Yale University.

* * *

Fabre's Rebuttal.

Others again have reproached me with my style, which has not the solemnity, nay, better the dryness of the schools. They fear lest a page that is read without fatigue should not always be the expression of the truth. Were I to take their word for it, we are profound only on condition of being obscure. Come here, one and all of you—you, the sting-bearers, and you, the wing-cased armour-clads—take up my defence and bear witness in my favour. Tell of the intimate terms on which I live with you, of the patience with which I observe you, of the care with which I record your actions. Your evidence is unanimous; yes, my pages, though they bristle not with hollow formulæ nor learned smatterings, are the exact narrative of facts observed, neither more nor less; and whoso cares to question you in his turn will obtain the same replies.—Jean Henri Fabre.



Railway Officials Play Bowls

By A.E.W.

Railway officers are just as prone to get the wanderlust as other human beings, but particularly does this apply when sporting fixtures enter into the round of their daily lives. A fixture that has become immensely popular among Railway Bowlers is the Annual Interstate Match, between the South Australian and Victorian Railways Bowlers.

This year it was Victoria's turn to act as host, and on Thursday, the 17th April, a contingent from the Administrative Staffs of the South Australian Railways, accompanied by their wives and one wee juvenile (who might have been either a Jack or a Kitty), came over to engage with the Victorian Bowlers in three test matches. The visitors were officially welcomed on arrival at the Victorian Railways Institute by Mr. J. S. Rees, President, and in

the afternoon the ladies of the party were entertained at "The Wattle," by Mrs. S. C. Jones, wife of the President of the I. R. Bowlers' Association, and the wives of members. The visitors spent the afternoon at practice at the Carlton green, and in the evening were the guests of the Victorian Railways Bowlers at a theatre party at the Tivoli. The management had arranged that three test matches should be played, and these were listed for the Melbourne (Windsor) green on Good Friday, Toorak green on Saturday, and the Elsternwick green on Easter Monday. In between the several games, various social functions were carried out, including a trip to Frankston on Sunday, 20th April, whereat tea was served at the Fernery. No fewer than 68 Bowlers and their wives made the trip. Noticed among the visitors was Mr. Commissioner Shannon, who expressed his pleasure at meeting the members, and that the Commissioners were always glad to accord their patronage at fixtures where sporting bodies were concerned.



South Australian Railways Bowling Team

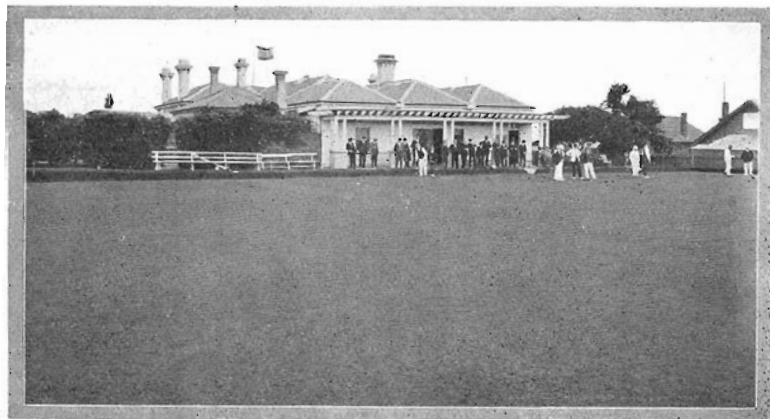


Victorian Railways Bowling Team (Commissioner Mr. Miscamble seated behind Figure 6)

Whilst the men folk were guests at luncheons at the greens, the visiting ladies were booked for croquet tournaments.

The luncheon at Elsternwick was regarded as one of the principal fixtures in the itinerary because invitations had been issued to the Commissioners and several officers to meet the South Australians. Apologies were received, however, from the Chairman and Mr. Commissioner Shannon, who were out of town, and Mr. Evers, the Secretary for Railways. Commissioner Mr. Miscamble, who was entrusted with the toast of the visitors, said that it gave him great pleasure to be present, and to do honour to the visitors. The Commissioners were always glad to encourage friendly games of any kind between their officers and brother officers from other States. The games for a time gave a fresh environment, and created a fellowship which he regarded as one of the finest things in the enjoyment of life. It tended to broaden their sympathies, gives keenness to their intellect, and develop the power to see things from many angles. It makes us approachable and tolerant while we are brought into contact with others, and this makes us appreciate the rights and privileges of mankind.

Mr. R. J. Mason replied in a breezy and humorous vein. Mr. Roberts proposed the toast of the Elsternwick Club, which was responded to by Mr. Williams. Messrs. Short (South Australia) and McClelland (Victoria) proposed and replied respectively to the toast of each State's Bowling Association. The latter expressed his regret that Commissioner Mr. Miscamble was not a bowler and a member of his rink, so that he might tune him up occasionally if he were not up to the mark



Rooms and Bowling Green, Elsternwick Club (where matches were played)

in team work. The visitors agreed that the trip had been one of the most enjoyable that they had taken part in, notwithstanding the climatic conditions. The visitors presented the Secretary and Treasurer with mementoes of the trip, and expressed their ap-

preciation of the arrangements made for their pleasure and comfort.

The result of the matches was as follows:—

South Australia v. Victoria.

First Test Match.

Played at Windsor—Melbourne Green, 18/4/24.

	S.A.	Vic.
May, Tobitt, Richard, Roberts		25
Richards, Gales, Grimmond, Wisemeyer	17	
Hughes, Blackie, McClelland, Jones		23
Bice, Brown, Short, Hunter	20	
Johnson, Furnell, Davies, Beulke . .		40
Pitt, Noden, Pedler, Mason	14	
Malan, Stevenson, Turner, Fawcett		26
Earl, Hill, Johns, Chapman	26	
	<hr/>	<hr/>
	77	114

Victoria won by 37.

Second Test Match.

Played at Elsternwick Club.

	S.A.	Vic.
Tobitt, Blackie, McClelland, Jones . .		34
Richards, Grimmond, Gales, Wisemeyer	26	
Rogerson, Barrie, Richard, Roberts.		32
Earl, Hill, Johns, Chapman	22	
Johns, Ellis, Davies, Beulke		23
Bice, Brown, Short, Hunter	22	
Bromilow, Hohmuth, Hughes, Fawcett		27
Pitt, Noden, Pedler, Mason	11	
	<hr/>	<hr/>
	81	116

Victoria won by 35.

Third Test Match.

Played at Glenferrie Hill.

	S.A.	Vic.
Rogerson, Barrie, Malan, Richard . .		24
Scanlon, Pitt, Noden, Mason	29	
McClelland, Tobitt, May, Jones		16
Earl, Hill, Johns, Chapman	32	
Davies, Ellis, Johns, Beulke		20
Moloney, Grimmond, Gales, Wisemeyer	20	
Hughes, Hohmuth, Bromilow, Fawcett		19
Bice, Brown, Short, Hunter	17	
	<hr/>	<hr/>
	98	79

Won by South Australia by 19.

* * *

**Victorian Railways Rifle Club
Notes**

By Red and Green.

On April 12th, a Club Championship and Spoon Competition, 10 shots fired at 600 yards, resulted in W. Hilton, one-time Captain and Secretary of Lascelles R.C., being returned as top scorer.

On April 19th, No. 21 Union continued the firing of the pennant matches (known as McKay) amongst the affiliated clubs. The range was 700 yards, and number of shots ten. The match at this range resulted in a win for Footscray "B" team; they were followed by Sunshine, Railways "B," and Railways "A." On the aggregate for the pennant, Railways "A" are lying 9 points behind the leaders, and they are hoping to fly the pennant.

An April 21 the Red and Greens fired a friendly match against Melbourne R.C., 12 men aside, and were defeated by a margin of 30 points. Two centuries were recorded by the winning team, i.e., 101 by the veteran, J. H. Williams, and 100 by R. Sutton, a newcomer from Tasmania. S. A. Grant registered the top score, 99, for the Red and Greens; he was closely followed by G. Waugh, the ex-Bendigoian, with 98. "Consistent," "The Rock," "Watty," "Canter," "The Skipper," and "Lascelles" helped the scores.

Looking over old records for the series of matches, we find that, since 1901, twenty-two matches have been fired between these two clubs, resulting in 15 wins for the Railways. There appears to have been no match fired in 1909, and from June, 1914, to 1922, the war period and other reasons caused the abandonment of the match. Should any reader have any records of shooting during the dates mentioned, they would be of value to the club, and it is hoped they will (if any exist) be forwarded to the captain of the club to supplement the existing records.

The number of members firing in the matches have varied from nine to twenty, and a great deal of enthusiasm is shown when these two clubs meet. The Melbourne men in this last match created a record score for 600 yards in the series, averaging a shade under 33 points per man for the 12 men fired out of a possible 35 points, and this made their victory doubly sure, for up to this range there was only a difference of 5 points between the teams. The range totals read as follows:—

	300 yds.	500 yds.	600 yds.	Grand Totals
Melbourne	369	390	395	1154
Railways	365	389	375	1124

On May 3rd, the Club held a Spoon Shoot, 10 shots at 800 yards, and "Consistent" P. Pearce proved the winner with 49 points.

On May 10th, a Club Championship was fired at 600 yards, 10 shots, and again "Consistent" topped the shoot with 47, followed by "Lascelles" with 46. The latter takes the pride of place with his handicap.

Shooting takes place every Saturday at North Williamstown, and newcomers or visitors are welcomed by the Red and Greens, who are ever on the alert to obtain new blood for the Club.

Good Service Brings Appreciation

Australian Military Forces, 3rd Military District.

Headquarters,
Melbourne.

Secretary of Railways,

Dear Sir,—

In connection with the camp of 4th Division (period, 31st March to 12th April, 1924), I am directed by the Division Commander, Major-General Sir T. W. Glasgow, K.C.B., C.M.G., D.S.O., V.L., to convey to you his thanks and appreciation for the excellent railway arrangements made by your Department.

The courteous and efficient manner in which all of your officials performed their respective duties were greatly appreciated.

It is particularly desired to invite your attention to the splendid services rendered by Mr. J. B. Merriman, Relieving Stationmaster at Seymour. He was most obliging, and his tactful manner in overcoming the inevitable small difficulties that occasionally presented themselves was greatly appreciated.

The organising of the time-tables by Messrs. Russell and Cruickshank (Room 2) was so ably performed that no hitch of any kind occurred.

These officers were most painstaking in their efforts to meet our requirements, and their thoughtfulness and courtesy are commended.

Yours faithfully,

(Signed) J. L. WHITHAM,

Lt.-Colonel, Admin. Staff, 4th Division.

Victorian Ladies' Amateur Swimming Assn.,
Melbourne,

22/4/24.

Secretary of Railways.

Dear Sir,—

I have been directed by the above Association to write and thank the officials on the Victorian section of the journey taken by the Victorian lady swimmers to Brisbane in February.

The attention given to the ladies was very much appreciated.

Thanking you once again,

Yours faithfully,

(Signed) (Miss) D. MACPHERSON,
Hon. Secretary.

"Ulrrin Lodge,"

Grahamvale, via Shepparton,
2nd April, 1924.

H. W. Clapp, Esq.,

Chairman of Victorian Railways Commissioners.

Dear Sir,—

I am writing on behalf of Messrs. A. E. Bailey, E. W. Beckham and myself to express our appreciation of the services rendered by your Department in connection with the fruit trains we ran into the Mallee last season; from Mr. Canny down to the lowest official we were treated with the utmost courtesy and

consideration, and we feel that the success of the venture was chiefly due to the splendid co-operation and assistance given us by them.

We find it hard to make exceptions, as the Station Masters and their staffs all the way spared no pains or energy to make for success, but Mr. Roscholler, Maryborough, Mr. Russell, S.M., Shepparton, and Mr. Sly, Ouyen, went out of their way to help us.

In conclusion, we would say that the fruit-growers' problems would soon disappear if more of the Government Departments took a practical interest in the primary producers as the Railways are doing, and they would at the same time be rendering a national service.

I am, dear Sir,

Yours truly,

(Signed) T. C. JAMES.

Rushworth, 5th May, 1924.

H. W. Clapp, Esq.,

Chairman of Victorian Railways Commissioners, Melbourne.

Dear Sir,—

You so often hear of the faults of a person or institution that perhaps the other side of the question may not be unpleasant for you.

Very great pleasure was afforded Goulburn Valley passengers by the evening train during the Easter week, when your Departmental Officers thoughtfully placed Special Trains on the run to Toolamba to Melbourne. On one night alone about 200 passengers were lifted from Murchison East. It gave a great deal of satisfaction and pleasure, which was freely commented on, besides adding to the passengers' comfort.

I might add that Seymour Refreshment Rooms were fully equal to the heavy strain placed upon them, and managed smiling and efficiently.

Yours faithfully,

(Signed) E. A. COYLE.

Borough of Daylesford,

Borough Chambers,

Town Hall, Daylesford.

The Railway Commissioners,

Melbourne.

Dear Sirs,—

I have, by direction, to express to you this Council's appreciation of the excellent train arrangements made for the conveyance of the heavy tourist traffic to and from Daylesford during the recent Easter rush.

Also of the satisfactory efforts of the Station Master and his staff in the efficient and expeditious handling of the numbers of visitors.

Yours faithfully,

(Signed) R. M. SIMMONS,

Town Clerk.



The Craggy Heights of the Grampians.

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dust-proof cases; Compensation
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Nickel Case or Gun Metal, open face,
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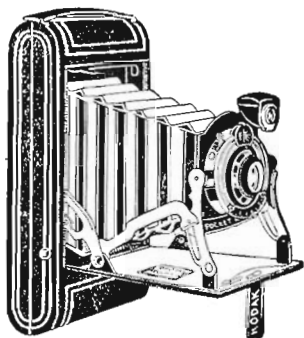
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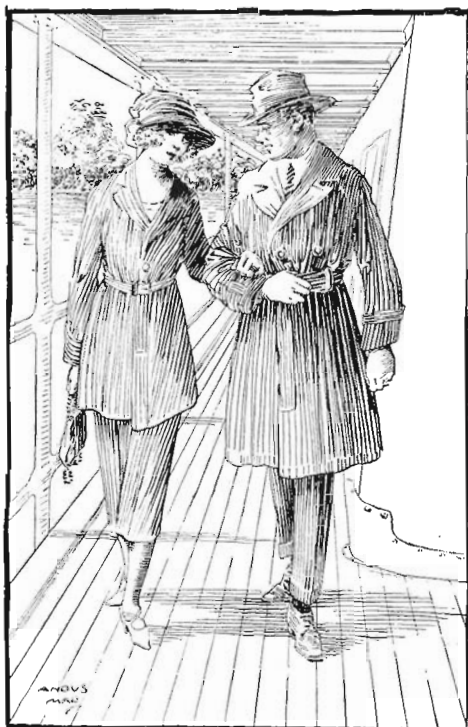
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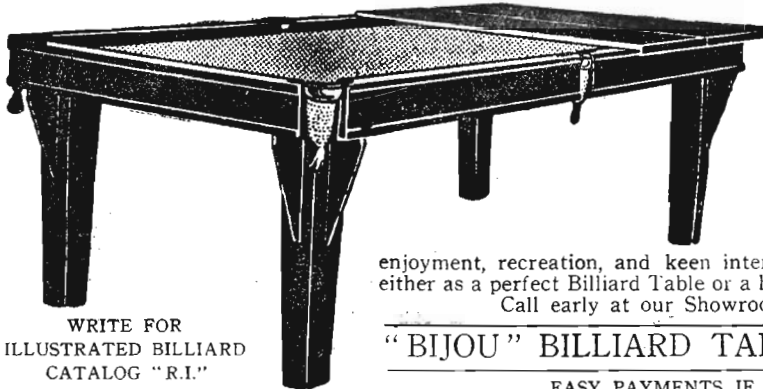
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FOSTER'S LAGER

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Overcoats That FIT!



WINTER'S here Men! Driving rain, lashing wind, and icy cold must be ours for the next few months. How necessary then, becomes a really GOOD OVERCOAT.

And Byer Overcoats ARE "really good." Made from the very thickest and strongest materials—finished into an individual fit in our own work-rooms they will give you years of efficient protection in the roughest weather.

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"The Greatest Clothing Store for Railwaymen"

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THAT period of history known as the "Dark Ages," was truly dark, not only in deeds, but in illumination. When the great Barons of that time held "Wassail" in their castles, the banquet halls were lighted by pitch-soaked torches stuck in brackets round the walls of the hall. As they burned, great quantities of smoke filled the hall, blackening the walls and almost choking the occupants.

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Light, Heat, and Cook with
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THE VICTORIAN RAILWAYS MAGAZINE

JULY, 1924

Vol. 1
No. 7

Story—A Race for a Bride; Mussolini the Man; On
and Off the Victorian Railways; Victorian
Railways Assist Other Industries;
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6^D



F. Wedley Sanders
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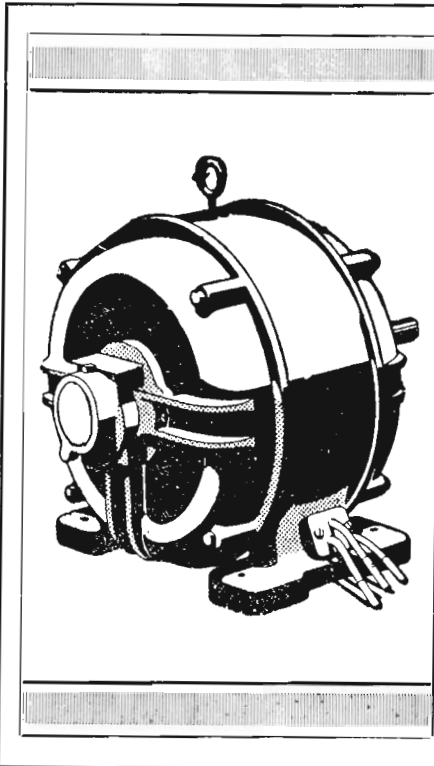
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OLD GOLD
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£10 for a £14
3 Diamond Ring;
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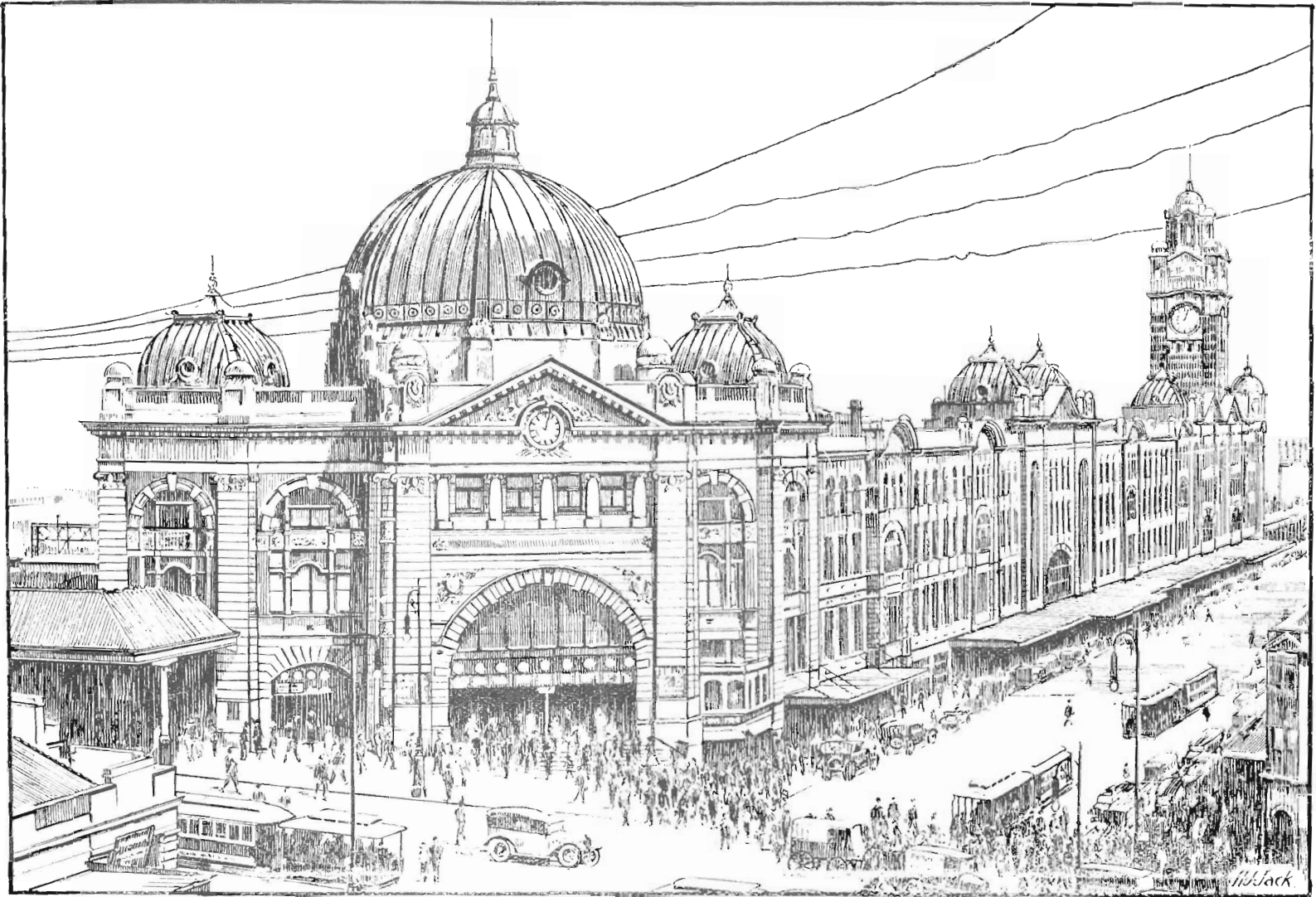
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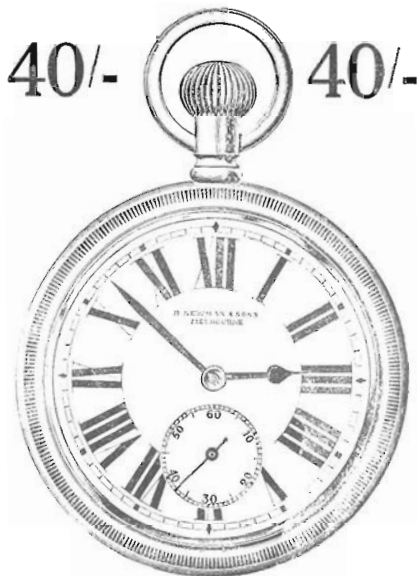
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To the Railway-man, Newman's "Railway Lever" means PUNCTUALITY! Irrespective of climate or conditions, this famous Watch ticks off the hours, accurate almost to a second, week in, week out!



Newman's "Railway Lever" has compensating balance adjusted for temperatures, 15 Jewels and strong nickel screw case, with crystal flint glass. Dust and waterproof, it will stand any amount of rough usage, and is unbeatable value at 40/- post free.

GET IT WITHOUT DELAY!

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See Victoria First

.. and start with ..

The Gippsland Lakes

WRITE TO

BROOME'S

For Descriptive Folder

which sets out full details of a holiday at Lakes' Entrance

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and House-Boat
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It is "Current" till the next month's issue. It is passed on to the neighbours - and this besides the circulation it enjoys with the public.

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DOESN'T IT?

Space Rates from the Advertising Manager
— Central 6414 —

FOSTER'S LAGER

A detailed illustration of a dining table setting. On the left is a tall, dark glass bottle of Foster's Lager with a label that reads 'THE FOSTER BREWERY' and 'LAGER BEER'. Next to it is a tall, clear glass filled with beer and a head of foam. In the foreground, a plate holds a large, succulent roast, possibly a pig's knuckle, garnished with sliced onions and other vegetables. In the background, a window with a flower box looks out onto a landscape. The overall style is that of a classic 1920s advertisement.

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QUICKEST
WAY**

For removing Dirt, Grease,
Oil, Paint or Grime Stains
from the Hands

SOLV-OL

ALL RAILWAYMEN
SHOULD USE IT

J. Kitchen & Sons Pty. Ltd.

A black and white illustration of a steam locomotive pulling a passenger train. The locomotive is in the foreground, facing left, with smoke coming from its chimney. The train consists of several passenger cars. The scene is set on a railway track with a simple horizon line in the background.

(Established 1849)

Tels. : Central 667 & 668

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Transacts following classes of insurance :

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Shops, Dwellings and Farm Buildings and their contents & every description of property (including crops), stacks and fences.

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There is admirable choice in your own State of eminently suitable places at which to spend your Winter holiday—besides Mount Buffalo.

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Opposite Town Hall, Melbourne

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Ask for

Melbourne Bitter Ale

and you get

The Best

Are You Furnishing?

'HE BOUGHT
At **BLAKES'**



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'HE DIDN'T'



When you work hard, early and late, to scrimp and save to buy that piece of furniture, etc., etc., your wife has set her mind on, are you sure you get value? It means more pleasure if you can save some of your earnings

DON'T BE SILLY
and Buy the First Thing
you See; but call at

BLAKES

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Their Keen Cut Prices will Surprise You

Barrel Front Maple Bedroom Suite, 4 pieces (large size)—Our Price	...	£26	10	0
Chester Suite, 7 pieces, Solid Blackwood—Our Own Make (guaranteed)	...	20	10	0
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Double Oval Maple Bedroom Suite, best quality (guaranteed 5 years)	...	21	10	0
4-Ply Roll-Edge Springs, 45/-; 5 in. Kapoks (full size), 65/-; Maple Bedsteads	...	4	15	0
English Linos, heavy quality, per yard	...	0	7	3
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5 ft. Barrel Front Blackwood Sideboard	...	12	10	0
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The Victorian Railways Magazine

Vol. I.—No. 7.

Melbourne, July 1924

Published Monthly
Price: SIXPENCE

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It is delivered free to all members of the
Victorian Railways Institute.

* * *

Articles and reports on matters of interest to
employes, short stories, verse, etc., photographs
and pen-and-ink sketches, suitable for reproduc-
tion, are invited from employes and others willing
to help. They should be sent to reach the Editor,
"Victorian Railways Magazine," Room 6, Railway
Institute, Station Buildings, Flinders-street, Mel-
bourne, not later than the 15th of each month
Correspondence relating thereto is carried free
over the Victorian Railways.

* * *

Matter for publication should bear the signa-
ture of contributor, and should state whether it
is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express
the views of the contributors, and are not to be
accepted as coming from the Administration
unless this is specifically stated.

* * *

All enquiries, except on advertising matters
should be addressed to the Editor.

Telephone enquiries to Central 5480; or Rail-
ways 174.

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For advertising rates, etc., application should be
made to the Railways Advertising Division, 4th
Floor, Railway Offices, Spencer-street, Melbourne.

Telephone enquiries to Central 6414, or Rail-
ways 139.

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FLINDERS STREET STATION, MELBOURNE

The Victorian Railways Magazine

Fascismo in Italy and Spain

Mussolini's Career and Influence

All the world has heard of the Fascisti. All the world is interested in the whence and whither of the Fascisti movement. Fascismo is a new world-force.

It is not easy to treat of this remarkable creation of Italy's without showing political partisanship, but, nevertheless, the attempt may profitably be essayed. Whether we like or dislike the methods of Mussolini and the Fascisti we shall wisely know of their genesis and growth in order the better to draw our own conclusions. This, then, is to be an article of information, and not of propaganda.

No wonder the Great War will stupendously live in history! Apart from being the biggest and most universal combat ever known—enough of itself to make it outstandingly colossal—conceive for a moment its mighty aftermath of revolutions! It is a remarkable, perhaps an awful, reflection that we under the Southern Cross have lived through it all. And not only lived, but lived comparatively calm and almost remote. Russian, German and Austrian revolutions. New nations made. Massacres and famines. Europe upheaved.

Italy comes strikingly into any after-war review by reason of the coming of Benito Mussolini. You cannot understand Mussolini unless you understand Italy, or, at least, Garibaldi. From Red

Shirt to Black Shirt—with many differences, but still the same. Italy, both; the symbols of red and black, each the manifestation of the one splintered soul.

Italy has ever appeared romantic, picturesque. Its brigands captured us in boyhood, and held us captive. Its secret societies have figured prominently in our reading. Almost unconsciously the land has gripped the imagination of all because of the music and stories from it and about it. In a sense, we were prepared for hearing of anything happening to it, and in it.

In due time, Fascismo, even by its very sound, won us to interest. Mussolini's name we already play with, like Lenin's. Here we note that two gigantic Dictatorships are part of the phenomena of after-war events, the two, however, poles apart—not so much, be it understood, as dictatorships, but in what each stands for. The Italian Fascismo is the antithesis of the Russian Communism. Were we disposed to be profound, we could perhaps prove some striking similarities between them. Certainly each invades the theoretical territory of the other, antagonists as they are.

Our place is with Benito Mussolini. Mr. Percival Phillips, K.B.E., describes this strange dominant personality as a "knight of the fifteenth century, in white spats and a morning coat." The reader

may remember how that ex-Premier Lawson, when in Rome early last year, was deeply impressed with Signor Mussolini's appearance. He thought that the most important event of his trip abroad was his 30-minutes' interview with the Italian Prime Minister, who, "although not tall, he obviously is a strong man, with a singularly powerful personality." Still quoting from the "Age," we learn that "during his visit to the Italian Parliament, which is now in recess, Mr. Lawson was informed that although Signor Mussolini's followers numbered only 35 out of a House of 500, he so dominated members that he was able to dictate his terms at the prorogation."

There is no doubt about Mussolini being a strong man. He has been likened to Napoleon. Once a Socialist, his change is best understood if we keep in mind the parallel of our own Mr. W. M. Hughes. It is useful to recall that in 1912 the Signor was regarded as a coming man of the Socialist Party, and that at the time Sorel (a noted Socialist) wrote: "Our Mussolini is not an ordinary Socialist. Believe me, you will perhaps yet see him at the head of a sacred battalion, saluting with his uplifted sword the Italian flag. He is an Italian of the fifteenth century. It is not yet known, but he is the only energetic man capable of mending the weaknesses of his Government."

Prophetic! Mussolini was cradled in Socialism—his life steeped in it. As a youth he fled to Switzerland to escape imprisonment for a political offence. His Socialist writings led to his banishment by the Swiss. After making the most of his wanderings—mastering the French language and studying deeply—he returned to Italy when amnestied in 1914. He became editor of "Avanti," the chief official organ of the Socialists, but when the war came fell out with his party, and started "Popolo d'Italia" as the great war paper. He was then but 29 years of age. He went to the front, was invalided home, and resumed his editing. His efforts largely contributed to Italy's entry into the war. He was the mouthpiece of the "Oroti," or Storm-troops, out of which sprang the Fascisti in 1919.

From thence onwards the whole wide world has weighed and measured the famous organisation and its leader.

Before leaving the latter one or two further interpretations of him should be serviceable.

In an introduction to a book by Sir Percival Phillips, H. W. Wilson says: "Signor Benito Mussolini, the blacksmith's son, has been acclaimed in Italy as a Cromwell or Napoleon come again. Assuredly there is in him the strength of will, the energy and the consummate organising power which marked those two famous leaders. Mussolini is cast in the heroic mould."

This is Phillips' verdict: "Signor Mussolini never forgets that he is the Dictator. His Secretary-General, his Commander-in-Chief, alike send up their cards through the hall porter, and wait in the realm of jazz—in it, but not of it—until their summons comes. It is as hard to



Signor Benito Mussolini

penetrate even the outer corridor of the Dictator's mind. His friends often ask each other: 'What is he thinking about it? . . . What will he do about it? . . .' No one knows

"A solitary, a terrible figure, with the weight of Italy on his shoulders, and a path before him that is full of pitfalls. Malignant eyes all about him, watching for a false step that may mean disaster; impatient friends who look for a hundred reforms within a week, and cry for miracles. Surely no man ever faced a more stupendous task than the one shouldered by this sombre personality, with

the burning eyes and heavy jaw, who walks alone with Destiny in the 'second-floor front.'"

When in Australia last year, Dr. A. Barcia, of Italy, claimed Signor Mussolini as "a man of lofty mind, of wide culture, and of great foresight . . . with the audacity and energy of an intrepid warrior."

These are the opinions of friends. Enemies speak otherwise. Communists define and denounce Mussolini in much the same terms as their foes delineate Trotsky and Lenin.

Perhaps "Stead's Review" (April 19, 1924), in dealing with the last Italian elections, expresses most reasonably the fears of many towards Italy's ruler and policy: "Not without reason has the Italian Premier, Mussolini, been termed Dictator. The recent elections in Italy are described by more than one political writer as a farce, and the attempts by some sections of the English press to present the Premier as the idol of his countrymen are referred to as a grievous error. Mussolini did not hesitate to declare that anyone who did not vote for his Government was an enemy of Fascism, and entirely lacking in patriotism.

. . . The whole machinery of the elections is entirely in the hands of one party, and no other party is free even to hold a public meeting or hire a hall. One result of his policy of coercion has been the secession of many prominent statesmen from the Mussolini party."

Now for the Fascisti. They are Terror or Saviour, according to taste. Sir Percival Phillips chronicles that "their uniform was a tight-fitting black shirt, military breeches of grey-green cloth, puttees and stout boots, and a peakless black cap, like a fez, from which depended a black tassel. On their shirt were emblazoned the national colours, and the distinguishing badge of their section—sometimes a skull and cross-bones. They never wore a coat when on service, in order that their arms might be free. In action their cap was usually replaced by a black trench helmet. They carried revolvers and a loaded stick, which was very useful in close-quarter street-fighting. In later days the

rank and file were armed with carbines, the short weapon carried by all Italian forces, except the infantry. They took as their marching song the Arditi air 'Giovinezza,' a song of youth for which special verses were written. They saluted in the ancient Roman fashion with the right arm outstretched, which was revived by d'Annunzio at Fiume. Their cry, 'Eja, Eja, Alala,' said to be the ancient Greek equivalent for 'Hurrah,' was adopted by the Italian aviation corps, on d'Annunzio's suggestion, during the war."

At all events, the movement soon spread, and with expansion became increasingly militarist in form and scope. It takes its name from its emblem—the Faces—an axe surrounded by a bundle of rods, used as a sign of office in ancient Rome, and symbolising force and strength. The emblem within a few years was stamped on every public building in Italy.

Red towns were "cleaned-up." In the end, the celebrated general strike of August, 1922, was crushed. It was resolved to overthrow the Government. "We must have the State," declared Mussolini. A coup d'etat was decided upon. On October 24, 1922, nearly 40,000 Black Shirts and 50,000 organised workmen marched through the streets of Naples, cheered by half a million spectators. Mobilisation of the militant Fascisti was the order of the day. Incredulous and helpless—probably cowardly, too—the Government drew up a proclamation of martial law. The King refused to sign it. The triumphant entry into Rome of the Black Shirts early in November is historic. The Fascisti leader was conqueror; 117,000 of his followers defiled before the Victor Emmanuel memorial. The people and the King saluted Mussolini. He had beaten back the Reds in 3½ years, and made himself their master. Lenin had said that Fascism and Bolshevism cannot co-exist in the world; one must kill the other. And Mussolini was the Dictator of Italy.

Nearly a year later Spain followed in Mussolini's footsteps. The story will be told in our next number.

Victorian Railways Assist Other Industries

"Of course, the Railways assist other industries," perhaps you will say, "but other industries assist the Victorian Railways."

Well, if you do say that, we have a bigger and better story to tell you, because the railways of this State go out of their way to concede reductions in rates on various commodities that have no justification beyond a profound belief and faith on the part of the administration in the possibilities of our country, and a desire to assist its development, even to the extent of giving away as much as 83 per cent. of the freight ordinarily collected on certain commodities.

It has been stated by critics with more nesience than knowledge, and sometimes more cant than courtesy, that the Victorian Railways administration is unsympathetically disposed towards country industries, and has imposed rates which severely handicap rural primary and secondary producers.

The exact opposite is the case. The administration of the Victorian Railways is, and always has been, strongly in favour of any policy calculated to stimulate the establishment of more population in the inland cities, towns, and districts, and, with this in mind, is continually and consistently endeavouring to maintain country rates and fares at as low a standard as possible, giving special attention to the primary products and to inland industries associated therewith, such as flour milling, malting, jam-making, fruit preserving, meat freezing and preserving, bacon curing, wine-making, tanneries, saw-milling, lime and cement works, pottery works, etc., etc., while other inland industries, whether products are used in the inland market or not, have been greatly assisted in accordance with the merits of each case as represented by the manufacturers concerned, and as ascertained by careful inquiry by departmental officers.

It has been stated that when any increases in railway charges are made

there is no hesitation on the part of the railways to put up the freights of country industries as well, but this is entirely misleading, inasmuch as no increase in the rates for either from the general increase of 18 per cent. made in January, 1921.

The extent to which concessions are granted to inland manufactures is indicated by the following statement of typical instances:—

Industry.	Article.	Percentage Reduction.
Bacon Curing	Manufactures—	
	Bacon and hams, "up" journey	13
	Bacon and hams, for export	57
Brick, Tile & Pottery Works	Manufactures—	
	Clay retorts, "up" journey and export	76
	Firebricks, clay and lumps, "up" journey and export	41
	Potteryware, "up" journey	30
	Sanitaryware, earthenware, "up" journey	77
	Pipes, earthenware, "up" journey	56
	Tiles, "up" journey and export	56
Jams and Sauces, Pickles and Fruit Preserving	Raw Materials—	
	Sugar on "down" journey	25
	Tin Plates, "down" journey	60
	Manufactures—	
	Fruit, canned, preserved and bottled, "up" journey	71
	Fruit, canned, preserved and bottled, "up" journey for export	83
	Jams, Jellies, Sauces and pickles, "up" journey	71
	Jams, Jellies, Sauces, and Pickles, "up" journey for export	83
	Vinegar, bulk, "up" journey	71
	Fruit, dried, on "up" journey	71
Fruit, dried, for export	73	
Machinery and Implement Manufactures	Raw Materials—	
	Channels and Rolled Joists, "down" journey	48
	Boiler tubes, "down" journey	59
	Iron, bar, rod, hoop and plate, if manufactured into machinery for export	71
	Iron and Steel, bar, rod, plate and angle, pig, scrap, blooms, ingots and galvanised, on "down" journey	25
	Castings and Forgings, rough and finished, "down" journey	25
	Mouldings, discs, bolts and rivets and unmelted scrap on "down" journey	25
	Manufactures—	
	Products of country foundries	30 to 39
	Machinery for export	57
	Machinery to stations 50 miles beyond Melbourne	57
	(Subject to rate from Melbourne to destination as a minimum.	
	Milling and Malting	Wheat milled in transit
(Continuous mileage rate, plus stop-over rate of 1/2 for country, or 2/11 for Melbourne and Geelong Mills per ton).		
Barley, malted, in transit, do.		
Flour for export	15	

Industry.	Article.	Percentage Reduction.
Milk Condenseries	Manufactures— Glaxo, Lactogen and Malted Milk on "up" journey . . .	60
	Tanneries	Raw Materials— Bark 62 Hides 67 Tanning Compounds 62
Wine	Manufactures— Leather, plain and dressed, on "up" journey	79
	Raw Materials— Spirits for fortifying wine and wine spirit on "down" journey	67
	Manufactures— Wine	66
	Wine, "up" journey	71
	Wine, for export	83
	Wine off returned to vignerons	50
	Wine off for distillation	62
	Grape spirit on "up" journey	62
Woolen Mills and Textile Works	Raw Materials— Worsted Yarn	67
	Cotton, raw, "down" journey	48
	Cotton, Yarn, "down" journey	48
	Wool, greasy	16
	Wool, scoured	26
	Manufactures— Blankets, flannels, woollens and cotton goods	19
	Blankets, flannels, woollens and cotton goods, "up" journey	45

"The evidence clearly proved that the allegations made as to country industries being forced out of operation through the adverse railway freights had no foundation of fact. On the contrary it appeared that the Railway Department was doing everything it possibly could to encourage country manufacturers."

Commodity.	100 Miles.		200 Miles.		Approx. actual rate per ton per mile.	Approx. actual rate per ton per mile.
	2nd class rate.	Actual rate.	Percentage lower than 2nd class.	Actual rate.		
Roadmetal	62/3				119 3	
Firewood		8/4	86.8		12/6	75d.
Artificial Manures		5/4	91.6		7/10	47d.
Wheat						
Agricultural Produce		10/10	82.9		14/4	86d.
Fruit		16/-	74.7		26/-	96d.

Thus the farmer gets his manures at trifling railway charge, and sells his wheat, fruit, etc. with a negligible handicap in the way of railway rates. If he has firewood to dispose of, both he and the city dweller who uses it have to take into account railway charges that are hardly noticeable. If the Country Shire or the Country Roads Board wants to make a road, thus giving further assistance to rural traffic and industry, the railways carry the metal for that road at a figure which is practically below cost.

It is well for us to know these things, because the knowledge arms us so that we may overcome criticism, and in realising more fully than ever the magnificent service that the Victorian Railways are affording the community and the work the system is doing in developing the country we are compelled to develop more highly within ourselves,

The wide range of the percentage concessions granted is due to the divergent character of the industries, some of which are indigenous to the country, while others may be designated as artificial, also to the varying margins between the different classes which results in the percentage reduction being not so great when the original classification is a low one as when it is high. These factors make it impracticable to obtain uniformity, and each industry is therefore treated on its merits.

The whole question of the concessions granted to inland manufacturers was exhaustively enquired into by the Drift of Population Committee in 1918, and at the conclusion of the evidence submitted to that committee by the Commissioners, the chairman of the committee, the Honourable A. A. Billson, M.L.A., remarked that:—

and to imbue in others a spirit of pride in being part owners, and operators, and co-operators in the finest property Victoria possesses.

* * *

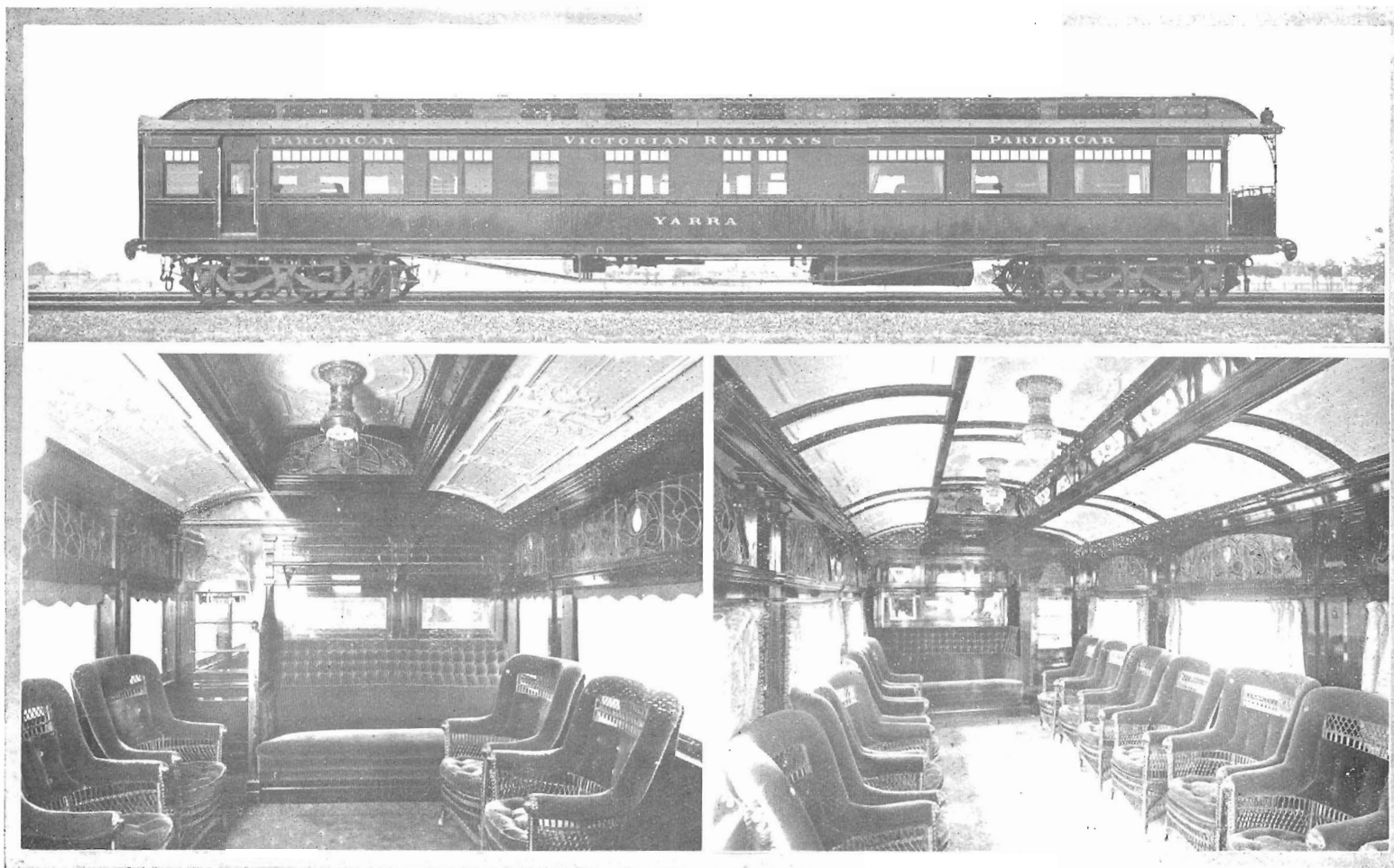
Help Us to Help You

The Commissioners have noted with pleasure the recent all-round improvement in train running.

It is excellent evidence of team work, and also shows that the staff is responding well to the appeal for better timekeeping of trains.

The Commissioners, in expressing their appreciation of the results attained, hope that the staff will continue to maintain a deep interest in this important phase of railway work.

PARLOR CAR VICTORIAN RAILWAYS



Length over body, 71 feet; Width over body, 9 feet 6 inches. Seating capacity, 33 passengers; Observation Salon, 22 feet 6½ inches x 8 feet 8½ inches, fitted with chairs, also Book Case and Table for magazines and periodicals; Smoking Room, 12 feet 4½ inches x 8 feet 8½ inches; Observation Platform, provided with deck chairs, 9 feet x 6 feet. Built at Government Railway Workshops, Newport, Victoria.

Transportation District Notes

Ballarat District

Mr. T. W. J. Cox says there is still a fair quantity of wheat stacked at various stations in this district. The following is a list of the larger stacks on hand:—Minyip, 112,502 bags; Sheep Hills, 54,400 bags; Wail, 112,054 bags; Brim, 71,527 bags; Benyena, 44,551 bags; Beulah, 48,725 bags; Jung, 46,790 bags; Lah, 45,520 bags; Dimboola, 52,000 bags; Coromby, 39,184 bags; Antwerp, 51,473 bags.

The sowing operations for next year's harvest have been somewhat delayed owing to dry weather conditions having prevailed, but, as fairly heavy rain has fallen during the past fortnight, sowing should now be well in hand. The acreage under crop for next year is slightly in advance of that of the previous year, and a good crop is anticipated.

The holiday traffic to Ballarat on King's Birthday week-end was heavy, every train being full; and on the Monday the three evening trains leaving Ballarat were well filled, the last train being a double-header. Although the weather was not conducive to a good holiday spirit, it was evident that Ballarat still maintains a reputation for the week-end holiday-maker.

During May the Commissioners were on tour on the various lines in the district, and made special reference to the high standard of cleanliness and appearance of each station they visited. Such remarks are indicative of the good work that is being done by the staff generally, which is appreciated by all concerned.

The Commissioners gave authority for various alterations and improvements in the refreshment rooms at Ballarat. This will include a larger kitchen, improved facilities for handling foodstuffs, improvements for washing and drying dishes, and other alterations which will enable the staff to handle the food with greater ease.

Bendigo District

Mr. W. Tredinnick says that the extension of the line from Annuello to

Robinvale has now been completed, and the line opened for service. A Ministerial Special was run on the 5th June over the new portion of the line, which comprises 19½ miles, and an official opening ceremony performed on that date. The new time-table came into operation on the 9th June, and provides a service of two trains each way per week, both goods, with car attached. The extension comprises three stations—Margooya, 5½ miles from Annuello; Banner, 11¼ miles; and Robinvale, 19½ miles.

Another rail motor train has been placed in commission, maintaining a service in conjunction with the mixed train on the Korong Vale—Annuello line. This motor is giving improved service, particularly to the settlers at the Annuello end of the line, and up to the present is being fairly well patronised.

There has been a big increase in the acreage put under crop, and, with the good rains experienced, the prospects for a heavy season are bright, while a phenomenal lambing season reported from nearly all districts adds to what appears to be an assurance of a record year.

Geelong District.

Mr. T. J. Lane reports that for the month of May the Australian Portland Cement Co., of Fyansford, have trucked a total of 11,000 tons of cement, representing a revenue of £8280 to the department. The average number of trucks loaded daily was 29, and it is anticipated that a large increase in business will take place shortly when the extra appliances now being erected are in operation. The inwards traffic to Fyansford, consisting principally of coal and gypsum, has also been heavy, and revenue reaching £1300.

The Cresco Fertiliser Works, North Geelong, which have been in operation for about 12 months, have practically finished their season, which commenced in November, and an average of 25 trucks of various manures were de-

spatched daily. The output will be about double this quantity next season, as the company have intimated they have now a good footing in this class of business.

It is reported that favourable weather has been experienced throughout the district as a whole, and, in consequence, there is an abundance of feed available for the winter months. Dairying traffic has been very heavy.

The State Electricity Commission has connected up its Western District scheme as far as Terang, and power and light is now being supplied to that town and the township of Noorat.

The cheese factory at Drysdale is turning out three tons of cheese each week, apart from the large quantity of milk and cream that is despatched from this district to butter factories in other towns. The crop of pumpkins and carrots have been exceptionally heavy, and the former are unsaleable, tons being allowed to remain in the fields to rot; whilst in regard to carrots the yield has been up to 35 tons to the acre, and have been sold at £1 per ton—this being the lowest price recorded for some considerable time. Swedes and melon crops are also heavy.

A flax mill will shortly be erected close to the Drysdale station, and the local farmers are at present sowing a large area in linseed.

A number of the farming folks in the Cressy district have, owing to the high prices obtained for wool, turned their attention from agriculture to this industry, and a large wool traffic is anticipated.

Ploughing and seeding operations are in full swing throughout the district, and the present indications are that there will be a large area under cultivation during the coming season. The abundance and quality of feed available is reflected in the excellent appearance of stock generally in the district.

Maryborough District.

Mr. A. J. Morris reports that the anticipated yield of fruit from Mildura district has eventuated. Already 24,000

tons has gone through packing-houses, and more to follow. This is a greater yield than the whole of Australia last year.

Beneficial rains fell during the month, and crops are now well above the ground, and prospects are very good. Stock are in good condition, and feed abundant. Owing to so much feed being available, many chaff-cutting plants are idle.

The lay-out at Carwarp has been altered, and No. 2 road provided so as to make it a man-in-charge and crossing station instead of Yatpool, which will revert to a caretaker station. This will be a great advantage as far as train running is concerned, as the section will be more evenly divided.

244,000 bags of wheat stacked at the station to be shifted, but mostly for mills in district, which will be transported as required.

Construction of locks in vicinity of Mildura still in progress, and large quantities of material is being sent there.

Down loading in this section is abnormal, and has been so for many months, indicating increased settlement and progress in the far North-West.

The down loading offering has resulted in better balanced loading being obtained than previously known, and something that has always been desired by railroad men, i.e., to have loading both ways. Further indication of increased loading is that trucks are always in demand.

Electric light has been installed in Loco. and other depots, yard, platform, and offices at Maryborough, and is a vast improvement. The better lighting results is safer, and conduces to more efficient working, and is much appreciated by all concerned.

Seymour District.

Agricultural Notes.—Mr. J. Fitzpatrick says that reports received from all parts of the district point to a bountiful harvest, and it is anticipated that the acreage under crop will be a record. The recent splendid rains, coming prac-

tically at the conclusion of seeding operations, have further improved the season's prospects, which were never more promising. The early-sown crops are looking well, and there is abundance of natural feed for stock, which are in prime condition. Advices received from stationmasters throughout the district disclose that the artificial manure and agricultural machinery traffic has been exceptionally heavy. Cream, butter, and dairy produce generally is well above normal. The highly optimistic tone of the reports from the whole of the territory is most gratifying.

Fruit.—Reports from the citrus areas are very encouraging, and as for the first time many of the new groves will come into full bearing, this class of traffic will be the heaviest on record. There is practically no trace of the fly, and, with the continuance of heavy frosts, it is hoped that this pest will be entirely eliminated.

During May 100 trucks of canned fruits for export trade were railed from Shepparton, and about 30 trucks from Kyabram. Last season's pack of canned fruits is in such great demand that the Shepparton Cannery is unable to fully meet all local requirements, and has been compelled to reduce all orders by one-third.

Grain.—The flour mills in the district are now working to capacity, gristing for export and local requirements. The Station master, Cobram, advises that the local mill is working night and day, and during the month of May railed 1045 tons of high-grade flour for overseas markets.

Firewood.—With the advent of real winter conditions and the accompanying increase in the price of firewood, a great incentive has been given to the firewood millers in the district, and many mills have resumed cutting operations at high pressure to meet the increased demand. At Baddaginnie and other main line stations up to 1000 truck-loads are stacked.

New Work at Alexandra.—Work upon the hydro-electric scheme at Rubicon, which, in conjunction with Morwell, will supply light and power to the outlying districts, is expected to commence in

September. Already the water races have been surveyed, and reservoir sites selected. On the Roison and Rubicon Rivers 200 men will be employed on the construction works, which will be completed about 1926.



Shunting

Bill Wiggins was a careful shunter. He handled each truck as though it contained his own furniture. Yet he managed to get nearly all his trains away on time. He realised that his shunting engine was working nearly all the time at the limit of adhesion of its driving wheels, both when "kicking" and when stopping. When a long heavy "rake" had to be "kicked out," he divided them into two lots, wherever possible, and kicked them out separately, thus getting the advantage of the double acceleration (both in starting and stopping), due to dealing with half the mass, in accordance with the "Second Law of Motion."

He always gave a steady-up signal in ample time when approaching other vehicles, so that the driver, finding his signals reliable, felt safe in maintaining a good rate of speed.

Jack Stiggins, on the opposite shift, though full of good intentions, was not a shunter—he was a "truck smasher." If any trucks stopped foul, he used the next batch as a battering ram to force them clear.

Very frequently this process brought the "end" out of a truck containing heavy timber, blocks of stone, etc., or broke the axle boxes, crumpled the buffers, or damaged the train pipe. But Jack strove to get his trains away on time. In order to save time, he refrained from giving the driver a "steady-up" signal until quite close to the stationary vehicles or buffer stops, with the result that, after the driver got a few bumps, he regarded Jack's signals as being unreliable, and reduced speed in the interest of safety. Jack did not give the "Regulation" hand signals; he had a code of his own. Although not so distinctive as the Regulation hand signals, they were not so bad when you knew what he wanted.

A good many of Jack's trains, though made up in time, departed late on account of "kicking off repairs," but he is getting more experience every day, and there is hope that he will eventually see the error of his ways.



If to petrify is success, all one has to do is to humour the lazy side of the mind; but if to grow is success, then one must wake up anew every morning and keep awake all day.

"The man with toothache thinks everyone happy whose teeth are sound. The poverty-stricken man makes the same mistake about the rich man."—Bernard Shaw.



Picturesque Victoria

HEALESVILLE IN THE HILLS—Charming Nooks and Pleasant Glades

From the viewpoint of the holiday-maker, happy is the district which offers such a choice of tourist establishments from which, as headquarters, he may sally forth to inspect and appreciate the beauty and variety of the attractions of its charming environment. When, in addition, the district in question lies within easy distance by rail of the metropolis, and can be reached at little cost in time or expense, the result is inevitably popularity, and this result Healesville has long since achieved. It possesses excellent hotel accommodation, besides dozens of delightfully situated guest-houses, some in or near the town, others within a radius of ten miles, perched high on the ranges and commanding glorious views of the surrounding country.

The trip entails a journey of about two hours by rail. Pleasant views from the carriage windows beguile the journey, and the train enters the township through a gap in the almost complete circle of hills by which it is surrounded, and the first impression of the place derived from the view from the station cannot fail to be favourable.

Healesville is the centre of a beautiful district, embracing lofty ranges and charming valleys. In whatever direction the passenger may turn he is confronted by the pleasant spectacle of bush-covered hills, which promise the pleasure of exhilarating ascents and the reward of extensive outlooks from their soaring summits. It would appeal alike to those who appreciate a quiet holiday, and to those of a more active bent. The air is bracing and health-giving, and within easy distance are charming river nooks

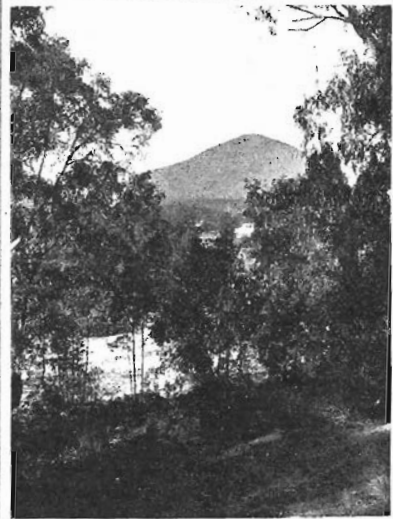
and fern glades, where many restful hours may be spent with pleasure and profit. The Watts River watershed, being one of the sources of Melbourne's water supply, is well protected and cared for, with the result that it provides a happy hunting-ground for the walking tourists who can appreciate the wealth and variety of the choice foliage found along the banks of the river and its tributary streams, and in the numerous fern gullies.

For those who wish to see more, and are prepared to go further afield, the surrounding hills offer many attractions. Enthusiastic pedestrians can walk for miles along paths shaded by great trees and bordered by ferns, and good roads radiate in several directions from the town, facilitating driving trips. To the north, along Myers' Creek, passing pretty waterfalls, one leads to Toolangi, a recognised tourist retreat on the range, which forms the watershed between the Yarra and Yea Rivers, where, in the beauties of the fern bowers, the Sylvia Falls and the winding pathways through the valley, there is much to admire, while the easy ascent to Mt. St. Leonard, 3300 feet high, provides a fine excursion to high levels.

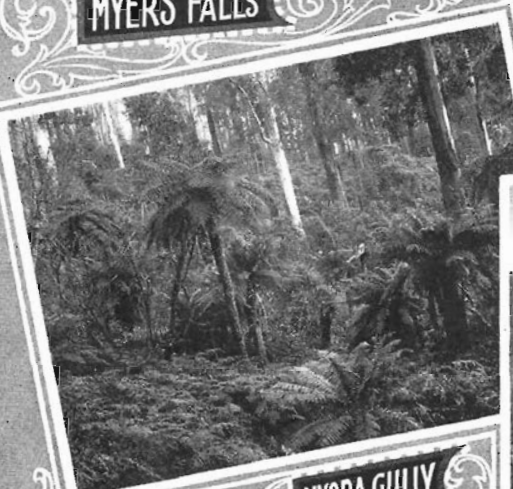
Motorists and picnic parties daily revel in the trip across the famous Blacks' Spur, which is one of the show places of the district. It is a well-graded highway, and incidentally serves many houses of tourist accommodation on the far outskirts of the township. For impressive grandeur, there are not many scenes to equal those afforded on this trip. Fern gullies abound by the roadside, and at almost every turn glorious



MYER'S FALLS



MT. RIDDLE

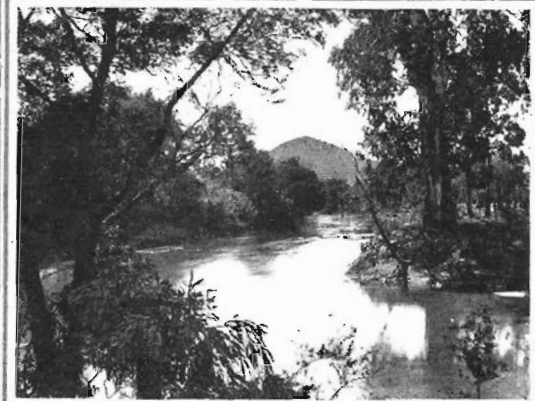


NYORA GULLY



MALLEISON'S GLEN

HEALESVILLE
AND
DISTRICT



THE YARRA

You will enjoy looking at other pictures of this kind on pages V., X. and XV.

vistas present themselves through gaps in the thick timber and varied undergrowth.

Blue, and still, and silent, in a southerly direction, stands Ben Cairn (3,400 feet), the road to which diverges from the main road to Launching Place, at Panton's Gap, and then runs at a high level along the verge of the broad and deep Badger Valley, then sweeping round and rising by an easy grade it proceeds along the western face of Ben Cairn Range, whence it looks down into the valley of the Don River, bordered on both sides by cultivated fields. A climb of a hundred feet or so from the road will place the tourist on the very peak of Ben Cairn. The panorama from this bare granite rock will not soon be forgotten. Below lies the wide valley of the Yarra, with the townships of Warburton, Millgrove, and West Warburton in the distance, looking like scattered dolls' houses, while to the extreme left is Mt. Donna Buang.

The local Tourist Association has assisted the visitor by erecting boards, on which are inscribed the names of the various beauty spots and places worth visiting, and has also arranged a series of daily trips extending over a week. Tourist tickets, covering first-class rail fare to Healesville, accommodation, and daily trips by car or other vehicle, can be obtained at the Government Tourist Bureau on any day, at all times, except for a brief period at Christmas and Easter. The tickets have an availability of seven days, and the programme of drives includes visits to such charming objectives as "The Hermitage," on the Blacks' Spur Road, Conlon's Gully, and Malleson's Glen and Lookout, lying on the road which crosses the Don Ranges. Donnelly's Weir, Echo Tunnel, and some of the picturesque water-courses of the metropolitan water supply are also included in the itinerary.

The golf links, bowling greens, tennis courts, and croquet lawns are centres of a delightful social life; thus ample scope is provided for those who want this form of exercise.

* * *

Sure Sign.—"How do you know Chaucer dictated to a stenographer?"

"Just look at the spelling."—"The Lyre."

Living on the Farm Few Beds, but Food Ample

By "Old Hand."

One of the things Australian not understood by the immigrant is that life down on the farm lacks the comforts of a home. I can enter into the feelings of the young Englishman who, coming here in a glow of adventure, is rather disheartened when he discovers that back of the warm welcome received on landing is a show of inhospitality. Yet he will learn, as I learned as I roamed over Australia in the role of an unskilled labourer, that comfort is not highly esteemed by the pioneers, and that, for instance, lack of bedroom accommodation is not recognised as a lack at all. The casual labourer is expected to bed down in a barn or in a tent, and in this climate that is no great hardship, while roughing it is an essential part of the experience of any countryman in Australia.

The immigrant will always be well fed, and from what I have seen of the young Englishman he is well able and very willing to eat five meals a day—three sit-down meals and two lunches—but he will not often be offered the comforts of a home. When he has been here a few months he will not expect them—that is, until either he has set up a home for himself, or has entered into regular employment as a helper on a farm or station established long enough to possess a proper outfit.

When Farmers Are Struggling.

What is not recognised by the young immigrant when he is placed in a remote district, say, in the Mallee, is that the farmers are struggling people, who have little comfort themselves, and do not expect much until they have tilled the land for a few years. Some of our Mallee farmers have lived for two or three years in tents rather than go into debt for wooden houses and furniture; and some of the Australians now opening up the new areas are living in tents or shacks, and are content to do so until the second or third year of cultivation. Australians rather like roughing it. I am an Australian

myself, and though my father was a prosperous citizen, I preferred the rough life of the bush and on mining fields to soft living in towns, or even in country townships.

Settlers Who Defeat Themselves.

And it is, as an outcome of this expectation of the comforts of a home, that some of our new cousins are going to make rods for their own backs. I hasten to admit that every man and every woman is entitled to the comforts of a home when the pioneering stages of country life have been passed through by employers and employed. I also hasten to admit that there are farmers who, comfortable in their own homesteads, pay but little regard to the welfare of the farm hands. But I desire to stress the point that the British settler with small capital, who spends most of that capital on securing the comforts of a home, including a well-equipped house, is not the settler who will succeed in winning a competence early. He will find that home is where the mortgage is, and that a fine, comfortable home with a big mortgage on it is not the best asset on a new farm in Australia. I also desire to stress the point that the young Englishman without capital who expects all the comforts of a home when he engages to work for one of our pioneers in the Mallee, and in other remote districts, is not going to be a good asset in Victoria's ledger. He is going to become disappointed, and to join the ranks of the detractors of one of the finest countries in the world.

Employers Are Very Friendly.

My experience is that even casual labourers are well treated in the bush and country districts in the matter of food. The food is always ample, or nearly always, and the people are, almost without exception, hospitable, and anxious to please the wage-earners, and also to be very friendly when work is done.

On well-organised farms and stations the men are not only well fed, but also provided with good sleeping accommodation, if not with all the comforts of a home.

I have in mind several young Englishmen of my acquaintance who are making good in this country. One who came here with little money is now employing several of his fellow-countrymen, and he tells them how he roughed it on the Murray, and how he enjoyed the experience.

He is a hard-working, self-denying man, who, in London a few years ago, was a tailor's apprentice. On his fine vineyard and farm outside of Echuca he is in a fair way to become wealthy. He has now the comforts of a home, thanks to his own efforts, and when he writes home, it is to say, again and again, that Australia is God's Country.

* * *

Loads and Speeds

The average speeds attained by locomotives are largely determined by the train loads with which the engines are called upon to deal, and with the tendency for such loads to increase and the desirability of dispensing with double-heading in mind, the local engineer has set the problem of providing motive power which shall be adequate for the purposes of traffic in the various categories. One of the difficulties met with is that of securing a sufficiency of boiler power, i.e., the ability to maintain the steam supply under adverse conditions of load and track. As we have before remarked in this connection, there are conflicting influences which in their effect increase the difficulties which the designer has to face. Speaking generally, however, there appears at present to be a tendency to investigate the merits of more extended wheel arrangements, which offer a better opportunity of utilising increased cylinder tractive force, and also of carrying a larger boiler and distributing the weight of the engine to greater advantage, and steps are being taken at the present time to put in hand the planning of locomotives having wheel arrangements not hitherto employed on British railways. Some of these developments will have the effect of advancing locomotive practice in this country to a stage which hitherto has only been associated with American railways, so far as locomotive wheel arrangements are concerned.—"Railway Gazette."

* * *

Untouched

I never pluck the rose: the violet's head
Hath shaken with my breath upon its bank,
And not reproached me; the ever-sacred cup
Of the pure lily hath between my hands
Felt safe, unsoiled, nor lost one grain of gold.

—Landor.

Queen Victoria Hospital Appeal The Institute's Effort

£850 Raised—Expenses £5.

With only a fortnight's notice, the Victorian Railways Institute was instrumental in raising the handsome sum of £850 for the Queen Victoria Hospital Appeal, and in doing so kept the expenses down to £5. This effort was beaten by only one organisation, which, as in the case of others helping, had more than two months to get busy. As soon as the Appeal was brought under notice, a meeting of ladies, whose husbands are connected with the Institute, was called, and they at once decided to accept the invitation to conduct a stall at the Market Fair, which was to be held in the Henley Reserve, Alexandra Avenue.

The Fair consisted of some 60 stalls, sites for which were balloted for, and the Institute was unlucky enough to draw one of the most out-of-the-way positions. Nothing daunted, however, the ladies went earnestly to their tasks, and with fine team work soon had the stall well stocked with a varied assortment of goods generously donated. Perhaps, after all, the location of the stall was not such a great disadvantage, as, while it was at the tag end of the Fair, more room was available than would otherwise have been the case, and the ladies were able to show off their wares to better advantage. The appearance of the stall was thoroughly railway.



Snapshot of Railway Staff.

On the pathway was a railway crossing sign which commanded all and sundry to

Stop! Look! Buy!

while amongst the other stall decorations were Departmental pictorial posters, which gave a very pretty effect, and well-known railway notices plagiarised as follows:—

Safety First.

Make Your Purchases Here.

Don't Go Elsewhere and Be Crushed.



The Committee of Ladies.

Cross Crossings Cautiously.

But You Can Gallop Across to This Stall.

Every Day in Every Way,

Raisins.

On Sale at This Stall.

Hospital Appeal.

Help Us to Help You.

You Never Know When Sickness Will
Overtake You.

A fine feature of the stall was the group of twelve EAT MORE FRUIT GIRLS. These young ladies were dressed to represent our well-known poster, and each carried a basket of fruit.

As they paraded the Fair, led by Mr. Bostock, the official in grey, these pretty girls caused quite a sensation, and were generally conceded to be the most spectacular group of the Fair.

The takings at the Stall and Houpla and Spinning Jenny stands exceeded £100 for the two days, the rest of the £850 being obtained from the sale of buttons and raffle tickets. Many of the donations were of considerable value, and took all sorts of forms from plate-ware to groceries. One gift, which was much appreciated for the spirit which prompted its giving, consisted of 1s. 6d. It brought to mind the couplet—

"Tho' good the gift of him who hath a horde,
He gives tenfold who ill can gifts afford."

This Committee, under the presidency of Mrs. J. S. Rees, was composed of Mesdames Burns (Hon. Treasurer), Clarke, Cox, Davey, Galbraith, Gray, Johnson, Kaiser, Lardner, Oakley, Roberts, Tobin, Towers and Turner, with Miss Sullivan as Hon. Secretary, and most wonderful work they did!

Others who gave valuable aid were Mr. Dellar, and Miss Watkins, of the Institute office staff; Mr. Milton Gray; Mr. Fred Castledeane, of the Secretary's Branch; Mr. Oakley, of the Printing Branch; and Councillors Messrs. Richard, Towers, Kaiser, Lardner, Cox, and Johnson. The latter, by his success in disposing of raffle tickets, provoked a conundrum: "Why is Mr. Bill Johnson like the book, 'If Winter Comes'?" "Because he's a best seller." It is stated that Mr. Johnson has never been known to return a raffle book unsold.

The Council of the Institute takes this opportunity of thanking all those employes of the Department who, by their ready response in the purchase of buttons and raffle tickets, enabled the Institute to win this great success.

The response was so willing that the Committee is confident that, with more time, the Institute stall would have easily topped the list.

The raffles were drawn in the Concert Hall of the Institute in the presence of Lady Tallis and Mrs. Robins, Hon. Organisers of the Appeal; Mr. George Smith, also actively connected with the main organisation; Mrs. W. M. Shannon; Mr. George and Miss Miscamble; several Councillors; and the members of the Ladies' Committee.

At the close of the drawings, the President, Mr. Rees, announced the result, and on behalf of the Council of the Institute, heartily thanked all helpers. Mr. George Smith also spoke, and expressed the thanks of the organisers for what the Institute had done. The remainder of the evening was spent in dancing, and towards the close Mrs. Rees, on behalf of the Committee, made presentations to Miss Watkins and Miss Sullivan, in recognition of the great amount of good work these young ladies had performed.

❖ ❖ ❖

By the Sea

The man who hearkens all day long
To the sea's cosmic-thoughted song
Comes with purged ears to lesser speech
And something of the skyev reach
Greatens the gaze that feeds on space;
The starlight writes upon his face
That bathes in starlight, and the morn
Chrims with dew, when day is born
The eyes that drink the holy light
Welling from the deep springs of night.

—Richard Le Gallienne.



The 12 Eat More Fruit Girls



Some Old-Timers Three Historical Novels

By DELTA

Bookworm as I am described, I've only just read "A Scarlet Letter." What do you think of that as a confession? I can only say in extenuation that the best of us can't read everything. 'Twere folly to try. But wouldn't it be splendid if it could be done? Alas, that we'll go to the grave wanting, like Oliver Twist, more. So little read, so much to read! as Cecil Rhodes might have said. What he did say was, "So little done, so much to do." There's this about both doing and reading—you can always be at either and never exhaust the pains and pleasures. Really, I believe "The Scarlet Letter" was worth missing because of the rich feast its belated acquaintance provided. What a superb story.

Richard Henry Stoddard is thus quoted in the "Outline of Literature" on Nathaniel Hawthorne: "He inherited the gravity of his Puritan ancestors without their superstition, and learned in his solitary meditations a knowledge of the night side of life, which would have filled them with suspicion. A profound anatomist of the heart, he was singularly free from morbidity, and in his darkest speculations concerning evil was robustly right-minded. He worshipped conscience with his intellectual as well as his moral nature: it is supreme in all he wrote. Besides these mental traits, he possessed the literary quality of style—a grace, a charm, a perfection of language which no other American writer ever possessed in the same degree, and which places him among the great masters of English prose."

I found the "Scarlet Letter" pulling me like a magnet by the beauty of its words and the greatness of its story-telling. Nathaniel Hawthorne has here given a wonderful picture of Puritan temper and temperament. It is a delinea-

tion done with genius, yet not harshly. Of the price paid by the woman who has sinned against the moral law of her people, our author treats sternly, almost ruthlessly; but of the price paid by that Man of God who is her partner in the sin, our author treats terribly, tremendously. A tragedy here in the great manner and not one bit in the likeness of melodramatic modernity. Here, too, almost perfect interpretation of character and characteristics. With what skill is depicted the grim rigidity of spirit and unrelenting aspects of those pioneer Puritans who left all to follow Liberty of Conscience in time to persecute as they had been persecuted!

Hester Prynne is the heroine of the work. She has been sentenced to wear a letter A embroidered in flaming scarlet on her bodice—branded that all may shun her, her sin unwedded motherhood. With her child in her arms she is on her way to the pillory when the story opens. The onlookers stood "astonished, and even startled, to perceive how her beauty shone out, and made a halo of the misfortune and ignominy in which she was enveloped." Just those few quoted words tell the secret of Hawthorne's style.

Hawthorne was 46 when the "Scarlet Letter" made him famous. As a boy he wrote to his mother: "I do not want to be a doctor, and live by men's diseases, nor a minister to live by their sins, nor a lawyer to live by their quarrels. So I don't see that there is anything left for me but to be an author." He had to wait long for his fame.

Once in the atmosphere of "the classics" I stayed there a few weeks. I got from the library another work, with an equally strong religious setting as the

"Scarlet Letter," Victor Hugo's "Hunchback of Notre Dame." I had read this masterpiece twenty years ago. And now I made again a fresh discovery—the glory of a re-reading. The books we are fond of we can read more than once, sometimes over and over. We would re-read oftener, I think, if so much of the Unread was not clamant for perusal. And, of course, we must keep up to date—to some extent, at least. After all, the novels of our time are the duty of our time; and there's the naturally large interest of them, too.

Well, as to Hugo, I'm not sure if the "Hunchback" isn't his greatest novel. It's epochal. "Les Misérables" I admirably know, and others. "Ninety-Three" is a favourite, before which I bow low in adoration. Yet of the temptation of "the flesh" to the anchorite—a theme not uncommon—and of deformity and ugliness made beatific by its giant friendship, surely nothing more magnificently revealing has been done than in "Notre Dame." Then take as "creations" the repellent Quasimodo and the attractive La Esmeralda, and are they not among the immortals? As an historical novel, the book containing these twain positively re-enacts before one's eyes the French days of the pillory, the miracle play, the "feast of fools," the sanctuary—most captivating of institutions and infinitely romantic to us of centuries later—and flagellation as the pathway to eternal bliss, not forgetting the frightening catastrophe of loves and hatreds ending the principals in dreadfulest fatality. Yea, a mighty book is "The Hunchback of Notre Dame," with its bells, its cells, and its mysteries.

It's a far cry to "Mary Barton," by Mrs. Gaskell—"Cranford" is her best work—but if you want to see Chartist agitation in practice, naked before your eyes, you can see it in these pages pictured with all the relentlessness, though not the distinction, of Disraeli's "Sybil." The struggle between "haves" and "have-nots" is realistically portrayed, and the actual transcription of factory life and conditions is gripping. If a bit crude, it is powerful. The story peters out despite the allurements of its murder

In its early stages "Mary Barton" shows a vividness of description that makes history live. Take this as an example:—

"An idea was now springing up among the operatives that originated with the Chartists, but which came at last to be cherished as a darling child by many and many a one. They could not believe that Government knew of their misery; they rather chose to think it possible that men could voluntarily assume the office of legislators for a nation who were ignorant of its real state: as who should make domestic rules for the pretty behaviour of children without caring to know that those children had been kept for days without food. Besides, the starving multitudes had heard that the very existence of their distress had been denied in Parliament; and though they felt this strange and inexplicable, yet the idea that their misery had still to be revealed in all its depths, and that then some remedy would be found, soothed their aching hearts, and kept down their rising fury.

"So a petition was framed, and signed by thousands in the bright spring days of 1830, imploring Parliament to hear witnesses who could testify to the unparalleled destitution of the manufacturing districts. Nottingham, Sheffield, Glasgow, Manchester, and many other towns were busy appointing delegates to convey this petition, who might speak, not merely of what they had seen, and had heard, but from what they had borne and suffered. Life-worn, gaunt, anxious, hunger stamped men were those delegates."

Of the simplicity of soul and outlook of the people involved, here is an excellent piece of dialogue:—

"So, John, you're bound for London, are you?" said one.

"Ay, I suppose I mun go," answered John, yielding to necessity, as it were.

"Well, there's many a thing I'd like you to speak on to the Parliament people. Thou'lt not spare 'em, John, I hope. Tell 'em our minds; how we're thinking we'n been clemmed long enough, and we dunnot see wha'tten good they'n been doing, if they can't give us what we're all crying for sin' the day we were born."

"Ay, ay! I'll tell 'em that, and much more to it, when it gets to my turn, but thou knows there's many will have their word afore me?"

"Well, thou'lt speak at last. Bless thee, lad, do ask 'em to make th' masters to break th' machines. There's never been good times sin' spinning-jennies came up."

"Machines is th' ruin of poor folk," chimed in several voices.

"For my part," said a shivering, half-clad man, who crept near the fire, as if ague-stricken, "I would like thee to tell 'em to pass th' short-hours' bill. Flesh and blood gets wearied wi' so much work. Why should factory hands work so much longer nor other trades? Just ask 'em that, Barton, will ye?"

All told a month's instalment of misery, I'm afraid. Historical novels are rather a fad with me, too, for they serve the double purpose of adding to one's store of knowledge and providing recreational reading. However, all historical novels are not as gloomy as the foregoing. For the which let us affirm our gratitude.

* * *

Mainly About the Operas

A Notable Enterprise

By "DELTA."

(Continued from last issue)

Goethe's titanic poem, "Faustus," is built on a too vast scale for condensation into a single opera. Gounod took one phase of the poem and produced "Faust," of marvellous memory and world-wide popularity. As everybody knows, old Dr. Faust is made young by selling his soul to Mephistopheles. Faust woos Marguerite, betrays her, and deserts her. He mortally wounds her brother Valentine, who curses Marguerite, who, demented, destroys her child. She is in the prison awaiting execution, when the repentant Faust reappears and would make atonement. Mephistopheles breaks in with a word of warning—"Beware!" The girl, however, is borne upward by angels, and Faust descends the fiery abyss to pay his price.

The Biblical opera of "Samson and Delilah" (Saint-Saens) suggests the genesis of "the vamp," but in the great way. Delilah of the Old Testament and Salome of the New are tremendous tempters, whose reventfulness is even more tremendous. Judges, chapter xvi., ought to be read when the opera derived from it is visited. The opera story opens with the Israelites chafing under the bondage of the Philistines. Samson utters the great cry, "Israel, break your chains!" slays the Satrap Abimelech, and frees his people. Delilah and the Philistine maidens come, they say, to celebrate Samson's victory, but Delilah weaves her net about the Strong Man. She draws from Samson the secret of his strength, and thus lures him to his destruction. Eyeless and a slave, Samson is sent for, to make sport for the Philistines in the Temple. Goaded to madness, the Israelite asks his God for aid, and, with all his former might, tears the pillars of the Temple down and destroys his enemies and himself.

Commanded when nearly sixty to write "Aida," Verdi asked an exorbitant fee to escape the task—and got the fee. As he grew interested, the work carried him away. It is a case of a "made-to-order" piece of art, being great art. It is gorgeous as pageant and in harmony and orchestration. Its scene is laid in Ancient Egypt. An open-air performance was given at the foot of the Pyramids in 1912. The story turns on the love of Aida (held in prison by the Egyptians, and daughter of Ethiopia's King) for Radames, the conqueror of the invading Ethiopians. Radames for reward is given the hand of the Egyptian King's daughter in marriage, but loving Aida would flee with her. Tried for treason, he is condemned to death, and, with Aida in his arms, the twain are entombed alive.

"Madame Butterfly" (Puccini) belongs to the twentieth century in composition and theme. When produced in Milan in 1904 it was hissed off the stage: but it has placed the compatriot

of the Milanese at the head of the composers of to-day. It is the story of an officer of the United States Navy in Japanese waters making free with a Japanese maiden, to whom a child is born. Lieutenant Pinkerton returns home, and then marries. Believing herself his wife, Butterfly is fondly awaiting her loved one's return. Pinkerton arranges another visit to Japan with his American wife. Butterfly's devotion unnerves him, and he confesses everything. Butterfly kills herself, and the child is taken to America.

"The Barber of Seville" (Rossini) is in light vein, full of sparkle and wit. It has the rare distinction in opera of ending happily for all concerned. Count Almaviva woos Rosina (ward of Doctor Bartolo, who would himself marry his ward) with the aid of that most wonderful barber, Figaro. There are complications, in which Basilio, music teacher, figures to the making of comedy. In the finish the Count and Rosina wed.

"La Boheme" (Puccini) is a story of life in the famous Latin quarter of high revels and hard-upness turn about. Rodolfo and Mimi fall madly in love with each other, but quarrel. Mimi is dying of consumption when she is brought to the arms of Rodolfo. The opera is a beautiful one, and very human.

"The Tales of Hoffman" (Offenbach) gave the world the wondrously haunting Barcarolle. The opera is full of magic, beginning with a prologue on love affairs, and ending with an epilogue in which the Muse is somewhat mystically made consoler. The three acts in between relate the poet Hoffman's unique experiences of the heart. He had in turn loved an automaton, a wanton and a consumptive. He is thus in turn dumbfounded, disgusted, heart-broken.

Sardou's gruesome play is the inspiration of Puccini's "La Tosca," an opera in strong contrast to the romantic charm of "La Boheme," by the same composer. The opera is full of sensation, intrigue, and blood. It is

tragedy all sombre. Scarpia is the villain of the piece and a chief of police. Floria Tosca, a celebrated singer, is loved by the painter Mario, who befriends an escaped prisoner, and is thus to be executed. Tosca agrees to yield her virtue to Scarpia if he will free her lover. Scarpia arranges a "mock" execution, and Tosca then stabs him rather than fulfil her bargain. The "mock" execution turns out to be real, and Tosca suicides.

"Andre Chenier" (Giordano) makes a powerful appeal to students of the French Revolution, whose name is legion. The poet Chenier, idealist and lover of liberty, is condemned to death by Robespierre, and rides to the guillotine in the terrible tumbrel, but has for companion his lover Madeline. Together they meet death.

"I Puritani" (Bellini) is another historical opera—of the time of Charles II. It treats of the war between Parliament and the King. The defeat of the Stuart forces coincides with Cromwell pardoning all captives, and thus the lovers Elvira and Arthur are reunited, and all is well that ends well. Another happy ending.

Other of the operas are "Otello" (Verdi) and "Romeo and Juliet" (Gounod), the stories of which Shakespeare has made familiar in our mouths as household words: "Lucia di Lammermoor" (Donizetti), based upon Scott's splendid novel; "La Sonnambula" (Bellini), "La Traviata" (Verdi), "Il Trovatore" (Verdi), "Don Pasquale" (Donizetti), and last, but not least, "Cavalleria Rusticana" (Mascagni) and "I Pagliacci" (Leoncavallo).

What an everlasting mountain of mighty music!

Note.—In connection with the foregoing, readers will probably be interested to learn that a brother of Donizetti was a member of the first Prahara Council. His name was Andrew Izett—and Izett-street, Prahara, is named after him.

On and Off the Victorian State Railways

Being some impressions of a tour, largely with the Railways Commissioners, to gather information with the object of advising the Admiralty as to the agricultural development and the prospects lying before settlers in the State of Victoria.

24th March—6th April, 1924.
By "Bartimeus."

The average Englishman gets into a habit of looking upon the railway as a common feature of the landscape, whose chief mission is to get him from point "A" to point "B" as rapidly and comfortably and cheaply as possible; but in a country whose development is still in a comparatively early stage other functions immediately become apparent, even to the untrained observer.

In a young country the relation in which the railway stands to the community—and particularly the country community—is illuminated by high lights all along the length of its working, and the spirit behind its organisation is in the voices of the porters, in the

do such a thing. But I found it impossible to contemplate any district of the State—whether it was sheep-country or timber-land, potato and onion country, dairy country, irrigated country, factory, bush or town—without the railway winding into the picture; the one inconceivable — futile — stagnant — without the other. And it seemed to me that



Robust and Smiling Children gathered at the Stations.

the measure of the people's success must be the measure of their co-operation with their railways.

Leaving Melbourne at midnight on Sunday, 23rd March, in the Commissioners' Special Inspection Train, daylight found us traversing the country between Ballarat and Hamilton. It was my first view of Australia inland, and for some moments I thought that I had awakened in one of the Royal Parks in England. But the ring-barked gums struck an unfamiliar note, and introduced me to what will be for another generation a characteristic feature of the country-side.

Dunkeld, nestling in sedate loveliness at the foot of the Grampians, and Hamilton with its evidences of unassuming prosperity, gave a pleasing impression of spaciousness and elbow-room. Wise men planned the slumless Victorian townships, with their wide asphalted roads and bright-coloured gardens; and it passed through my mind, surveying Hamilton from the high ground beyond the town, that a similar area of dwellings in England would house 15,000 inhabitants with every accompaniment of overcrowding.



With the Commissioners on Tour the Chairman hears a Deputation at Forrest.

hand-shakes of stationmasters; it is apparent in buffets and tool-sheds, and is plain for even a fool to read.

I did not make the trip to study the Victorian Railway system. In any case my education has not equipped me to

A branch-line, followed through the red-gum country as far as Balmoral, leaves in my memory a vivid impression of robust and smiling children, who gathered at the little stations and incidentally never failed to receive gifts of fruit from the train. This pretty ceremony might well help to plant in the minds of the little ones the idea that the railway is not a soulless formal thing, but a real helpful friend.

The district around Casterton and Coleraine—the Henty country—was visited that evening, and again two days later, when I was indebted to the hospitable manager of the estate for an invitation to the homestead. It is difficult, in this country, not to imagine oneself on Welsh or Scottish sheep moors. The far-reaching rolling downs, the rare pines marking the homesteads scattered about those great spaces, seemed to me to cry aloud for settlers. And when they come—as come they will before long—this resemblance to home scenery will go far to counteract any first loneliness they may feel, and will, I am sure, bind them closely to the land of their adoption.

From these high downs we passed to the South—a land of almost incredible fertility: a land that for sixty years has been giving wealth almost for the asking out of soils which are the bounty of mysterious spent volcanic energy.

The factories of Geelong and Warrnambool, Terang and Colac completed the tour in the Western District, and brought to an end my association with the railway. I had spent five days in the train, and when it came to saying good-bye I felt as if I had reached the end of a ship's commission, so keen was my regret at having to take leave of my companions. From Commissioner to engineman, and throughout the railway organisation, there was apparent a spirit

of comradeship that a sailor sensed immediately. It was not a thing assumed for the benefit of a stranger, for you cannot counterfeit a spirit of this kind.

The special train itself, with its freight of hard-working officials and crew, was, in naval parlance, "a happy ship," a phrase implying an ideal in common and uncompromising efficiency.

I was to rejoin my ship at Jervis Bay, and made the journey by motor-car from Melbourne. We left early one morning. Owing to recent rains, there was much water about, and the roads in the remoter parts and away from the main highway were adversely affected.



A Fertile Land

In the afternoon we visited the vast Government Power Station in process of erection at Yallourn, 88 miles east of Melbourne. This mighty plant will convert into electric energy for transmission to farms and villages, towns and cities up to hundreds of miles distant, the potential power now locked up in the huge brown coal deposits, which are from 150 to 700 feet in thickness, and hidden by a comparatively trifling overburden of sandy soil, which is easily removed by mechanical means, extends for many square miles in this region of the State.

This courageous and far-sighted undertaking must be one of the most

ambitious in the Commonwealth, and the effect on the mind, coming as one does out of the dense bush into this web of huge buildings, wires and railway lines, with the main transmission cables stretching away toward the great City of Melbourne on soaring, spidery steel towers, is rather overwhelming.



A pass in the dense forest

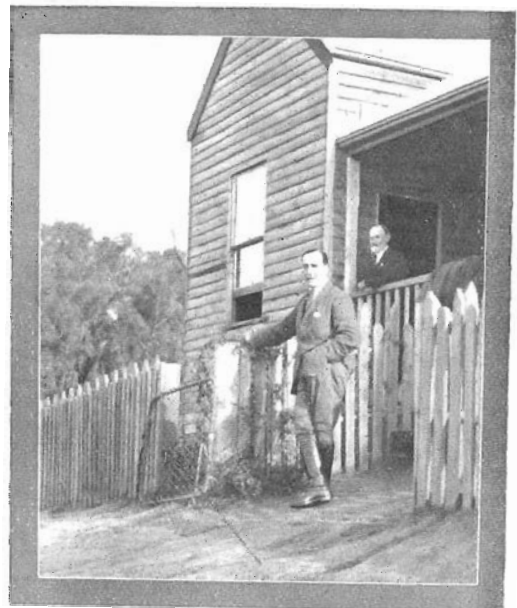
The following afternoon the car entered the hill country. The narrow road wound through the passes amid a dense forest of lofty eucalyptus and fern scrub. The bush was full of the ceaseless calls of birds. The bell-birds' and whip-birds' notes (the latter ending with the realistic crack of a whip lash) seemed never silent, and indeed right throughout the liquid reiterated bird-calls invested the wilderness with a singular charm, making it easy to imagine the appeal of the bush to some natures.

We spent the night at a small bush hotel on a spur of high ground above the road, and nothing remains more warmly in my recollection of the trip than the kindly hospitality we received in that quiet little retreat.

The following morning saw us going deeper into the bush, and the trees, which were of increased size, created an atmosphere of great solitude. Over hill and mountain, crossing lovely streams, wound the road, and at length we passed from Victoria into New South Wales.

A record of impressions of the tour would be incomplete without reference to the hostel for travellers on the estate of the late Sir Robert Lucas Tooth, Bt. Here we spent the night in most luxurious surroundings, and the following morning, with the manager's kind permission, explored the estate.

It comprises 16,000 acres, and is entirely self-supporting with model cheese and butter factories, herds of prize Jersey cows, and orchards. The general air of efficiency and tidiness suggested a model property on the eve of inspection by its owner. The resident community of 150 workers and their families have their own school, church and public memorial hall. The last contains a roll of honour, with thirty-six names on it, including the late baronet's three sons, in the list of dead. The most lasting impression of the visit was the affection and reverence with which the late owner was spoken of by all. Certainly on no other estate I have ever visited has the



We spent the night at a small bush hotel
("Bartimeus" standing in the foreground)

spirit of the departed owner lingered as it has here. The place is called Kameruka, a word in the aboriginal dialect, signifying, "Wait till I come back."



A Better 'Ole.—"And, now I suppose, you'll want to go home to your mother?"

"Oh, dear, no—I'll telephone her to come here."—*Sydney Bulletin.*

Should be Boycotted.—Two very pretty girls met on the street and kissed each other rapturously. Two young men watched the meeting. "There's another of those things that are so unfair," said one.

"What is that?" said his friend.

He pointed to the scene. "Women doing men's work!"

True When You Think of It.—Teacher: To what circumstance was Columbus indebted for his fame?

Smart Boy: To the circumstance that America was not already discovered.

The Professor: I noticed you were talking during my lecture this morning.

Student: I beg your pardon, sir. I do not recall it. I must have been talking in my sleep.



"And I 'ear your 'usband's working, Mrs. 'lggs?"

"Oh, yes, 'e got work in the Railways, pick and shovelin' on one of them de-grading jobs."

"That's a neat motto," said Briny Billins to a building society man who asks, "Why pay rent when you can own your own home?"

"Yes," was the reply, "but I have just had a tenant who revised it in a way that made me dislike it. He says, 'Why pay for a home when you can owe the rent?'"

Easy for the Cat.—Mrs. Jones found Mrs. Smith, wife of the aviator, in tears.

"What's the matter, my dear?" she asked anxiously.

"I'm worrying about Harold," said Mrs. Smith. Harold was her hubby. "He's been trying for a week to lose our cat, and as a last resort he took her up in his 'plane this morning. He said he would take her up three thousand feet and drop her over the side."

"Well, what is there to worry about?"

"Lots. Harold isn't home yet, and the cat is."



New Porter "The S.M. says this is on your track, but I've never before heard of 'Fragilly.'"

Contempt of Court.—Defendant (in a loud voice): Justice! Justice! I demand justice.

Judge: Silence! The defendant will please remember that he is in a court-room.

Safety First

The Habit of Carelessness.

Accidents do not "just happen," neither are they a part of any pre-ordained fate that the gods of fortune have wished on us. For every accident that ever occurred, be it in the workshops or on the street, there is a very definite chain of events and circumstances logically linked together in such a manner as to produce that which is passed to us under the misnomer, "ACCIDENT."

Frequently men will be heard to say such as, "I met with an accident to-day. A piece of material I was carrying slipped out of my hands and fell on my foot. I was out of luck." Yet an analysis of this occurrence will prove, as it does every eight out of ten cases, that the outstanding causative factor in the whole procedure was downright carelessness. Carelessness on the part of the very individual who suffered the injury.

The term "CARELESSNESS" in itself is rather broad, far-reaching and indefinite. It is usually applied in a general way when specific terms and descriptions would be more fitting and appropriate. It covers many acts of commission and omission, and is the result of persisting in innumerable deviations from the straight and narrow path of caution. After a while, the mental fabric is densely woven with little threads that are created by each indulgence or repetition. Mental impression is made. Habit is formed. Every lapse of attention in the performance of our daily duties permits the turning of the thought to this well-beaten track. This track is easier to slide into than to get out of, and soon the one digressing falls a victim elsewhere.

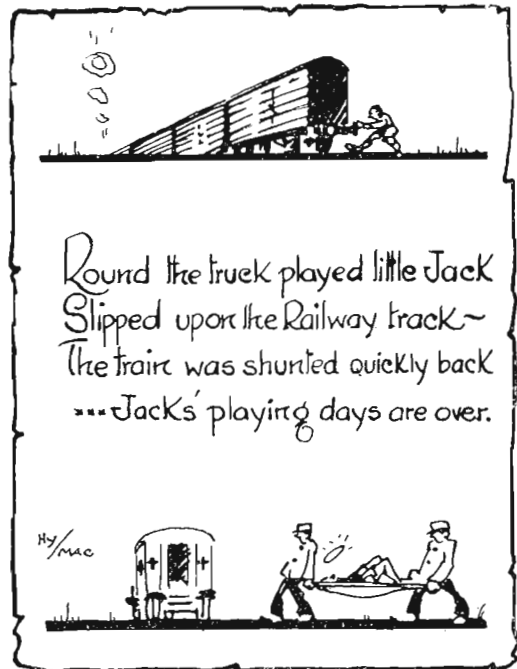
It is this habit that has taken for its toll, in dead and wounded, more than did our participation in the great strife just closed. It has made thousands of widows and orphans. It has plunged to the bottomless pits of misery and destitution more people than all the wars with their destructiveness and horrors. In its stealthy way it has devastated and destroyed property amounting to millions.

Yet apparently unmolested is this ravager permitted to work with most of us. Our task is to subject the mind to the propaganda that will obliterate and nullify all the mental effects of incaution and imprudence. This antidote we have in our organised safety bodies with their workings and preachments, with an increasingly greater interest constantly being displayed by the world in general.

Yet all this is of no avail to us unless we attempt to effect the cure on ourselves. For our reward there is a richer, fuller and happier life in the saving of human life and suffering and the lessening of losses from the country's wealth pile.

Before the occurrence of every accident is some very definite and certain cause. It may be that this cause is now almost immediately ascertainable, but experience has shown that usually 75 per cent. of the time thoughtlessness is the predominating factor. Accidents do not descend upon us from parts unknown without some explainable reason. They are the direct result and the fruit of a certain chain of circumstances and actions in which the human element invariably plays the most important part.

The field of accident prevention is quite a fertile one, and a broad one. There is room and work for the entrance of all. And what field of endeavour gives promise of more satisfying results? Surely enough men have left the field of battle crippled in a worthy cause without having to add to them those unnecessarily maimed in industries.



"All that a man hath will he give for his life," came down to us centuries ago, but, as conditions have changed, so has man's attitude in regard to another's life—for men are beginning to look upon other men's lives from the same viewpoint that they look upon their own. Out of this feeling has come the Safety First idea.

Safety involves many things, if we really make safety a first consideration. Men who, in their daily occupations, are constantly accustomed to danger, become so familiar with it as not to recognise it well enough—they are constantly taking too great chances. While modern civilisation has raised the value of human life, it has at the same time increased the dangers.



A Race for a Bride

By "The Best Man."

When I ask you if you ever knew the Kelly Gang, I do not mean the bushrangers who caused a sensation many years ago; but the Kellys, who, as a family, were prominent in many construction camps en route for new railways in Victoria. These Kellys were fine, hearty people. There were ten of them, and they were known far and wide as the Kelly Gang. Delia Kelly is the heroine of this story. A handsome girl was Delia, and to understand what sort of a girl she was, when I first knew her, it seems to me necessary that you should be introduced slightly to the members of the family.

I'm telling you, boys, that I never knew a straighter man than Mick Kelly, the head of the family. Certainly, he was a driver as the foreman of a railway gang, and he worked some men so hard that they downed tools, and told him to go to a warm place. But the most of men liked Mick when they got to know him, for they discovered that he was as tender as a woman to a man in distress from drink or any other cause. A good man, a bit under the weather, was always sure of sympathetic treatment from Mick Kelly; but when a man was well he had to do a honest day's work, or get off the job. The fact that Mick's missus ran a boarding-place for the navvies did not influence his conduct toward them while the picks and shovels were playing their part in the daily drama, though a little later, Mick himself, washed up, and wearing a clean shirt and trousers, might be helping pass round the dishes in the meal shanty. Mick was not an angel. He had a few drinks sometimes, and was then quick to take offence, and might be called quarrelsome on those occasions. But usually Mick was a grand man, and he ruled his large family by kindness.

"We can never be kind enough," he was in the habit of remarking when he was thanked by an out-of-work for a free meal. Mick fed a lot of men on a hungry track when no work was offering.

Mrs. Kelly was a great woman, one of the pioneer women on our railway routes. Mick loved that woman, and said so to himself frequently. I think it was this open affection that kept Mrs. Kelly so youthful.

"Get along with you, Mick," she would say when he called her his sweetheart in front

of all the men sitting down to dinner, "Your smooth tongue will get you into trouble some fine day."

But, you bet, she liked the flattery. Mick used to tell me on the quiet how his missus went without boots and stockings for many a day, while they were living in camps on the railway routes, and just to save money to buy good clothes for the young children.

"Only when she went into a township to buy meat and groceries did she dress herself properly," said Mick. "In our own camp she went about barefooted, but was always clean otherwise, and the essence of good nature. How she used to laugh at our little troubles in those days, when I was just a common navy! She has a heart of gold, that woman."

As a matter of fact, Mrs. Kelly was loved by us all. A fine, buxom woman, an expert cook, and a mother to all of us boys, she was fond of giving us good advice, and of telling us to be careful of our money.

There were seven sons and a daughter, and that daughter was Delia, and in this story Delia is of so much more importance than her brothers that I shall not say any more about them at present, except to remark that they were all chips off the old block, as the saying is, and were all being trained to be railway men. At that time they were all doing something on the construction works, from carrying water to carting goods from the township. Those boys are all in the Railway Department to-day.

However, it is of Delia that I desire to write just now. I wish I could show you Delia as she was twenty-five years ago, or thereabouts. A fine type of an Irish-Australian, with dark hair, flashing eyes, a proud look on her handsome face, and carrying herself like a queen; for all that, she helped her mother cook meals, and serve them twice a day, to a lot of rough navvies.

Delia was adored by her seven brothers, and we others were all in love with her, and she knew that, too.

Delia had a proper opinion of herself, mind you, but she was not a snob, and she was polite to us all at meal times, and gave the rough side of her tongue only to the few strangers who, until they learned better, tried to win her by blarney.

After the evening meal, there were always plenty of helpers in the kitchen, and Mrs. Kelly would sit down and rest herself by the

fire while two or three of us washed the dishes, and scoured the saucepans.

We were as anxious to make a good impression on Mrs. Kelly, for we all wanted her daughter. Delia, however, kept us all guessing, and when we went away to our tents at night none of us could swear that he had been shown any special favour.

Well, now, you know something about the Kellys, and I will hurry up and tell you how Delia came to be married at last, if somewhat against her will.

There came a time when two young farmers in the Maffra district were regular visitors at the Kelly camp on Sunday afternoon. They had become acquainted with Delia at the annual show of live stock, and they both fell in love with her in the way that some young fellows do, headlong, and nothing for it, but, "Please Miss, will you marry me at once, and put me out of my misery?"

These two young farmers, Paddy Ryan and Tom Egan, were good sports, but we others were too clannish that we showed a united cold shoulder toward them in their frequent visits. We didn't so much mind one of our own number beating the rest in the marriage stakes, but we objected to the intrusion of well-to-do suitors from beyond the camp.

But Mrs. Kelly welcomed the visitors, for she was of farming stock herself, and I know now that from the first she cherished the hope that Delia would look with favour upon one or the other of them, and settle down as the wife of a well-to-do farmer. It would be a lift up for the Kellys, in her opinion, and perhaps a great thing for her seven sons. You know how women dream about things.

Well, here were Paddy and Tom coming over regular every Saturday afternoon and Sunday with flash horses in jinkers, and offering to take Delia out for drives around the country. Delia would have none of them for a long time. She would just laugh at them, and send off her father and mother, one in each jinker, for an airing. It was great sport to us to see the faces of Paddy and Tom as they drove away with the old folks, while Delia waved smiling farewells.

Mick Kelly enjoyed himself hugely, for he was fond of a drive behind a good horse, and also fond of talking politics to Paddy, who was a red-ragger at that time. The Irish run to revolution in their young manhood, and are "agin'" any Government made by any set of men. Besides, Paddy always pulled up at a roadside pub and shouted whisky for the father of his beloved Delia. This was all to the good for Mick, and his mouth was full of fine words for Paddy when he was discussed in the family circle.

Delia, the little devil that she was at the time, always managed to send Mrs. Kelly away with Tom Egan, for she knew that Tom would much sooner have Mick as his passenger, for Tom was a great lover of a good racehorse, and could talk racing till the cows

came home, as the saying is, but had no talk for an old lady except "Yes, mum," and "No, mum," and "Will you take a cup of tea before we drive home, Mrs. Kelly?" I began to suspect, however, that Mrs. Kelly was backing Tom in the race for Delia, and that she had been introduced to Tom's mother, and approved of her mightily.

Sometimes Paddy and Tom sat down to tea with us on a Sunday evening, and on those occasions Delia would be relieved of her duties as waitress, and would sit between her two visitors, and give them an equal share of her ravishing smiles.

While this dual courtship lasted, the Kellys were living in clover. If Paddy brought a fat turkey one Saturday afternoon, Tom responded on the following Saturday afternoon with a pair of fowls, or a basket of eggs, and we got all sorts of vegetables and farm produce, and sometimes a side of bacon. Those boys were certainly doing the thing in style, but they never seemed to get nearer to Delia.

It was Mrs. Kelly who brought matters to a head.

"Why don't you marry one of them, Delia, and let us have some peace of mind? Those boys are going off their heads for the love of you, my dear, and if you don't watch your step they will be doing each other harm. They have both asked you to marry them, and all you do is to laugh at them, just as if you were a princess, and they were only commoners."

"I don't want to marry anybody," says Delia. "I like those boys very well, but I don't like one better than the other, and I don't want them hanging about me any more. I'll tell them so next Sunday."

"A fat lot of good that will do them, Delia. You know as well as I do they they will be like moon-struck calves till you choose one or the other."

"Well, let them fight for me," says Delia, defiant. "I don't care who wins, but I'll marry the winner for peace sake."

"Shame on you, girl, wishing men to do themselves bodily harm just to get hold of your promise. And, besides," added Mrs. Kelly, shrewdly, "Tom is not much of a fighter with his hands, though he is a great man at wrestling. Will you let them wrestle for you, Delia, darling?"

"You are a good barracker for Tom, mother," says Delia, "but I want to see them fellows fight for me like the knights of old fought for their lady loves."

Mick Kelly roared with laughter at this fine talking between the designing mother and the indifferent daughter.

"I'll tell you what," he said, thumping his big fist on the deal table, "We'll make a race of it on next Sunday afternoon. Tom, driving mother, and Paddy, driving me, will race to Maffra and back to the camp, and the man who gets here first can have Delia, if so

she's willing. I won't have my girl forced to marry anybody, but I reckon we have to settle this courting business somehow."

Well, it would have made a donkey laugh to see the faces of those love-sick youths when this racing project was sprung upon them by Mick, who took a day off to make arrangements. But, as I said before, both these young farmers were good sports, and both fancied their horses. Indeed, there was only a slight chance of one beating the other, they were so evenly matched.

Mick made a book on the event, and there was as much betting in the camp as there used to be at the time of a Melbourne Cup. Half of us backed Paddy, and the other half put their money on Tom, but a day before the race the money went solidly on Paddy, because Mick dropped a hint that he would do all he could for his favourite. So when the race started Paddy was favourite at two to one on, as they say on the racecourses.

There was Mrs. Kelly, dressed up in her best, seated alongside Tom Egan, and smiling enough to sweeten the whole universe; and there was Mick in his Sunday clothes, and a stiff white collar, perched comfortably in Paddy's jinker, and lighting his big pipe in preparation for the drive of five miles.

And there was Delia, looking haughty, and detached, but standing among her brothers to see the start of the race. We men of the construction camp, all outsiders now, but all interested in the race, were grouped in front of the shanty, all in our clean shirts and trousers, and smoking enough to cause a fog over Gippsland. It was a great occasion, and I wish there had been a photographer present, so that we could have sent a picture of it to the "Railways Magazine" for the entertainment of all railwaymen in Victoria.

Paddy and Tom looked real anxious, though Paddy, being the favourite in the betting, and being solid with Mick, made a praiseworthy attempt to grin at us all before the signal to start was given.

Away they went when the handkerchief was dropped by Delia herself, and pretty soon they were lost in a cloud of dust.

Who won the race? Is that the question you're asking? Haven't you guessed that Delia and her mother had put their heads together before the race began?

Mrs. Kelly had put up a strong prayer for victory on the Sunday morning at Mass, and, besides, she had warned Mick that if he allowed Paddy to win she would never speak to him again.

But, to make certain, she had bribed me to place under the seat of Paddy's jinker a hundredweight of spikes in a keg, and it was this hundredweight that was the undoing of Mister Paddy Ryan.

Tom Egan romped home, and as he came up to the winning post, the good woman threw her arms around his neck and exclaimed, loud enough for us all to hear: "I'm proud you're

to be my son, and I'm sure that Delia will be proud that you are to be her husband."

And Delia? Oh! Delia just came to Tom when he got down from the jinker, and sort of fell into his arms. She had meant to have him all the time.

Women are curious creatures, aren't they? They are angels sometimes, and I suppose the worst of them are more self-sacrificing than the best of men. But they are not good sports. I know that very well, for was it not I, more shame to me, who aided and abetted Mrs. Kelly to put an unfair handicap on that good sport, Paddy Ryan?

The End.

❖ ❖ ❖



Well-known Relieving Clerk. His Saturday Half-holiday

❖ ❖ ❖

High-speed Electric Locomotive

In a test at Erie, Pennsylvania, an electric locomotive, built by the General Electric Co., for the Paris-Orleans line, in France, has set a new "record" for speed on a railway line, travelling at 105 miles an hour.

The shortness of the trial line made it impossible to attempt a greater speed, but the engineers declared that the locomotive could have done 125 miles an hour under favourable conditions. In the contract a maximum speed of 81 miles an hour was stipulated.

Another electric locomotive, built for service in Mexico, and required to overcome steep gradients, was hitched back to back with a steam locomotive of similar weight. The steam engine was given a start of five miles an hour, but the electric locomotive easily defeated it in the tug-of-war. The tests were witnessed by 200 engineering experts from all parts of the country.

Liquid Air and Oxygen

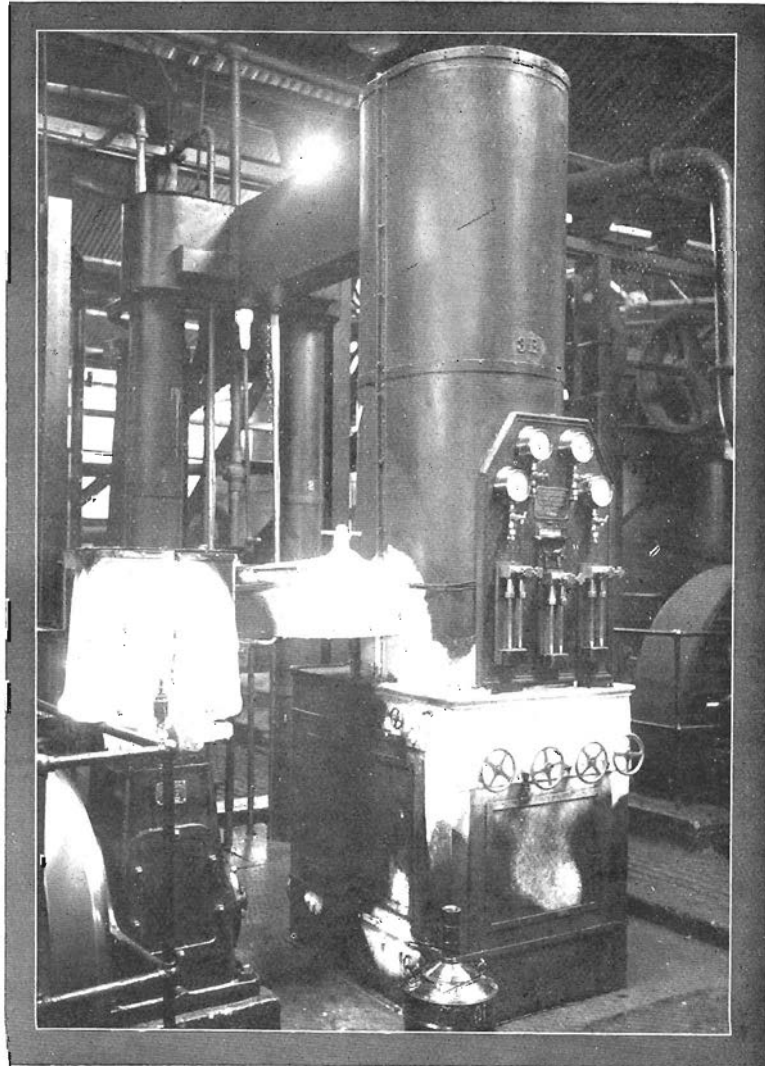
Their Making and Application.

To anyone who has thoughtfully observed the formation and condensation of steam, there can be nothing strange in the idea that all gases may exist in liquid form, provided that the correct conditions of temperature and pressure exist.

It is evident that, for such gases as the oxygen and nitrogen of the air, the liquid state can only exist at atmospheric pressure if the temperature is exceedingly low. The early attempts at liquefaction, therefore, were based on the use of extremely high pressures, but it was soon discovered that for each gas there exists a "Critical Temperature," above which no pressure, however great, can cause it to become liquid.

This Critical Temperature varies very much for different gases. Thus, for sulphur dioxide it is 311 deg. F., for nitrous oxide 102 deg. F., and for carbonic acid gas 88 deg. F. Cylinders of these gases will therefore contain liquid under normal conditions. On the other hand, the permanent gases, so-called because of their long resistance to liquefaction, have all a very low Critical Temperature. For oxygen it is 180 deg. F., for nitrogen 229 deg. F., for hydrogen 402 deg. F., and for helium 450 deg. F., and no matter how forcibly these gases are compressed, they will not become liquid without the aid of very great cooling.

The story of the liquefaction of gases is intimately associated with the history of the Royal Institution in England. The Royal Institution of Great Britain was founded in 1799, and legally established under a charter dated 1800, in the days of George the Third. One of its great benefactors was a Mr. John Fuller, and the first incumbent of the Fullerman Professorship of Chemistry was Michael Faraday, who was appointed in 1835. One of his successors



Australian Oxygen Co.'s Claude System Plant.

in the chair was Professor James Dewar, and both of these names are most closely associated with the liquefaction of gases.

The first gas to be prepared in the liquid state was chlorine, liquefied by Faraday in 1813 in the laboratory of the Royal Institution, where he was working as assistant to Sir Humphrey Davy.

The liquefaction of sulphur dioxide, nitrous oxide, and carbonic acid gas rapidly followed, but for many years the permanent gases resisted the attempts of all experimenters on account of the great degree of cold that was required.

In 1877, however, Cailletet, who had been working with acetylene, observed the formation of a cloud of liquid particles when the pressure on the highly compressed gas was suddenly released, and traced its cause to the intense cold produced by the sudden expansion.

He applied this principle to oxygen, which he cooled to 20 deg. F., under a pressure of 200 atmospheres. On suddenly releasing the pressure, a cloud of liquid oxygen was observed in the gas.

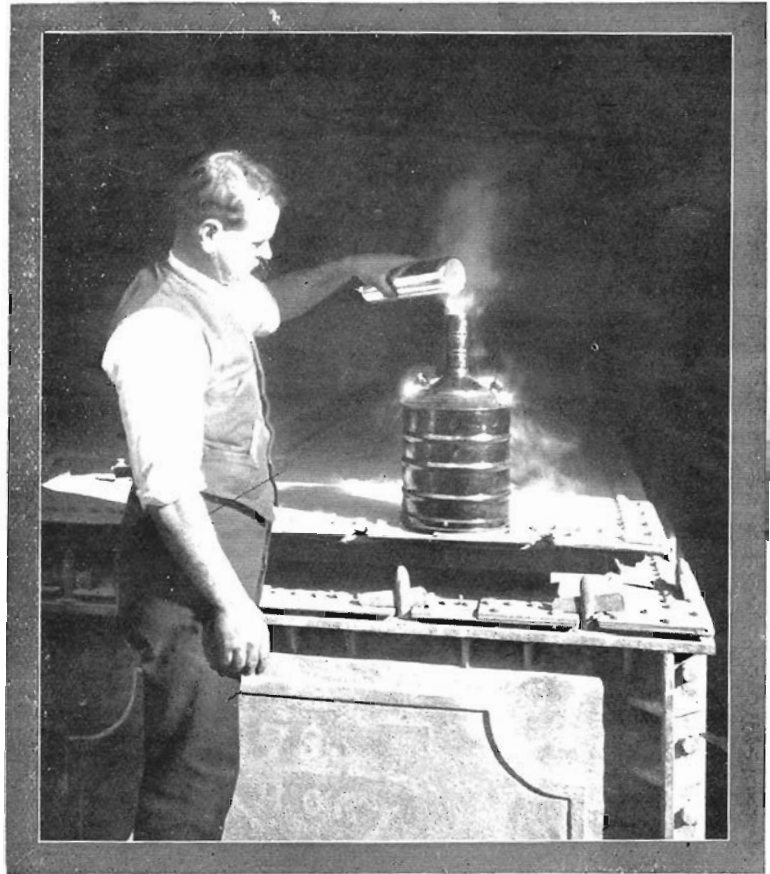
He reported his discovery to the French Academy of Sciences on December 2nd, 1877, and almost simultaneously, on December 20th of the same year, Pictet, who had been working on different lines, also attained success.

His method was to cool the gas, first to 13 deg. F. with boiling sulphur dioxide, and then to 220 deg. F. with boiling carbon dioxide, under a pressure of 320 atmospheres. On suddenly opening a release valve, a jet of liquid oxygen was momentarily visible.

By 1883 Dewar in England was making liquid air in appreciable quantities

under only 50 atmospheres pressure, using as cooling agents liquid nitrous oxide and ethylene, and since he could collect and preserve it by means of the well-known Dewar or vacuum flask, its properties could be investigated.

Liquid hydrogen was obtained in quantity by Dewar in 1898, but the most difficultly liquefiable of all gases, helium, held out until 1908, when it yielded to the experimental genius of Kammer-



Pouring Liquid Air into Container

lingh Onnes, using boiling hydrogen as cooling agent.

The problem of producing liquid air technically was solved almost simultaneously by Hampson in England, Linde in Germany, and Tripler in America. Its production, chiefly as a

source of oxygen, has now reached enormous dimensions, and plants are in existence capable of producing per hour some 200 gallons of liquid air, which yield 35,000 cubic feet of oxygen, the power consumed amounting to one kilowatt-hour per 32 cubic feet.

The production of oxygen by this process is made possible by the difference in boiling point between oxygen (-297 deg. F.) and nitrogen (-321 deg. F.). By fractional evaporation of liquid air in a suitable rectifier, it is possible to obtain both gases in a state of purity.

The Claude system liquefier and rectifier of the Australian Oxygen and Industrial Gases Company's plant is shown in the illustration. In this apparatus the highly compressed gas is cooled by being allowed to expand through the compressed air engine on the left, in which it does external work by driving a small dynamo. The expanded, cold air passes through the liquefier, where it cools the tubes containing the incoming, compressed air. Eventually a temperature sufficiently low to cause liquefaction is obtained. The heavy deposit of frost on the casing of the machine is an indication of the extremely frigid conditions within.

Liquid air is a mobile liquid of a pale blue colour, varying in intensity according to the oxygen content. Its density is about the same as that of water. Freshly liquefied air usually contains from 50 to 60 per cent. of oxygen, which increases on standing, owing to evaporation of nitrogen.

Liquid air is handled in silvered glass vacuum flasks, and for transporting large quantities there is used the metal vacuum vessel shown in the second picture, which the workman is filling from the glass flask.

Apart from the manufacture of oxygen, liquid air has found little industrial application, although it has been used in mine rescue apparatus, and, in admixture with charcoal or aluminium, as an explosive. Oxygen, however, has found important and ever extending use in industry, and the chief

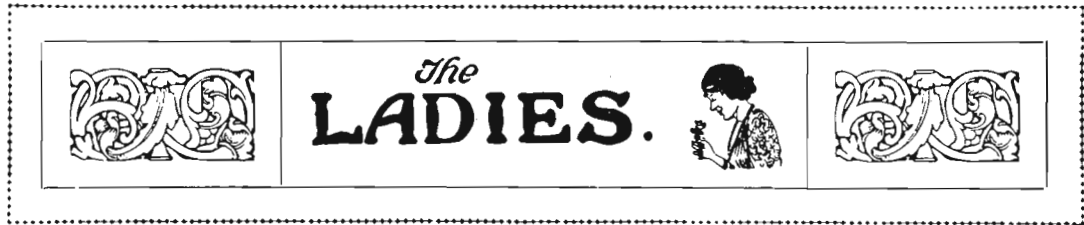
directions in which it is employed may be summarised:—

1. Scientific and laboratory use: working quartz for making silica vessels; manufacture of ozone;
2. Therapeutic uses, e.g., as a respiratory aid in pneumonia, etc., and with nitrous oxide as an anaesthetic;
3. For diving and mine rescue work, and in aeronautics at high altitudes; and
4. Its greatest application—in conjunction with hydrogen or acetylene, for welding and cutting metals.

The production of synthetic nitrates, largely used for artificial manures, from atmospheric nitrogen has given an enormous stimulus to the production of this gas from liquid air in a state of purity, and very large scale plants are engaged in Europe in the liquefaction of air for this purpose. A bye-product of the process, consisting of argon and other rare gases of the atmosphere, also finds use in the manufacture of gas filled (half-watt) electric globes.

Some delightfully interesting experiments may be made with liquid air. Rubber tubing immersed for a few moments in it becomes frozen to the rigidity of a rod of iron, and, on being struck with a hammer, shatters into countless small fragments, just as though it were a piece of glass. The same phenomenon is observed in relation to a rubber ball, which at one moment may be bounced on the floor, and the next, after contact with liquid air, will crush to pieces immediately on contact with the floor. Flower petals, handkerchiefs, and other things which we associate with great flexibility and supineness are as fragile as blown glass when liquid air touches them. Relatively, a block of ice is so hot that when liquid air is poured upon it, it boils fiercely. The most eerie sight of all, perhaps, in a factory devoted to the manufacture of liquid air, is produced by the simple turning of a tap, from which issues, like water, liquid air itself, which may be collected in a cup or other suitable receptacle, and may be transported quite satisfactorily by means of a vacuum flask.

E. Ivan Rosenblum, M.Sc., A.A.C.I.



Woman and Her Arts

(By Housewife)

In an introduction to his wife's cookery book, Mr. Joseph Conrad says: "No virtues apparently will avail for happiness if the righteous art of cooking be neglected by the national conscience. . . . A sane view of life is, after all, elaborated mainly in the kitchen."

If he is right, and certainly few would think of challenging the accuracy of his statement, then it means that the hand that stirs the porridge pot rules the world. Regarded as a "righteous art," the task of turning out an apple dumpling that is juicy, yet not soggy, light, yet not crumbly, is not the perfunctory business it would seem, but instead becomes a service to humanity. Social service people are agreed that the most effectual remedy for society's ailments is the universal recognition of the moulding forces found only in the normal, happy home. Mr. Conrad goes even further, and declares that it is the woman in the kitchen who must, willingly or unwillingly, shoulder the burden.

"Good cooking," he says, "is a moral agent. By good cooking I mean the conscientious preparation of the simple food of everyday life, not the more or less skilful concoction of idle feasts and rare dishes. Conscientious cooking is an enemy to gluttony. The trained delicacy of the palate, like a cultivated delicacy of sentiment, stands in the way of unseemly excesses. The decency of our life is for a great part a matter of good taste, of the correct appreciation of what is fine in simplicity. The intimate influence of conscientious cooking by rendering easy the processes of digestion promotes the serenity of mind, the graciousness of thought, and that indulgent view of our neighbour's failings, which is the only genuine form of optimism. Those are its titles to our reverence."

The famous verses on the subject by Owen Meredith are so apt that I cannot resist quoting them:

"We may live without poetry, music and art;
We may live without conscience and live without heart;

We may live without friends: we may live without books—

But civilised man cannot live without cooks.

He may live without books—what is knowledge but grieving?

He may live without hope—what is hope but deceiving?

He may live without love—what is passion but pining?

But where is the man that can live without dining?"

THE INNER MAN AND WOMAN.

Lunch Rolls.

One cake yeast, 1½ cups milk, scalded and cooled, 1 tablespoon sugar, 4 cups sifted flour, 1 egg, 2 tablespoons lard, 1 teaspoon salt. Dissolve yeast and sugar in lukewarm milk. Add lard and 2 cups of flour. Beat thoroughly, then add egg well-beaten, balance of flour gradually, and salt. When all of the flour is added, or enough to make a moderately soft dough, turn on board and knead lightly and thoroughly, using as little flour in the kneading as possible, keeping dough soft. Place in well-greased bowl. Cover and set aside in a warm place free from draught, to rise, about 2 hours. When light, form into small biscuits the size of a walnut. Place one inch apart in shallow pans, well greased. Let rise until double in bulk—about half an hour. Brush with egg and milk, and bake 10 minutes in hot oven.

ARE CITRUS FRUITS GOOD FOR THE HEALTH?

Citrus fruits are unquestionably of the greatest value in connection with the health of every human being. All fruits, as a matter of fact, possess this value, but the mineral salts and the organic acids contained in citrus fruits are of special benefit, because certain chemical changes in which they take part in the body result in maintaining a proper degree of alkalinity in the blood, and assist to off-set excess acidity due to the unbalanced eating of other foods. Consequently, oranges and lemons should, whenever possible, be used in some way in our daily diet.

As a matter of fact, the consumption of certain mineral salts contained in fruits is absolutely essential to the well-being of man, as they play a large part in keeping the blood and tissues in healthy condition, and in assisting in getting rid of certain food by-products.

That is why a diet of meat, sugar and starchy foods and fat does not satisfy the needs of the human organism, and the health of people who live upon such foods is not as good as that of those who take fruit and vegetables as well.

Consequently, we should not estimate the value of fruits by the quantity of flesh they would form; their capacity to keep us well is the real test.



CLOUDS AND SUNSHINE.

"Oh! I wonder if anyone knows,
On a sunshiny day, where a naughty cloud
goes?

I have heard that it hovers about unheeded,
Until on an angry child's face it is needed;
Then swiftly and silently it settles down
On his smooth, white forehead—an ugly frown.

"Oh! I wonder if anyone knows,
On a cloudy day, where the sunshine goes?
I have heard that it chooses the queerest
places—

The hearts of good children, and shines through
their faces.

In their eyes it dances all the while,
On their lips it lingers—a loving smile."

HOW RAYMOND LEARNED TO BE BUSY.

Raymond had been sitting out on the porch for a long time, playing with the kitten. At least, he thought he had been playing with her, but she evidently did not agree with him, for she had just scratched his finger so that it bled. So it was an unhappy little boy who started out to find somebody to play with him.

Katie was in the kitchen making a cake, and as he stood in the doorway watching her the sound of the egg-beater said to him: "Bzz, bzz, bzz! Bzz, bzz, bzz!"

"O, Katie!" he said, "come on and play with me a while."

"I'd like to, Ray, but you see I'm busy," she answered, as she mixed the eggs and the sugar in the big yellow bowl.

"Yes, I see," replied Raymond. "That's what the egg-beater was saying, 'Busy, busy!'" and he ran off out into the back yard.

Father was out there cutting the grass, and the lawn-mower made so much noise that he didn't hear his little boy when he called to him to come and play. When he reached the fence he turned and asked over his shoulder, "What is it, son?" But Ray had been listening to the lawn-mower, and it had said, "Bzz, bzz, bzz!" just like the egg-beater, only much louder, so he said, "I s'pose you're busy, father, so I'll try and find somebody else to play with me."

"Where's mother, Katie?" he asked at the kitchen door.

"Upstairs, in the sewing-room, I think," and Ray trudged slowly upstairs to find her.

The door of the sewing-room was open, and before he got to the landing Ray could hear

the noise of the sewing-machine. "Bzz, bzz, bzz! Bzz, bzz, bzz!" it said. Ray stood and listened, Mother looked up at the end of her seam, and called to him to come in. "Well, little boy, you look pretty mournful, it seems to me. What's the matter?" she asked cheerily.

"I want somebody to play with me, mother, 'cause kitty scratched me, and I don't like her any more, and everybody's busy but me, and I'm not having any fun at all! Katie's making cake, and the egg-beater says 'Busy' all the time, and father's cutting the grass and the mower says 'Busy,' and now your sewing-machine says 'Busy,' too, and I guess I'm the only one in town that isn't busy!"

"Poor little son!" answered mother, stroking back the tangled hair from his forehead. "How would you like to take a note to Aunt Mary for me, and bring me back an answer?"

"Oh! that would be fun," said Ray, and in a few minutes he was speeding off over the pavement on his little tricycle. As he rode along, the wheels rattled on the stones, and a familiar sound came to his ear, "Bzz, bzz, bzz!" "Why!" he cried, "I guess I'm busy, too, just like everybody else! That's why I feel so good!"

QUEER RAPID TRANSIT.

When your mother wishes to carry you, she clasps both arms round you and lifts you up. Then she holds you firmly, and away you go, whither she will.

But some mothers cannot do that. When the little bird falls from the nest the mother has no way of carrying it back. When the cow wants her baby to walk she gives a coaxing "M-o-o," and the calf wobbles along on its weak little legs. So it is with most animals: there is no way by which the mother can carry the baby; but some animal mothers have devised plans of their own.

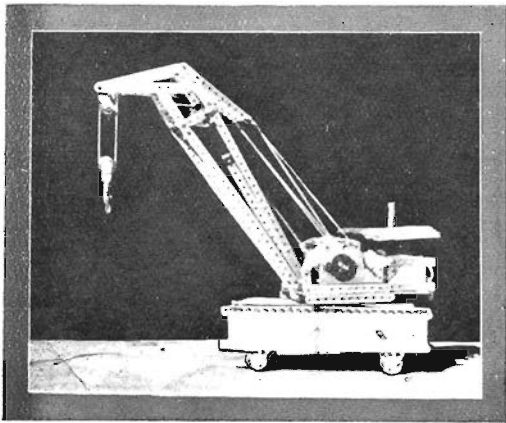
Pussy is one of these. If you peep at her too often as she nestles her little ones in her bed in the manger, you will find that she has moved them. She is not happy unless her kittens are hidden away from prying hands and eyes. She has no arms to hold them in, and so she lifts them up by the back of the neck with her teeth. Sometimes she will carry them in this way for a long distance. Although it does not hurt the kittens, they do not seem to enjoy it; but that makes no difference to the mother cat.

Another animal that has its own way of carrying its young is the elephant. The mother elephant packs her baby in her trunk.

The baby takes hold of her tusks with its trunk and seems to be much happier in its journey than the kitten.

But the queerest of all ways of carrying babies is that of the mother kangaroo. She puts her baby in her pocket. Baby kangaroo may be quietly feeding, or playing in the grass, while the mother is watching to see that no harm comes to it. If an enemy appears, the mother gives the warning call, baby jumps into her pocket, and away they gallop, six feet at a jump; indeed, when the mother is very much frightened, she has been known to leap twenty feet at one bound. What would you think if your mother could jump clear across your dining-room? When they are in a safe place, baby climbs out again.

After all, baby folks have the very best way of being carried.



Readers perhaps will recognise the above illustration as a copy (as neat as the Meccano material would allow) of No. 5 Steam Crane, as shown in our May issue of the "Magazine." It was built (and photographed) unassisted by Master Dick Rolland, aged 12, from the material in a No. 3 set of Meccano.

The father, Mr. Jas. C. M. Rolland, Edgarley, Wiltshire, is well known to Railwaymen as donor of the J. C. M. Rolland Prize, which has been awarded annually for some years back in connection with our Institute Educational Classes.

* * *

School Hygiene

Isolation First, Diagnosis Afterwards.

No pupil should be permitted to remain in school with symptoms of a fresh cold or watery eyes, and excluded only after it breaks out with measles; no child with a cough should be permitted to mingle with others until it whoops. The medical profession has not yet advanced far enough to enable the most skilled within its ranks to differentiate between whooping cough, measles, diphtheria, scarlet fever, and other so-called children's diseases from an ordinary cough, sore throat, or a common cold, when the first symptoms appear, but at the outset the diseases in question are already exceedingly dangerous. "Isolation first and diagnosis afterwards" should be the invariable rule.—"The Bulletin of the Health Association of Australasia."

Jenny Lind Goldschmidt

One particular pleasure of these days was the renewal of acquaintance with Jenny Lind, now Madame Goldschmidt. My mother's reminiscence of her in these days says:—

"She was living the happiest of lives in the house she had built 'all out of my throat,' as she expressed it, still using her wonderful gifts to give pleasure. She would come in after dinner and sing old Scottish and Swedish songs with all her great dramatic power, throwing herself quite unconsciously into the spirit of the words she was singing.

"Such a song as 'Auld Robin Gray' became a whole drama of expression as she rendered it. She had, as she said herself, her 'caprices,' and like all geniuses was most difficult to manage at times but no one could come into contact with her and not be better for her influence. She was an almost unique instance of a mind so absolutely pure and lofty that all the temptations of her life on the stage and her brilliant successes left her quite unspoiled.

"It was rather a grief to her that her own great fame overshadowed that of the husband she idolised, and she once said to Mama, 'When we go about, people say there is Jenny Lind and her husband, whereas they should say, there is Mr. Goldschmidt and his wife.' — Rachel Weigall, in "Lady Rose Weigall."

* * *

The whole object of a good teacher was to make himself unnecessary. He unlocked the outer gate of the treasure-house of knowledge; he imbued his pupils with a lively faith in the riches within, and with a keen desire to make them his own. And then he put the bunch of keys in his pupils' hands, and bade them go in and explore for themselves.—Dean Inge.

It is a mistake to suppose that we can safely judge either of persons or communities by the eagerness or the extent of their reading. They can be both efficient and interesting, and yet extremely ill-read. . . . On the other hand, there is something portentous and almost uncanny in the records of the omnivorous and encyclopaedic readers.—H. H. Asquith.

First Aid and Ambulance Work

SYMPTOMS OF FRACTURES—By F. W. Kaiser, Ambulance Officer, Victorian Railways

(Continued from last issue)

When a person complains of having received a blow or a fall, followed by a sensation of something giving way, or pain when any attempt at movement is made, and when the former is found to be altered in shape, the presence of a fracture may be suspected. If, in addition to the above-mentioned symptoms, it is found that the patient is unable to move the limb, but that by manipulation it can be moved in abnormal directions, when during these manipulations a grating sound (crepitus) is produced, and finally when the limb is shorter than its fellow, the presence of a fracture becomes certain.

The symptoms of fracture, then, are:—

By the history of a fall; a blow accompanied sometimes by a sensation of something giving way.

Pain on attempting to move the limb.

Inability to move the limb.

These three sometimes have to be elicited from the patient himself, should he be conscious, and are called subjective signs.

Following on this there is:—Deformity, shortening, unnatural mobility, crepitus or grating, swelling.

These are termed objective signs, and they should be discovered by the person attending patient. Now, if all the symptoms mentioned were present in every fracture, the discovery and diagnosis of the injury would be a simple matter. But, unfortunately, they are not always present.

For instance, when two bones lie side by side, as in the arm or the leg, and only one of them is fractured, the other bones prevent the deformity, which is such an important sign.

This state is illustrated with a transverse fracture of the Tibia or inner bone of the leg, with no displacement where the Fibula or outer bone keeps the limb straight.

Then, again, in impacted fractures, no abnormal mobility or crepitus exists, and as a matter of fact, it is highly dangerous to try and get the symptoms in old people, the only symptom present being the slight amount of shortening, or a slight deformity.

And, lastly, it is always difficult to discover the crack in the skull, and any other bones. It is only possible to come to a decision by noting the symptoms present in neighbouring organs.

In order that the treatment of fractures may be carried out in an intelligent manner, it becomes necessary to understand clearly how some of the symptoms already mentioned are produced, and of these, deformity is most important. Deformity is produced by muscular action. The muscles are attached to the

bone. When the latter are intact, the muscles contract, and produce the various movements at the joints, but when the bone is broken the muscles in contracting pull the one or other of the broken ends of the bone, and consequently gives rise to displacement, and frequently shortening of the limb.

In fractures of the lower extremities, the foot is generally found lying on its outer side, and as direction of the fracture is of importance, for, as has already been remarked, when a fracture is transverse, there may be little or no displacement, whereas in oblique fractures there generally is a considerable amount, together with shortening.

Lastly, the direction in which the blow, causing the fracture, acted, influences the displacement.

Crepitus, or the grating sound produced by the broken ends of the bone rubbing against each other, is a conclusive sign of fracture when traced during the examination, but it is not one that should be looked for when there are other signs evident, and, indeed, in impacted fractures, no attempt should be made to elicit it, the examination of such fractures being carried out with more than ordinary care. All gentleness and care should be practised in the handling of every patient.

Unnatural mobility, too, is a symptom that should not be depended on, when other equally distinctive symptoms are present. It entails unnecessary suffering on the patient, and in impacted fractures, does much harm.

Swelling following immediately after the receipt of injury, indicates a rupture to a large artery, or even consequent bleeding into the tissues round the fracture.

In addition to the symptoms traced by the nature of the pain itself, there may be others due to the effect of the accident on the general system, such as shock or faintness. It should be borne in mind that every fracture is to be examined with the utmost caution. It should be handled as little as possible, and when manipulations are necessary they must be carried out with the greatest gentleness.

The sound limb should always be carefully examined in the first place, so as to familiarise one's self with the normal shape of the position of the bony prominences. A comparison should then be made between it and the injured one, and a conclusion come to as to what the nature of the injury might be from the appearance of the limb, rather than by handling it.

Should it be necessary to remove part of the clothing, it should be cut off the injured side. If it is removed in the ordinary way it gives rise to discomfort, and exposes the patient to

any risk in the way of rough handling, and always in removing a dress, begin doing so on the uninjured side.

Repair of Fracture.

Fractures heal more quickly in children than in adults.

They heal more quickly if the ends of the broken bone are brought accurately together, and kept immobile, just as in wounds involving the skin and other parts, where, if the edges of the wound are brought together by stitches, and the part kept at rest, it heals rapidly, leaving a very small scar, whereas, should nothing be done, it takes much longer to heal, and leaves an ugly mark.

If the ends of the bone are not brought accurately together, and if during the period of healing the fragments are not kept absolutely steady, blood is poured round the broken ends; these clots become firm and organised, forming what is called a callus. It encircles the broken ends like a tube, and fixes them.

Gradually, lime salts are deposited, and this organises material, and the ends of the bone are cemented together. Nature makes no attempt at neutralising a deformity, so that if nothing is done to help it, the bones will unite in an unnatural position, and after, if the ends are not kept fixed, but considerable movement permitted, the lime salts may not be deposited at all, and the ends may be united by a cartilaginous band only, forming a false joint, and thus greatly impairing the mobility of the limb, and, indeed, rendering it absolutely useless.

It will thus be seen that the main object of treatment must always be to aid nature in her efforts at effective cure. If the broken ends of the bone are brought accurately together, if they are kept immovably fixed in this position for a requisite length of time, nature will be assisted, and in a longer or shorter period of time, depending on the age of the patient, his constitution, and the nature and severity of the injury, the bone will be restored to its original condition, and be as useful as ever.

(To be continued.)

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Correspondents and Contributors

Wanted for the Victorian Railways Magazine.

We know there are many of our readers who can write matter that will add to the interest of the members as well as their own interest in the magazine. There is no class of workers who are greater readers or whose opportunity for observing things of interest is better than those of railwaymen, and if any of them will take the trouble

to tell us of some of their experiences in the service, town or country, or give their opinions on matters of general interest, we will do our share to put it into shape for the columns of the journal.

You are meeting with things in your daily work that would be instructive to us all. Cultivate the habit of putting your thoughts on paper, and it will add to your interest in things about you as well as to that of others, who are enabled to see things that are both instructive and entertaining.

Telling unusual things that you encounter in handling trains, as well as other phases of railroading, may be the means of teaching a lesson to some one else that possibly will give him the full benefit of your experience. We all learn from each other. Life is too short and development would be too slow if we were to rely upon our own practical experience for our education.

The things that seem wrong to you, even the mistakes you have made yourself in doing some particular thing, will, if made known through the pages of the journal, prove a valuable lesson for others.

We have a good many members, and among them a large proportion who are necessarily of a studious turn of mind. The exacting nature of their service calls for that, the rapid progress of the present time demands that they familiarise themselves with the wide operation of railway working, and there is no better way for you to help the other fellow than by telling him what you have found out. The practice of doing this is like sowing seed that will give manifold return.

Send Photographs.

In the case of a wedding, send along a photograph of the happy pair, together with a brief reference to the event, and we will be very pleased to publish both.

In every case of a railwayman retiring from the Service, we should also be pleased to publish a short history of his railway career, as well as his photograph, were it supplied.

If volunteers would but help us in these matters, we should esteem it a favour.



Horticultural Notes

Now that Winter has set in, advantage should be taken of all fine weather to finish the digging and trenching necessary. If the land happens to be wet and cloggy, it should not be worked until it can be done more freely.

The planting of deciduous trees and plants, such as Flowering Peaches, Plums, Quinces, and Hawthorns, should be proceeded with. There is no hurry to finish this, as plants planted out in August do just as well, and are less liable to injury than those planted earlier.

The planting of evergreen plants should be suspended until early Spring unless they are past grown; do not do any planting if the soil is saturated. Continue to plant out Roses; those that can manage should have this work finished by the end of the present month.

The general pruning of summer blooming varieties should be started on. There can be no fixed rule as to the amount of pruning necessary; as a guide to this, I advise the enclosed method. Those kinds that only make a moderate growth of wood should have the shoots pruned back to 3 or 4 buds, while the more vigorous should not be pruned so hard, leaving the stems much longer.

In all cases of thrip or other insect pests, sprayings of Niquas are advisable. Climbers of most kinds may be safely transplanted from pots. A good selection, viz., Wistarias, Clematis, Bourganvilleas, Tecomas, etc., can always be had from any nurseryman.

Most bulbs should be well forward by this time. Those that have been prevented from planting earlier, and also others intending to increase and further beautify their garden, should plant Lilliums, Auratum, Longifolia, and Rubrum; these are good open garden varieties. Belladonna Lilies and others of the Amaryllis family should also be got under way.

Old lawns would be greatly benefited if top-dressed with Cicada compost or bone manure. Bare patches should be re-sown with mixed lawn grass seed. The early part of this month is not suitable for the raising of flower seeds in the open garden, and should not be attempted unless seed frames are available.

Towards the latter end of the month seed of early Spring-flowering annuals may be sown, such as Crego and Tasmanian Asters, Zinnias, Cosmos, Phlox, etc., and those that require something to fill up, seedlings of hardy plants should be obtained; the following are to be had at small cost: Stocks, Calliopsis, Gailardias, Iceland Poppies, Lupins, Linarias, and others.

Slugs and snails are apt to be troublesome to Pansies, Hyacinths, and other Spring-flowering bulbs and annuals. A sharp lookout should be kept for these, and if they make their appearance in large numbers, Itzit should be used freely.

The weeds in garden paths should be kept under in fine weather by the use of Globe weed killer.

VEGETABLE GARDEN

Plenty of work is available in the above department, and no time should be lost during fine weather in preparing ground for crops.

Make a sowing of Early Horn or Somner's Early Market Carrots in the early part of the month, and later on sowings of Parsnips, Red and Silver Beet may be made. If required, a further sowing of Broad Beans should be made without delay.

Make sowings of Cabbage—Early John's Day and Elephant—for Summer use; and also Onions; earlier sown crops should be thinned and transplanted as they become fit to handle.

The land on which root crops are to be grown should be well worked, and the manure kept well below the surface, so as to cause the roots to descend for nourishment, thereby preventing forkiness. A good sowing of Turnips should be made this month, also a small sowing of Swedes. Continue to plant Peas, using what is known as medium or second early varieties; the most suited are Daisy or Duke of Albany.

Jerusalem Artichokes, Rhubarb Roots, Thyme, Sage, Marjoram, and other culinary herbs, also Shallots and Garlic, may be planted in large quantities.

For early plants of Tomatoes, Melons, Cucumbers, sowings should be made in a hot

bed. The method of preparation of hot beds is:—Secure a quantity of fresh stable manure; this should be turned over several times, and watered if dry. When ready for use, make the bed, and place a frame over it, leaving it uncovered for about a week to allow rank vapours to escape; then spread five or six inches of good rich soil over the surface.

The top-dressing of Asparagus beds should be finished as soon as possible, and the work of making beds should be pushed on with rapidity.

For the destruction of Black Scale on Broad Beans and Cabbage Fly, use Nicotene or Benzole Emulsion.

FRUIT GARDEN

Pruning and planting will be the chief operation for the next month or so. As a rule, this should be completed before the sap becomes active. Deep planting should be avoided. A good guide to plant is the same depth as in the nursery rows. This will show on the bark. Before planting, prune the roots, cutting cleanly away any damaged or withered roots, and equalising the root formation. When planting, spread the roots, and tread the ground down firmly; after planting, cut back the tops, leaving three or four leaders with about four buds on each, cutting above the buds which promise the best shape to the tree. Pruning may be got on with, commencing with the small fruits, Gooseberries, Currants, Grape Vines, etc. Early pruning for the general run of fruit is not recommended; about the middle of the month is time enough to commence. In planting, the same applies as in pruning. Strawberries, Raspberries, Currants, Gooseberries should be planted as early as possible.

The planting of Citrus should be held over until August or September. Oranges and other trees of this family that are affected with scale should have the trunks and main branches painted with lime sulphur or harbas.

It is advisable to find out what is the cause of the trees being attacked by this insect. It generally appears in trees that are not in a good state of health, and seldom among trees that are vigorous. Plenty of food is necessary to keep them vigorous; the roots near should be disturbed as little as possible. Trees should be mulched during dry spells. A good food for all citrus trees is Cicada compost.

For Codlin Moth, spray with Fergusson's Arsenate of Lead.

* * *

Common Rushes

Green rushes, long and thick, standing up above the edge of the ditch, told the hour of the year, as distinctly as the shadow on the dial the hour of the day. Green and thick and sappy to the touch, they felt like summer,

soft and elastic, as if full of life, mere rushes though they were. On the fingers they left a green scent; rushes have a separate scent of green, so, too, have ferns, very different to that of grass or leaves. Rising from brown sheaths, the tall stems, enlarged a little in the middle like classical columns, and heavy with their sap and freshness, leaned against the hawthorn sprays. From the earth they had drawn its sweetness of the air had entered into their moisture, and made the ditch dry; some of the fibres, and the rushes—the common rushes—were full of beautiful summer.—Richard Jeffries.

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Voluntary

Here in the quiet eve
My thankful eyes receive
The quiet light,
I see the trees stand fair
Against the faded air,
And star by star prepare
The perfect night.

And in my bosom, lo!
Content and quiet grow
Toward perfect peace.
And now when day is done,
Brief day of wind and sun,
The pure stars, one by one,
Their troop increase.

—Robert Louis Stevenson.



Victorian Railways Institute Musical and Sporting Carnival, Maryborough

This Carnival (the second one), which has been held by the Institute, took place at Maryborough, on Saturday afternoon and evening, 3rd May. A Musical Recital was given by the Maryborough Brass Band, the Victorian Railways Military Band, and the Highland Pipe Band, on the Sunday afternoon, and a Sacred Classical Concert was given by the Victorian Railways Institute Concert Party in the Maryborough Town Hall on Sunday evening.

Special trains were run to Maryborough from Melbourne, Ballarat, Bendigo, Korongvale, Mildura, and Stawell, each train connecting at main junctions with branch lines trains.

The Railway Station, by courtesy of Mr. E. Ballard, Chief Engineer of Way and Works, was gaily decked with numerous flags, and it presented a pleasing spectacle to visitors on their entry to Maryborough.

The Carnival was a complete success, socially and financially, and for this the highest credit is due to the President of the movement (Mr. G. Frost, Mayor of Maryborough), the very capable Sports Committee, and its capable, energetic Secretary, Assistant, and Treasurer (Messrs. Jas. Witheil, Clerk in the Maryborough Station Master's Office, W. Cowan, Clerk in the District Superintendent's Office, and I. Solomon, respectively). The thanks and appreciation of the Victorian Railways Institute are also due to the citizens of Maryborough and their representative organisations—the Council, the Progress Association, the Traders' Association, the Brass Band, and the Highland Society's Pipe Band—for the magnificent support they have so readily and willingly given to the Carnival project.

The official visitors from Melbourne included Messrs. J. S. Rees (President) and A. Galbraith (General Secretary of the Institute), E. Lardner, F. Towers, W. Roberts, G. Dowsett, T. N. MacFarlane, J. Conlan, D. Cameron, and M. Curlett. Messrs. L. Copeland and Syd. Sherrin were present to assist in conducting boxing contests, also W. Meeske, for gymnastic and wrestling contests.

The Ballarat Institute was represented by Messrs. F. W. Critchley (Chairman), G. W. Stewart (Secretary), J. Armstrong, G. Hulse, J. Frees, N. Brown, G. Morrissey, A. Pembley, A. Lethborge, H. Jefferson, S. Terrell, K. Wilson, and T. England.

The Bendigo Institute was represented by its chairman, Mr. Bishop, Mr. Elliott, secretary, and several members of the Committee.

The Victorian Athletic League was represented by Messrs. R. Morris (Executive Councillor) and W. M. Troup (Handicapper). Mr. W. Smith (ex-President of the Maryborough Old Boys' and Girls' Association) also was present.

The Carnival was declared open by the Mayor (Mr. G. Frost). Mr. Frost said he had much pleasure in extending to the visitors a hearty welcome on the occasion of the Victorian Railways Institute's second annual Carnival. Keen satisfaction was felt for the fine treat which the Railways Military Band and the Concert Party gave last year, and he confidently expected this year's performances to be equal, if not better, than those of 1923. The Institute Council had shown good taste in bringing its Carnival to Maryborough; they had the best oval in the State.

At the close of the evening's entertainment the Mayor (Mr. G. Frost, M.L.A.), accorded a civic reception to the visiting members of the V.R.I. Council, Artists, and Managers of the Boxing and Wrestling Competitions, at the Council Chambers, and was supported by Crs. I. Solomon, J. Lean, R. W. Laidlaw, and A. A. Barnes, Mr. T. P. Richards (President of the Progress Association), and Mr. P. D. Stuart (Past President of the Highland Society).

The Mayor said he felt sure that the visitors saw a great difference in Maryborough since their 1923 visit. There was now a knitting mill in existence, employing over 200 people, and the electric light had been installed in the town, which is now one of the best lighted

towns in the State. He had every confidence that 12 months hence they would have another big factory, employing anywhere from 50 to 150 persons and youths. He included in the toast to the Visitors the name of Mr. J. S. Rees, the popular President of the Victorian Railways Institute.

Mr. Rees, in response, said his councillors were just as anxious to make the Carnival an annual affair as were the Maryborough folk. The Railways Commissioners, in supporting the Institute, were out to assist the railwaymen so as to enable them to give good service to the Department and the public alike. He sincerely hoped the new venture spoken of would be as big a success as Mr. Frost predicted.

Mr. D. Cameron, in proposing the toast of the "Mayor, Councillors and Progress Association," observed that the Railways Institute had a two-fold purpose. It was founded to educate the employes so that in turn they could render more efficient service; secondly, to promote their moral welfare. The Railways Commissioners were deeply interested in the younger men of the service, and their membership of the Institute would make them more highly educated, better employes, and better citizens. The proceeds from functions, such as that of the Carnival they were holding that day, were devoted to extending the benefits of the Institute to country centres. It was also the wish of the Commissioners that railwaymen should assist in the civic progress of a town as far as was reasonably practicable.

Mr. Rees proposed the toast, "The Workers," including "The Press," the men who had both actually, and metaphorically speaking, taken off their coats and made the Carnival the success it had been. What workers could do



Highland Dancing Competition.

was shown by the fact that the wives of councillors of the Institute had raised £850 for the Queen Victoria Hospital Appeal in two weeks. Cr. Solomon, in responding, said that a good deal of the work had devolved upon Mr. Jas. Withell (the Sports Secretary), Mr. A. Galbraith (General Secretary of the Institute), and himself (Hon. Treasurer), who

were really the Executive. Mr. Richards, in responding, remarked that the Progress Association was out to help Maryborough and district in every possible way. He had no doubt in his own mind that the Institute Carnival left a considerable amount of money in the town, and placed it once each year on an equality



Mr. R. D. Stuart, Judging Highland Dancing.

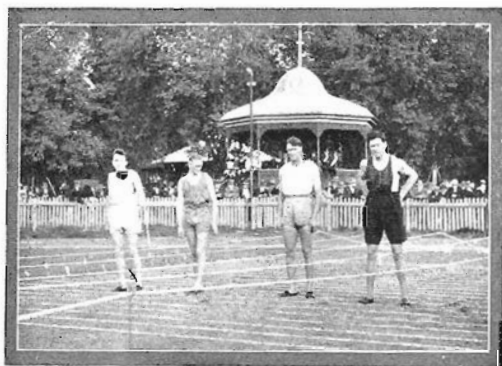
with Ballarat and Bendigo. It was pleasant to hear Mr. Rees say the Carnival would be an annual event. Messrs. Macfarland, Dowsett, and Sherrin also made appropriate responses.

During the evening, a dance was held in the Town Hall. The attendance was large, and it was anticipated that a reasonable sum would be handed to the Carnival Committee. The music was supplied by a jazz band, composed of members of the Military Band.

During the evening, after the Band performance at the Park, Mr. A. Galbraith (General Secretary), entertained the members of the Victorian Railways Military Band at the Bull and Mouth Hotel. Mr. Galbraith, in responding to a vote of thanks passed him by the band, said that the Council appreciated the valuable services of the Social Societies, and the Bands, in this instance tendered through him, its grateful appreciation to the members of the Military Band for turning out in their numbers at Maryborough, and for the excellent performances given by them during the afternoon and evening. He especially desired

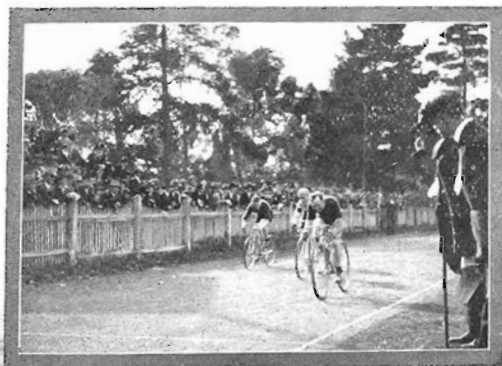
to thank Mr. Wallace, the Bandmaster, for his presence and valued assistance.

Maryborough Hospital Appeal.—Shortly before 3 o'clock on Sunday afternoon, the Railways Military Band marched, via Nolan and High streets, to the Park, and were followed by the two Maryborough Bands. The Military Band played a number of selections, including—March, "Slav"; overture, "Oberon"; tubular bells solo, "Angelus" and "Evening Bells,"



Start of Final in Sheffield Handicap

"Carmen," and march "Preciosa," and a cornet solo, "Nearer My God to Thee," on the grandstand. The Maryborough Brass Band used one of the stands on the oval, whilst the Highland Pipe Band took up its position in the centre of the oval. The music rendered was appreciated by the large crowd, which had gathered, and the collection realised the sum of £50. In addition, £4 9s. 6d. was paid by children and adults who took a voyage around the lake on the motor boat.



Finish of One Mile Cycling Event

Sunday Evening—Sacred and Classical Concert.—The prior announcement through the local papers that the Institute was providing a musical programme after Church service ended attracted a large crowd to the Town Hall, which was filled by 8 o'clock, and there were

about 300 people unable to obtain admission to the building by the time the concert commenced.

As soon as the opening number, "God is a Spirit" (Spohr) had been rendered by the Quartette Party, it was apparent that the foreword had been no exaggeration; almost every item in a lengthy programme was encored. Mr. Davey's rendering of "Love Sounds an Alarm" (Handel) started the requests for more, and it became contagious. "Sainted Mother" (Wallace), a duet by the two ladies, Madame Evelyn Ashley and Miss Florrie Gordon, whose voices blended very beautifully, received a good reception, and Hofmann's "Barcarolle" was their second number. Handel's "Honour and Arms," sung by Mr. Wm. Roberts in his usual vigorous style, so pleased the audience that he gave that pretty piece "The Banjo" (Homer). Miss Winifred Moverley's recitation, "The Bells of Is" (Clifford Harrison), was given in her best style to the accompaniment of Mr. Reg. W. Brown, who showed himself to be an expert in playing the chiming bells on the piano. A humorous piece ("Old and New"), followed by "Not Understood,"



Mr. J. P. Kennedy checking entries for Highland Dancing

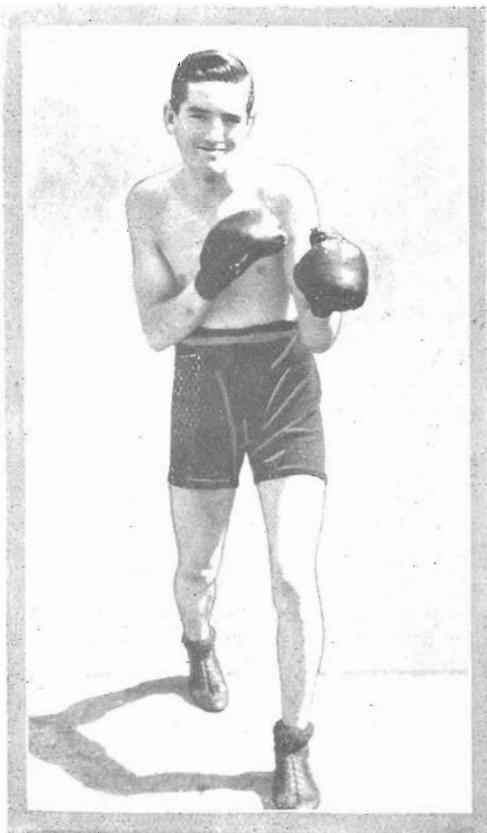
with pianoforte accompaniment, had to be given before the audience was satisfied. A splendid rendition of "Abide with Me" (Liddle) by Miss Florrie Gordon so pleased everybody that by special request she sang "The Blind Ploughman"; the audience desired more, but the lady bowed her acknowledgments. Messrs. Davey and Roberts' duet, "Fishermen" (Sabussi), aroused enthusiasm, and "Sante Fe" and "Wee House" had to be sung before the singers were released. Miss Moverley recited "Spartacus to the Gladiators," which portrayed her dramatic gifts, and she gave "Rot," a laughable tit-bit as a repeat number. In "The Rosary," Madame Evelyn Ashley was heard at her best, and she gave "Ave Maria" and "Poor Wandering One" as encores. Master Mario McGrath rendered with fine talent Moskowski's "Serenata" and Ten Have's "Allegro Brillant," which numbers were received with great applause.

Mr. Reg. W. Brown was the accompanist for all the numbers rendered, and his perfect technique and artistic interpretation embellished the numerous items, and made of the programme a rare musical treat.

Cr. R. W. Laidlaw (of the Hospital Committee) announced at the conclusion of the concert programme that the collections for the afternoon and evening for the charities were £56 5s., or 5s. more than the amount donated for the previous year. He then asked the audience, in view of the high-class concert they had been treated to, to contribute a little more, in order to bring the amount of the day's collection to £60. The result of this appeal was £6 15s., or a total of £63.

Cr. Laidlaw moved, and Mr. T. P. Richards (President of the Ambulance Car Committee) seconded, a vote of thanks to the performers, which was carried with acclamation.

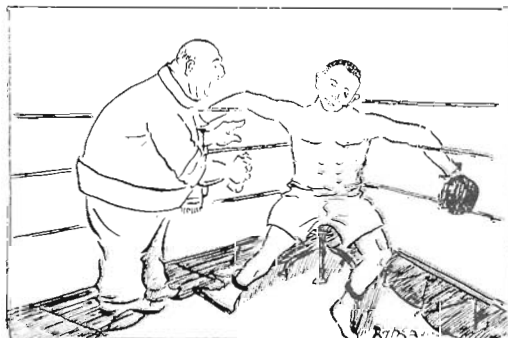
Mr. A. Galbraith, General Secretary, in responding on behalf of the artists, thanked the people for the appreciative manner in which they had received the numbers given by the Concert Party, as well as the hearing they had given our Military Band over the week-end, and for the support and assistance rendered by the whole of the Maryborough populace to our Week-end Carnival.



E. C. Harley—Featherweight Boxing Champion, Victoria



Alan McGarvey—Featherweight Boxing Champion, Railways



"What you want to do is to stop 'em, don't try and 'it 'im, just stop 'em."
"Aw blimey, that's what I'm doin' all the time stop-pin' 'em."

* * *

Infallible Sign.—"Those ladies are not going to buy anything."

"Just shopping."

"Just shopping. They keep asking to see something more expensive."

Interstate Cricket and Tennis

First Annual Matches between Railway Apprentices

Victoria v. New South Wales, at Sydney.

Cricket and Tennis teams were selected from among the apprentices attending the Victorian Railways Technical College, Newport, and during a recent vacation they journeyed to Sydney. They were met at the Sydney station by members of the Committee of the New South Wales Railways and Tramways Apprentices, and conducted to the Institute, where they were welcomed by Mr. Taylor, a Past President of the Institute, and Mr. Napier, the Director of Educational Classes.

The Victorians were then the guests of the New South Wales apprentices at luncheon at the Railway Refreshment Rooms. Several members of the Victorian team were invited to stay at the homes of the New South Wales apprentices, and the others were accommodated at places recommended by the Institute.

The visitors were shown over the Institute Instructional Workshops at Lackey-street by Mr. S. Mattick, of the Institute Staff. At these workshops the New South Wales apprentices spend three fortnightly periods per year for practical instruction. The visit was an education to the Victorians, and keen in-

terest was taken in the construction of a model of a newly-designed locomotive for New South Wales. This model is to be exhibited at the Empire Exhibition.

In the afternoon our apprentices were given special tickets to visit the Sydney Show, and a very pleasant afternoon was spent inspecting the engineering and other exhibits. The new pavilion and grandstands were greatly admired.

On Saturday afternoon and evening, the Tennis matches were played at Marrickville, and our lads had their first experience of playing tennis at night. The courts were in fine condition, and the games were keenly contested.

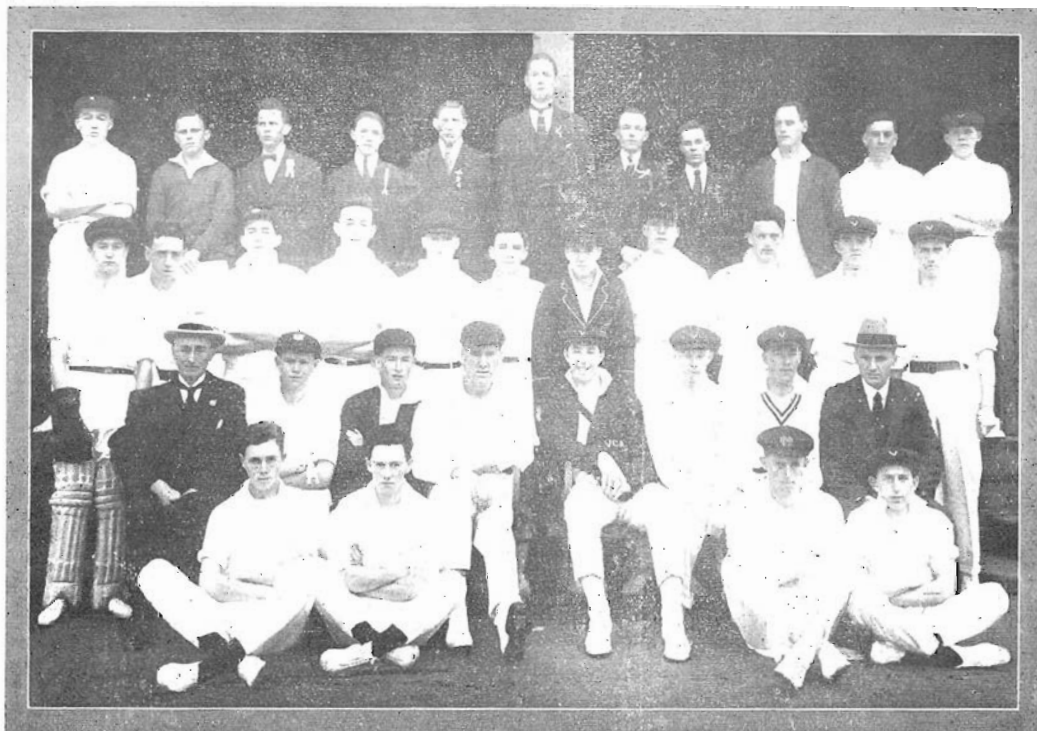
The Teams were:—Victoria: R. Macleod (capt.), P. Stillman, R. Coulthard, E. Curnick, J. Sansom, W. Clifton, N. Elliston. New South Wales: N. Jordan (capt.), W. King, A. Evans, A. Morton, F. Alexandre, J. Louis, W. Rumph, T. Evans.

The Results were:—New South Wales: 9 rubbers, 22 sets, 225 games. Victoria: 8 rubbers, 17 sets, 177 games.

The New South Wales team was a good even one; the members well deserved their win.

R. Macleod, the Victorian captain, was in fine form and won all the rubbers in which he played.

On the Monday the Cricket match was played at the Rushcutters' Bay Oval.



New South Wales Railways and Tramways Apprentices on left side half of picture. Victorian Railways Apprentices on the right.

The Victorians were sent in to bat in a fine rain which did not stop until the afternoon. The Results were:—

Victoria—First Innings.	
Elliston, bowled Amos	27
Clifton, run out	6
Scott, bowled Amos	6
Millar (capt.), C. Amos, b. Williams	68
Kidd, caught Harding, bowled Mercer	51
Menhennett, bowled Amos	5
Hulse, caught McAlister, bowled Amos	1
McDonald, not out	9
Brotherton, not out	1
Milburn	—
Jules	—
Sundries	26
Total, seven wickets for	200

(Innings declared).

Bowling.—Amos, 4 wickets for 40; Williams, 1 wicket for 30; Mercer, 1 wicket for 35.

New South Wales—First Innings.

1st Innings.	
Walker, bowled Elliston	5
Powell, caught Miller, bowled Clifton	21
Amos, bowled Millar	4
Williams, caught Brotherton, bowled Clifton	20
Pratt, bowled Clifton	11
McAlister, l.b.w., bowled Clifton	8
Kelly, bowled Millar	1
Morrison, bowled Millar	10
Harding, bowled Clifton	0
Mercer, caught and bowled Millar	0
Nicholas, not out	1
Sundries	9
	94

Bowling.—1st Innings: Clifton, 5 wickets for 20 runs; Millar, 4 wickets for 23 runs; Elliston, 1 wicket for 34 runs.

Second Innings.

6 wickets for 36 runs. Stumps drawn. Victoria won on 1st Innings by 106 runs.

Victoria won on first Innings by 106 runs.

On the Tuesday a special tramcar was kindly provided by the Tramway Traffic Manager, and Messrs. Byrne and Tait, of the Institute Staff, conducted the visitors to La Perouse, where a pleasant morning was spent. On the return journey the car was run to the Railway Workshops at Eveleigh. The Workshops Manager was very interested in the visit of the Victorian apprentices, and arranged for several of the New South Wales senior apprentices to escort small parties over the workshops.

During the evening all the teams met again at the Institute. The New South Wales Institute staff and apprentices were thanked for their hospitality and the manner in which they made the trip so enjoyable. Mr. Napier, in responding, said that they would look forward to sending their team over to Melbourne for the second annual competitions.

Before leaving for Melbourne, the members of the Victorian team were shown over the Railway Automatic Telephone Exchange, and were taken up the clock tower. The working of the large electric clock was explained to them, and the last views of Sydney and the harbour were seen from the lookout.

O.E.N.



A Maryborough Football Club was formed this year, and railwaymen are strongly represented, as far as players and officials are concerned. With Ararat, Maryborough is now

linked up with the Ballarat League, which previously was comprised of Ballarat teams only. One team travels to Ballarat, and one from Ballarat to either Ararat or Maryborough each Saturday; trains are being well patronised each week. On June 7th, 309 passengers reached Maryborough on special ex Ararat and Stawell. The district Association is still in existence, and special trains are provided, as in previous years.



A successful Tennis Tournay was held by the combined Telegraph and Train Running Rooms during April-May, and resulted as under (16 entries):—

- 1st Semi-final.—Black d. Kydd, 6—2, 4—6, 6—2.
- 2nd Semi-final.—Lewis d. O'Brien, 6—5, 6—4.
- Final.—Lewis d. Black, 5—6, 6—2, 6—5.

The above Rooms are desirous of meeting a team from any other Office or Branch, and arrangements can be made by seeing R. M. Kydd, of Telegraph Office.



Victorian Railways Rifle Club Notes

Team Shooting. By Red and Green.

The final of "The McKay" Teams Match for No. 21 D.R.C.U. Pennant for 1923-24 found Railways relegated to second place. This was due to faulty team work, inasmuch as the six men representing "A" team were dealt with as "Infallibles," when they should have been dealt with as "Fallibles." Since the war, and the club, with other clubs, re-commenced shooting, they have failed, with one exception, lamentably in the organisation of their matches. The fault lies principally with the skilled shots, who will not interest themselves in correct organisation. These remarks apply to the majority of rifle clubs, and not in particular to this club. First riflemen must realise that team shooting is the essence of club work, and through its medium clubs can only become famous.

This club is, and has been for years, renowned for its team work. From 1910 to 1914, of the 8 matches fired conjointly with Melbourne and Bendigo, seven (7) were won by the Railways. Incidentally, the highest aggregate for the series was made by the Railways, i.e., 1172 for 12 men, which gave an average of 97.6 points per man, the first five men averaging 100.6 points per man. This was in 1911, and in 1912 they repeated this score, and the first 8 men averaged 100 points per man. The average for the 36 shooting in the match gave the extraordinary average of 96.8 points per man. These scores still stand to-day unbeaten.

An open invitation is accorded to Railway men to visit the Club at North Williamstown range on any Saturday, where they can be seen in action.



EDUCATIONAL NOTES.



Appreciation

Linga, 27/5/24.

General Secretary,

Victorian Railways Institute.

Mr. Galbraith, Sir,—

Permit me to congratulate the compiler of the Permanent Way Maintenance and Construction Papers: the data contained therein was of great assistance during my recent examination for promotion to Ganger.

From the Book of Instructions, we Permanent Way men may learn "what" is required for the upkeep of the track, but the "why" part of our duties is almost at a minimum. These papers and Book of Instructions make a wonderful combination of the "Practical" and "Theoretical" part of our business.

Thanking the Commissioners and the Council for the opportunities they offer to members of the Victorian Railways,

Yours faithfully.

(Signed) WM. MOUNTFORD.



Engine Working and Westinghouse Brake Class

The following syllabus shows the subjects to be dealt with during the half year ending November, 1924:—

- July 2—The Air Brake; Locomotive Boiler.
9—Ordinary Triple Valve; Boiler Mountings.
16—Q.A. Triple Valve; Injector.
23—Improved Triple Valve; Engine Parts.
30—Triple Valve Defects; The Slide Valve.
- Aug. 6—The Ordinary Air Pump; Piston Valves.
13—The Improved Air Pump; Heat and Steam.
20—Air Pump Defects; Combustion.
27—The Ordinary Brake Valve; Breakdowns.
- Sept. 3—The Equalising Brake Valve; Preparing Engine.
10—The Isolating Cock; Lubrication.
17—Revision.
24—Governor and Slack Adjuster; S.F. Lubricators.
- Oct. 1—Momentum; Valve Gears.
8—Communication Gears; Breakdowns.
15—Locating Defects; Superheaters.
22—Testing Brakes; Speed Recorders.
29—Straight Air Brake; Breakdowns.
- Nov. 5—Hand Brakes; Breakdowns.
12—Train Handling; Engine-working.
19—Revision.
26—Examination.

VICTORIAN RAILWAYS INSTITUTE

Amateur Musical and Elocutionary Competitions

Commencing

SATURDAY, 6th SEPTEMBER, 1924

in the

INSTITUTE CONCERT HALL

The Competitions are Purely Amateur, and are open to—

1. All Financial Members of the Institute.
2. Wives, Sons and Daughters of Financial Members of the Institute.
3. All who are assisting any of the Melbourne or Country Centres Institute Societies, even though they be Non-Institute Members.
4. A series of the Competitions, open to the General Public and Institute Members alike (vide Conditions 1, 2, 3), will be held and termed "All Comer's Event."

Events open to Competitors under Conditions 1, 2, 3, will be termed "Institute Event."

Over Fifty Pounds (£50) to be Awarded in Prizes

and

A Certificate of Merit will be awarded to all Competitors in each Section who gain Seventy-five Per Cent. or over of the marks awarded by the Adjudicator for each Section.

ENTRIES CLOSE WEDNESDAY,
4th AUGUST, 1924.

Entrance Fee: Two Shillings (2/-)
Each Competition.

Syllabus of Competitions obtainable from the V.R. Institute, Flinders Street, Melbourne.

A. GALBRAITH, Gen. Secretary.



Personal.



Transfers and Promotions

Mr. George T. Bruce, who had been Station-master at Benalla for some years, was accorded a most enthusiastic send-off the other day, on the occasion of his transfer to Seymour. The whole of the local staff, representing all branches of the Service that were not on duty were present, together with a large number of the townspeople. Cr. Geo. Walker, Shire President, occupied the chair, and in a most complimentary speech referred to Mr. Bruce's great popularity and the high esteem in which he had been held by everybody. Eulogistic speeches were also delivered by representative townspeople, as well as by the railwaymen. The chairman then handed to Mr. Bruce a floating flower bowl (Loco. employes), a xylonite shaving stand (Loco. enginemen), two cases of stainless cutlery and a case containing two gold mounted pipes (Transportation Branch), and a tobacco bowl and punch (V.R.I. Committee), and wished Mr. and Mrs. Bruce the greatest future success and prosperity. In commenting on the gathering, the "Benalla Standard" says it must be gratifying to Mr. Bruce to know that during his stay in Benalla he has earned the sincere appreciation of everybody, and that his departure is sincerely regretted.

Mr. H. H. Perry, S.M., on the eve of his transfer from Seymour to Caulfield, was presented with a handsome rug and umbrella on behalf of the staff, by Mr. R. Darby, Head Porter, who expressed appreciation of the kindness, courtesy and consideration extended by Mr. Perry at all times. Mr. Perry had taken a keen interest in local affairs, and was prominently connected with the local branch of the Returned Soldiers' Association, by whom his loss will be keenly felt. Mrs. Perry was also an ardent worker in the same cause, and a prominent member of the Ladies' Committee. Messrs. Larkins, Wilmot and others also spoke in similar terms.

Mr. A. L. Munton, Junior Clerk, attached to the Overhead Superintendent's Department for over two years, was given a most enthusiastic send-off recently on the occasion of his transfer into the Transportation Branch of the Railways. Mr. Scott, Overhead Superintendent, who presided over the function, made some very complimentary remarks as to Mr. Munton's courteous disposition and general smartness as a clerk, and how greatly they all regretted the loss of his services. Mr. R. J. Simpson, Clerk in Charge, together with other officers, who had been associated with Mr.

Munton, strongly supported Mr. Scott's remarks. On behalf of the subscribers, the chairman then presented Mr. Munton with a handsome gold Albert and medal, suitably inscribed. Mr. Munton made an appropriate response.

Mr. Wm. Noonan, Clerk, Transportation Branch, recently, on the eve of his transfer from Traralgon, was presented with a handsome travelling bag and rug by his fellow railwaymen. A large gathering attended the presentation, which took place in the general waiting room at the local station. Mr. Gleeson, S.M., occupied the chair, and, during the course of an appropriate speech, said they all regretted losing Mr. Noonan. Mr. Ward, Depot Foreman, followed Mr. Gleeson, and also referred to the good qualities of Mr. Noonan. Both these speakers were ably supported by others present. Mr. H. Campbell, of Little and Co., stock agents, and Mr. N. Payne, representing the local traders, also spoke on behalf of those they represented. Mr. Noonan feelingly responded, and expressed his regret at leaving Traralgon. He has been promoted to the position of Relieving S.M. Mr. L. Waters is his successor. We wish both of these officers success on their promotion.

Mr. H. G. Raff, Clerk, Chief Mechanical Engineer's Office, Spencer-street, has been promoted to the position of Senior Clerk in the District Rolling Stock Superintendent's Office, Maryborough. He has left Melbourne to take up his duties there, and his many friends, we feel sure, will wish him every success.

Mr. P. H. Barlow, Guard, recently on the occasion of his transfer from Castlemaine to Melbourne Yard, was given an enthusiastic send-off by a representative gathering of his railway colleagues, and made the recipient of a travelling rug and umbrella, as a token of the esteem in which he was held. A handsome xylonite toilet set was also presented to Mrs. Barlow.

Retirements

Mr. Guy Gough.—On Thursday, the 29th May, the officers of the Rolling Stock Branch assembled in the Assistant Chief Mechanical Engineer's Office, to bid farewell to Mr. Guy Gough, Assistant Engineer, who severed his connection with the Department to take up a prominent position with Messrs Knox,

Schlapp and Co. Mr. N. C. Harris presided, and eulogised Mr. Gough's sterling qualities, and also wished him prosperity in his new position. He was supported in his speech by Messrs. Doyle, Burrell, Hyndman and Turner. Mr. Harris then presented Mr. Gough with a handsome rosewood clock to mark the personal esteem in which he was held by his fellow officers. Mrs. Gough was also the recipient of a pair of stainless carvers. Mr. Gough suitably acknowledged the gifts on behalf of himself and wife.

Mr. J. Higgins, who was well and popularly known at Princes Bridge and Flinders Street for many years as a Suburban Guard and Acting Head Porter, retired from the Department through having reached the statutory retiring age. For many years he was in charge of the 10.55 a.m. Gembrook Sunday train, whereon his tact, courtesy and good humour won him friends among the regular travellers. We join with our fellow railwaymen in wishing him long life and happiness in his days of leisure.

Mr. E. J. Williams, who was employed as Parcels Porter at Flinders Street for some years, resigned from the Department on 28/4/24 to enter into business on his own account. We wish him success in his venture.

Mr. F. T. Belot, Station Master, Rupanyup, for some years, where he enjoyed the good will and respect of railwaymen and townsfolk alike, tendered his resignation on the 8th May. Mr. Belot has gone into business in Geelong, and his many friends, we feel sure, will join with us in wishing him success.

Mr. T. J. Garland, Porter, who was attached to the staff at Mont Albert, resigned from the Department on the 10th April, and has entered into business partnership with an estate agent. He was very popular with his colleagues, who, in saying farewell, wished him success in his new position.

Mr. D. Hopkins.—A very pleasant function took place in the Chief Mechanical Engineer's Office on the 24th May, when Mr. A. E. Smith, Chief Mechanical Engineer, on behalf of the staff from the Head Office, presented Mr. D. Hopkins with a handsome suit case, travelling rug, and pipe, for himself, and a vase for Mrs. Hopkins. Mr. Smith referred to Mr. Hopkins' long career in the Victorian Railways (which commenced with the old Hobson's Bay Company in 1882), and the excellent service he had rendered during that time, both on the footplate and in the Rolling Stock Accounts Office, where his practical knowledge had been of great value to him in the costing and efficiency work on which he had been engaged. Mr. Hopkins suitably responded.

Sick Leave

Owing to ill-health, Mr. S. Taylor, Goods Foreman, Geelong, is off duty, and it is understood that some considerable time will elapse before he is able to again take up his duties.

On account of a fall from a bicycle, Mr. M. Collins, S.M., Moorabool, had the misfortune to fracture his collar bone on 3rd ult., and, as a result, was expected to be off duty for some time.

Mr. Leo McMahon, Clerk, Loco. Sheds, Ballarat, owing to having met with an injury to his foot, has been some time off duty on sick leave. It is pleasing to learn that he has almost recovered his health, and discarded his walking stick.

On 24th April, 1924, Guard Mr. J. Pryderch, of Casterton, met with a painful accident whilst performing shunting operations with the branch line train at Branxholme. Whilst dropping brakes on trucks, he caught the little finger of his right hand between the brake handle of a 15-ton louvre and the derailer, completely severing the finger, whilst the other fingers were severely bruised. He had to go off duty, and enter the Hamilton Hospital for an operation, to have some of the bone of the finger removed. He is now progressing slowly, and it is hoped he will soon be about again.

The Last Mile Post

Mr. H. Ransom, who was employed for many years as Ticket Checker and Indicator Porter at Flinders Street, will be missed and mourned by many friends. Some little time ago, he had the misfortune to be severely crushed in a tram accident in Swanston Street, from the effects of which he never recovered, and succumbed to his injury on the 21st April. Our deepest sympathy is extended to his wife and family.

❖ ❖ ❖

Burrow

In my loamy nook
As I dig my hole
I observe men look
At a stone, and sigh
As they pass by
To some far goal. . . .

Do signs on its face
Declare how far
Feet have to trace
Before they gain
Some blest champaign
Where no gins are?

—Thomas Hardy.

Victorian Railways Institute Dramatic Society

The Dramatic Society this year opened its winter series of performances at the Playhouse on April 26th, instead of giving the whole of the performances at the Institute, as in former years.

"Passers By," by C. Haddon Chambers, was the play chosen for the initial performance. This was also repeated on the evenings of 10th, 17th, and 24th of May, at the Institute Concert Hall, to large audiences, that gave without stint their appreciative applause.

Those who were fortunate enough to be present on any of these evenings could not but be struck at the finely-staged presentation of the piece. The following was the cast of characters:—

William Pine (manservant to Mr. Peter Waverton) Mr. T. Flanagan
Nighty (a cabman) Mr. A. Bitcon
Mr. Peter Waverton Mr. J. Harcourt Bailey
Samuel Burns (a tramp) Mr. Glencoe Liston
Margaret Summers Miss Winifred Moverley
Mrs. Parker Miss Hazel Lloyd
The Lady Hurley Miss Agnes Casey
Miss Beatrice Dainton Miss Addie Strain
Little Peter Waverton Miss Dorothy Bitcon

Where the quality of the acting was so generally good, we feel rather reluctant to particularise, but we cannot refrain from remarking that Mr. Harcourt Bailey, as Mr. Peter Waverton, presented an almost flawless representation of that heavy part. Miss Moverley, as Margaret Summers, displayed great dramatic powers nightly. The cabman and Samuel Burns, tramp, played by Mr. Bitcon and Mr. Glencoe Liston, respectively, were excellent pieces of characterisation. Mr. Flanagan, as William Pine, played this part in a finished and capable manner. Miss Agnes Casey (Lady Hurley), Miss Addie Strain (Miss Dainton), Miss D. Bitcon (Little Peter Waverton), played their parts excellently. This also applied to Miss H. Lloyd (Mrs. Parker).

The scenic effects were most appropriately chosen, the whole harmonising in a very pleasing manner.

Credit is due to producer and artists alike for the great skill with which they handled and presented an admittedly difficult performance.

The Victorian Railways Institute Orchestra, under the baton of Mr. James Jamieson,

played the incidental music in a most pleasing fashion. This, no doubt, contributed in a large measure to the success of the entertainment.

The Society desires to thank all those who helped in its first big production. The co-operation which was manifested throughout was of the greatest assistance in advancing the social and educational side of the Institute's work; and the HELP US TO HELP YOU spirit could not have been carried out with greater sincerity than it was on this occasion.

Victorian Railways Military Band

Mr. Addicoat, Clerk, Relieving Group, Hawksburn to Malvern, has become a member of the Victorian Railways Military Band as a cornet player. His services as a bandsman will be appreciated. He is another officer who shows great interest in his job, as well as in the social activities connected with it.

Mr. J. Holden, Ganger, Greensborough, and an expert Euphonium player, has, on his transfer closer to the city, renewed his membership with the V.R. Military Band. All bandsmen are pleased to see one of its oldest members back with them again.



Reading from left: Messrs. A. Bitcon, T. Flanagan, J. Harcourt Bailey, Glencoe Liston; Misses Agnes Casey, Winifred Moverley, Dorothy Bitcon, Addie Strain.

Mr. Hugh Watson, Driver, North Melbourne, and a trombone player, with 30 years' membership of the Victorian Railways Military Band, has been on leave during the last three months, on account of ill-health. Members offer him their sincere sympathy and good wishes for his speedy recovery to health.

Lecture Season, 1924

Thursday Evenings.

- July 3—Mr. G. S. Brown, M.A.—“The Secret of the St. Lawrence” (Illus.).
 „ 10—Dr. Herman. Engineer-in-Chief Briquetting Branch, Yallourn—“Fuel and Electrical Energy for Victoria.”
 „ 17—Mr. Long, M.A.—“A Great Adventure Across Victoria 100 Years Ago” (Illustrated).
 „ 24—Sir James Barrett—“Milk, Flies, and Mosquitoes (in relation to Malaria) and other Health Features” (Illustrated).
 „ 31—Rev. H. Taylor—“Education and Democracy.”
 Aug. 7—Mr. J. C. Boyce, Government Tourist Officer—“Picturesque Victoria” (Illustrated).

* * *

Musical Society's Concert

The Victorian Railways Institute Musical Society gave its second concert of the season on 7th June, in the Institute Concert Hall, which was filled with an enthusiastic and appreciative audience.

The singing by the choir was especially good, many favourable comments being heard as to the high standard of its performance.

The opening item—“Now Tramp O'er Moss and Fell”—for solo and chorus (Bishop) was rendered with exceptional beauty of finish. Miss Nellie Patrick, in the solo part, scoring a well-deserved triumph. Each item on the programme brought pronounced encores. The vocal soloists were Madame Gregor Wood, Miss Annie Caddell, Mr. James Hill and Mr. Edwin E. Hooke, who were well chosen, for each was most enthusiastically encored.

Mr. Reg. W. Brown, as usual, was the accompanist, and never was his fine skill and finished style of playing more pronounced than it was on this night.

* * *

Orchestral Concert

On Saturday evening, the 14th June, the Concert Hall at the Institute was again filled by music-lovers to hear the second concert of the present series, when Mr. James Jamieson, M.A., the popular conductor, submitted a very interesting programme.

The vocal side of the programme was given by Mr. Edwin Hooke (tenor), Miss Marie Stewart (soprano), and Mr. Fred. Champion (entertainer). Mr. Hooke's opening number, “The Prize Song” (Wagner), was rendered with much charm and sweetness, and an encore he sang delightfully “Take a Pair of Sparkling Eyes.” He was also heard to great advantage in Rachmaninoff's “At Night,” followed by Rogers' “The Star.” Miss Stewart's beautiful voice is admirably suited for Verdi's

music, and her opening number, “Ritoma Vincitor,” was given with much charm, as was her encore number, “The Bitterness of Love” (Dunn). “When all was Young” (Faust), followed by “The Lament of Isis” (Bantock), were also most effectively rendered. Miss Stewart and Mr. Hooke joined forces and gave delightful renderings of L. Ronald's duet, “Down in the Forest” and “A Night in Venice.”

Mr. Fred. Champion, so well and popularly known, scored a huge success with his humorous items, and funny stories. Some of the latter apparently struck home, so convulsed were his audience. Mr. Eric Fox filled the exacting task of accompanist, with complete satisfaction.

* * *

Questions and Answers

The Editor.—Sir,—As a student of station accounts in general, I would be deeply obliged if you will lend your aid in clearing some of the mental fog with which I, in common with others, have become involved through conflicting instructions issued at various times. In connection with the issue of extensions of suburban tickets for country journeys which involve travel through the “home” station. The Passenger Fares Book indicates the fares which are to be charged, and places no restriction on the issue of the extension at any station, but there are current instructions (vide W.N. 15/23, cl. 16) which appear to prohibit the issue of extensions at Melbourne. Will you please advise me if booking staff at metropolitan stations would be in order in refusing to book such extensions?

In cases where trains for country lines north of Spencer Street are, for departmental reasons, despatched from Flinders Street, is there any varied fare chargeable from Flinders Street, or is the fare usually charged at Spencer Street correct? An instance may be quoted—Whittlesea, single fare.

New regulations regarding luggage provide for free carriage of sporting tackle, including “dead fish,” and under the heading of luggage which is chargeable “dead fish” is again referred to. Will you kindly advise through the columns of your magazine which is correct?

Yours faithfully,

“MORE LIGHT.”

19/4/24.

The following are the answers:—

No. 1.—Country tickets cannot be excessed from Flinders Street. Provision is made for intending passengers obtaining tickets at their home station before travelling into Melbourne (vide W.U. 15/23, clause 16).

No. 2.—As intending passengers can obtain tickets at the Tourist Bureau and travel from Flinders Street, it is intended that the fare as from Spencer Street should apply.

No. 3.—Sportsmen who go for a day's fishing are allowed to bring with them in a bag any fish caught; but fish in baskets or for trading purposes must be paid for.

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A. GALBRAITH, General Secretary.

Australian Railways

Annual Conference of Commissioners

The annual Conference of the Commissioners of the various State Railways and the Commonwealth was held in Melbourne from the 16th to 21st of last month. Mr. Harold W. Clapp, M.Inst.E.E., Chairman of the Victorian Railways Commissioners, presided, and the other members present were Mr. James Fraser, C.M.G., M.Inst.C.E. (New South Wales), Mr. W. A. Webb (South Australia), Colonel H. Pope, C.B. (West Australia), and Mr. N. G. Bell, M.Inst.C.E. (Commonwealth). Messrs. W. M. Shannon, M.Inst.M.E., and Chas. Miscamble also attended with Mr. Clapp as representatives of Victoria.

Mr. Clapp, on taking the chair, extended a cordial welcome to the visiting members. He referred feelingly to the absence of Mr. James McGuire, Commissioner, South Australian Railways, whose condition of health rendered it impracticable for him to be present; and the hope was unanimously expressed that he would speedily recover. The unavoidable absence of Mr. J. W. Davidson, Queensland, was regretted, and the change in the Tasmanian Administration was the cause of that State not being represented at the Conference this year.

Since the last Conference several officers of the Australian Railways had been sent abroad, and it was evident that most valuable experience had been gained by them during the course of their travels and investigations.

The Agenda for this Conference, added Mr. Clapp, was a formidable one, embracing subjects dealt with by eight branches, concerning all sections of the working, and he trusted that their deliberations would prove beneficial to the various Administrations and public alike.

Mention was also made of the appointment of Mr. Miscamble to the position of Commissioner of the Tasmanian Government Railways. The Conference extended its heartiest congratulations to Mr. Miscamble, and expressed satisfaction that the services of Mr. Miscamble would not be lost to these Conferences, as he would in future attend as representative of Tasmania. Mr. Clapp expressed regret that Victoria was losing Mr. Miscamble's services, and hoped that he would achieve great success in his new undertaking.

These Conferences were instituted in 1898, and have, with few exceptions, been held annually ever since. On this occasion some 190 subjects were dealt with, embracing sections of railway working in Traffic and Transportation; Locomotive; Way and Works; Electrical Engineering; Stores; Accountancy; Signals and Telegraphs, and Advertising. All these subjects were first discussed in April last by the Heads of Branches of the several Railway Departments concerned, and their recommendations submitted to the Commissioners' Conference.

At the conclusion of the Conference, a hearty vote of thanks was unanimously accorded to Mr. Harold W. Clapp, Chairman of Commissioners, Victorian Railways, for the able manner in which he had presided over the Conference. Appreciative references were made not only in regard to the manner in which the general business on the Agenda Paper had been handled at the Conference, and during the preceding twelve months by Mr. Clapp, but also to the valuable address given by him, setting out the steps which had been taken by the Victorian Railways to infuse a spirit of salesmanship throughout the Railway Service; of co-operation with all users of the Railways, and with the primary producers of the State, notably in such directions as the "Eat More Fruit" propaganda—conducted in conjunction with the State Rivers and Water Supply Commission—the organisation of the Victorian National Resources Development trains, and the Agricultural Demonstration train, the latter at present being arranged for on behalf of the Department of Agriculture of Victoria, and in the distribution with the latter Department of propaganda throughout the State, with a view to encouraging the general use of fertilisers for increasing the productivity of grass lands, all such propaganda, so far undertaken, having shown very valuable results, as proved by the attitude of the owners and users of the Railways, as well as in connection with the operation of the Railways.

The members of the Conference also expressed great pleasure at having been given the opportunity of seeing the interesting development that is taking place at Yallourn in connection with the utilisation of the brown coal resources of the State.

Fuel Conservation

How to Drive Economically

"Just a Few Ideas Picked Up Whilst Driving," was the title of a paper which was recently read before the Bendigo Fuel Conservation Committee by Mr. P. Edmonds. Dealing with his subject, Mr. Edmonds said that a good driver is like a good jockey—he can obtain wonderful results from a mount that may not be quite up to Cup form, but by careful handling and not throwing away any points, he can very often land his mount in on time, or at any rate in time to prevent his train being placed on the late running list.

A poor driver is like a poor jockey—he not only loses time himself, but he puts a number of others out of the running, and finishes up a late arrival, and very often has to go before the stewards.

To drive well, a driver must watch his fireman and help him, by starting his train quietly, not shifting the fire, or using an unnecessarily large quantity of steam and water, thus giving his fireman a chance to get things well in hand, and to maintain a high uniform pressure, allowing driver to work his engine closely notched up, and it is right here that he can best assist his mate, not by shovelling coal in the bunker, or breaking it, but by working his engine intelligently and economically, saving his fireman labour and his employers coal. In approaching an up-grade the lever is let out a quarter of a turn, for he knows it is better to approach the bank at a fast rate of speed, than to crawl on to the bank and be compelled to let the lever out three turns. When he tops a grade, his fireman knows just where he shuts off, and arranges accordingly, and on running down a long grade, especially with a light load, similar to a passenger or paper train, he applies the brake lightly, and draws on the chart an almost straight line at the maximum mileage, whereas the poorer driver applies the brake hard, if his maximum speed is 40 miles per hour, he knocks the speed down to thirty miles, and by the time his brake is released very often it is much less.

Let us run on the maximum on down-grades, and on the minimum on up-grades. Why, it is possible to lose four or five minutes from Castlemaine to Harcourt, and then arrive at Ravenswood on time. Many of our drivers are doing this daily, and they are the men who are saving coal, not the man who makes up a minute or two in every section, or he who makes time up-hill, and loses it going down.

Coal is often wasted by drivers allowing their trains to dribble into stations. Mixed trains are hard to brake, but if a driver comes in at a fair rate of speed and gets a tight coupling, by brushing the brake on the cars first, he must make a safe smooth stop, and if stopping short, it will be found a great advantage to bring handle from lap to running position, thus allowing train to drift on the

required distance, and still maintain a tight coupling. To those who have difficulty with mixed trains, I would recommend this practice, because a driver knows how hard it is to bring speed of train down slow enough to exchange staff at platform, and still drift far enough, without releasing brake on the whole train. This can be done by working handle as above. It is when the brake is again applied after release that the breakaway occurs. It is nice to know what to do when you break away, but it is nicer to know how to avoid it, and it is better to come in at a fast rate of speed, and steam quietly out, for, remember, we come in on air, which is cheap, and we go out on coal, which is costly.

* * *

Road Motor Competition

A few months ago an article in the "Great Western Railway Magazine" (England) described a proposal for which approval of Parliament was about to be sought for the construction of a motor-way for mechanically-propelled vehicles from London to Liverpool and Manchester via Birmingham, Wolverhampton, and Salford. In February last a deputation representing the promoters of the scheme attended at the Minister of Transport, and among their representations was that they desired the Government to guarantee two-thirds of the capital.

Obviously the scheme was a serious menace to railway interests, as the construction of the motor-way would divert traffic which now goes by rail, notwithstanding that the existing lines are capable of accommodating far more traffic than they are carrying at present.

In the House of Commons on March 11 the Minister of Transport was asked if the Government had reached any decision as to affording assistance to the proposed motor-way. The answer was that the Trade Facilities Act Advisory Committee had given the scheme very careful consideration, but had been compelled to notify the promoters that on business grounds they could not recommend a guarantee. The Government, therefore, was not prepared to give any assistance.

* * *

To Correspondents

A number of Articlea and News Items are being held over for our next issue.

Good Service Brings Appreciation

Maldon Easter Fair, 1924,
Maldon.

The Railway Commissioners.
Gentlemen,

Although the officers of your Department are generally blamed than praised, I desire, in this instance, to bring under your notice the conduct of Mr. Kirkham, S.M., at Maldon. This gentleman, at Easter, went out of his way to help my Committee, and did all in his power to make things agreeable for the travelling public, and at the final meeting of the Fair Committee, held last night, a special vote of thanks was accorded Mr. Kirkham.

I also thank you for decorating the station in such a fine way.

Yours faithfully,
(Signed) H. JAMES,
Secretary.

—————
The Manse,
Newstead,
April 22nd, 1924.

To the Commissioners.

Sirs.—A little over three years ago I sent furniture by rail from Pakenham to Berriwillock, and got some of it badly knocked about.

I moved this month from Berriwillock to Newstead, again by rail; and am writing this to inform you that it arrived in good condition, nothing broken and not much scratched.

This was largely due to the courtesy of your station master at Berriwillock, who, without any remuneration, supervised the packing for me.

Had there been any breakages you would have heard from me, so I thought it only fair to your employes to let you know of its safe arrival.

I am,
Yours faithfully,
(Rev.) JOHN S. SHARPE.

—————
Lismore,
19/5/24.
The Commissioners, Victorian Railways,
Melbourne.

Gentlemen,

I have been instructed by my committee to convey to you their appreciation of the splendid manner in which your Department has carried out all arrangements in connection with the District Schools' Excursion, run this year between Derrinallum and Geelong, and usually run from Vite Vite, with either Geelong or Ballarat as the destination.

Since the inauguration of the Excursion in 1914, we have always received good accommodation in the way of carriages; the train has been run punctually, and the officials in charge of the train or in any way connected with the running of it have always carried out

their duties in a very courteous and obliging manner. The Committee would like to specially mention our local stationmaster, Mr. J. P. McKay, who has always given his help very willingly.

I am,
Yours respectfully,
MINNINE PERKINS,
Hon. Sec., D.S.E.

—————
H. L. KETTLE & CO.,
437 Collins-street,
Melbourne,
8th May, 1924.

The Secretary,
Victorian Railways,
Spencer -street,
Melbourne.

Dear Sir,

We have been requested by Mr. Arthur Crozier, of Cuther's Station, Wentworth, to express his heartiest thanks to you for the expeditious way in which your staff handled the horse-box containing three racehorses which left Mildura on Monday morning at 7 a.m., and arrived at Newmarket at 7.30 a.m. on Tuesday.

Needless to say, Mr. Crozier is very well pleased with the manner in which the consignment was handled, and feels it his duty to express his appreciation.

Yours faithfully,
(Signed) H. L. KETTLE.

—————
PORTLAND BARK MILLS.

Portland,
May 9th, 1924.

The Railway Commissioners,
Victorian Railways,
Melbourne.

Dear Sirs,

We beg to express our appreciation of the splendid services rendered to us during the season just ended, by the station staff at Portland, particularly S.M. Hoskins, Shedman J. McGuinness, and Goods Clerk J. Thwaites.

From January to date we have received per rail between 600/700 tons Wattle Bark. At times there was a little congestion, as, for instance, on March 14, when 9 trucks of bark, totalling 70 tons, arrived at Portland from various stations, but the unfailing courtesy of the railway staff here made our business relations very cordial, and it gives us great pleasure to inform you of this fact.

We are,
Yours faithfully,

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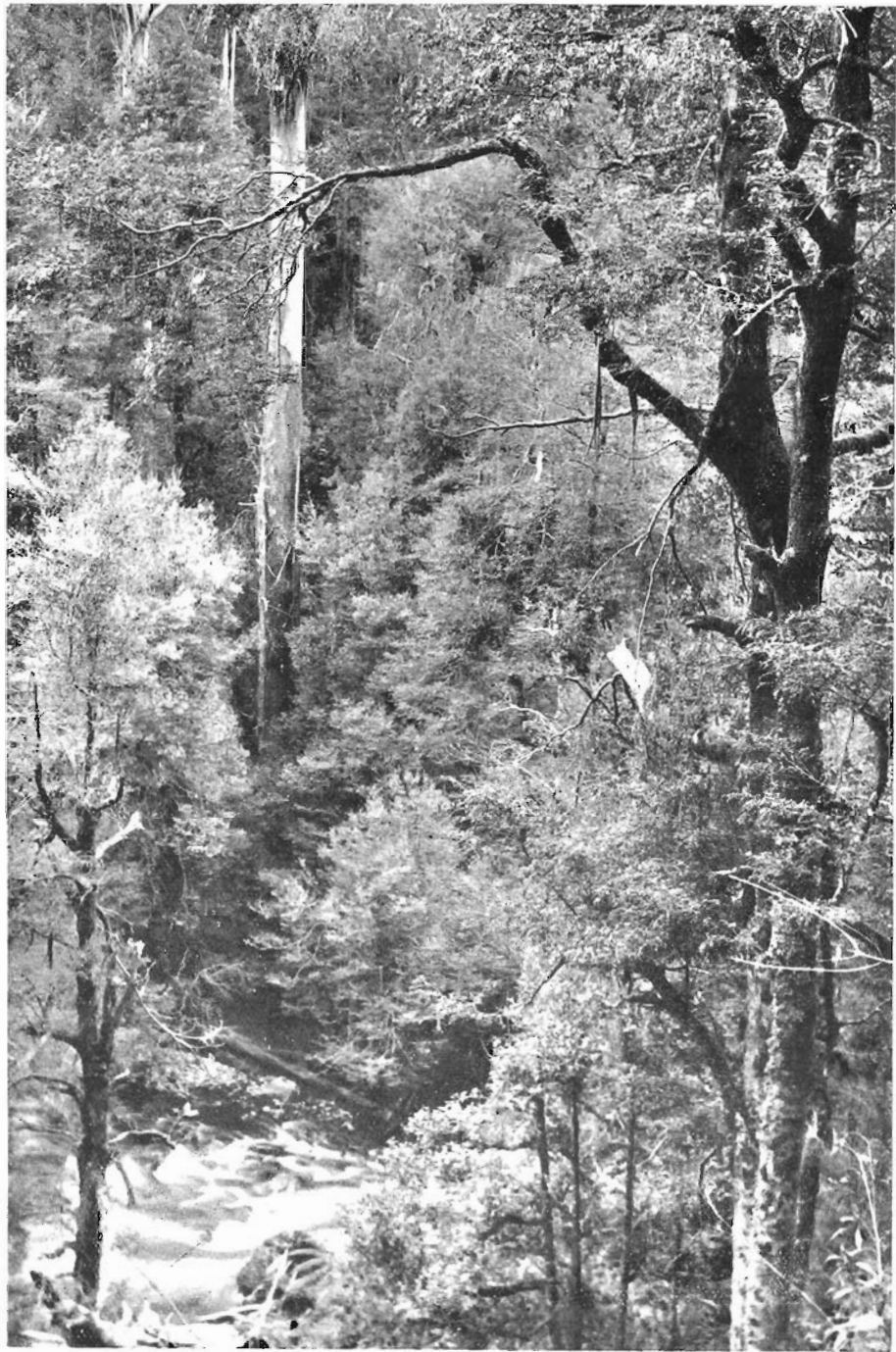
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not understand the reason for
something that had annoyed
him in Railway working.


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THE VICTORIAN RAILWAYS MAGAZINE

AUGUST, 1924

Vol. 1
No. 8

Story—Fight for a Bride; The Spanish Somaten;
Things We are Talking About; Books
Reviewed; The Art of Doing Our Best;
Where to Go (Illustrated)

6^D



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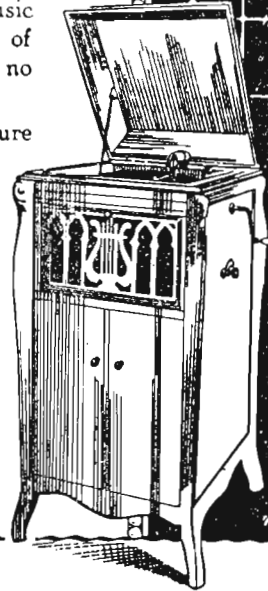
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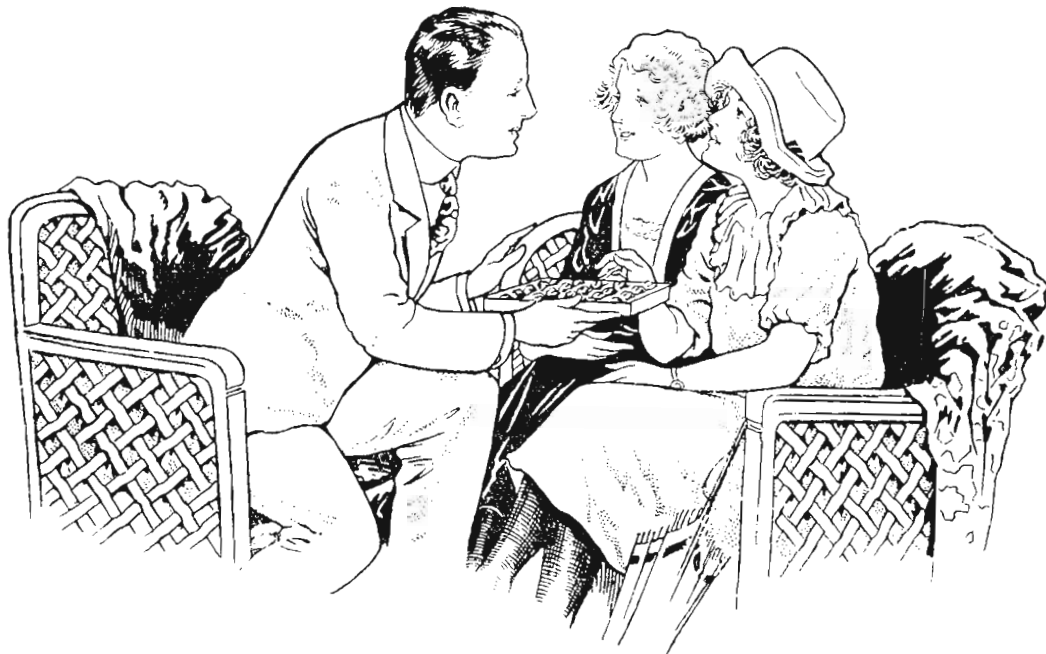
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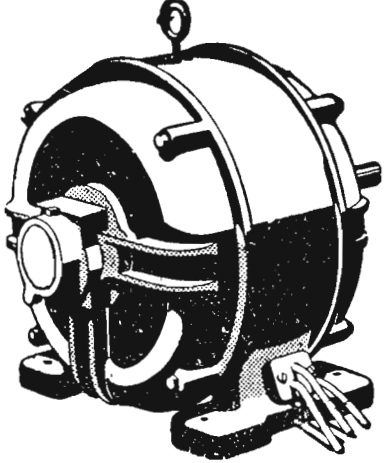
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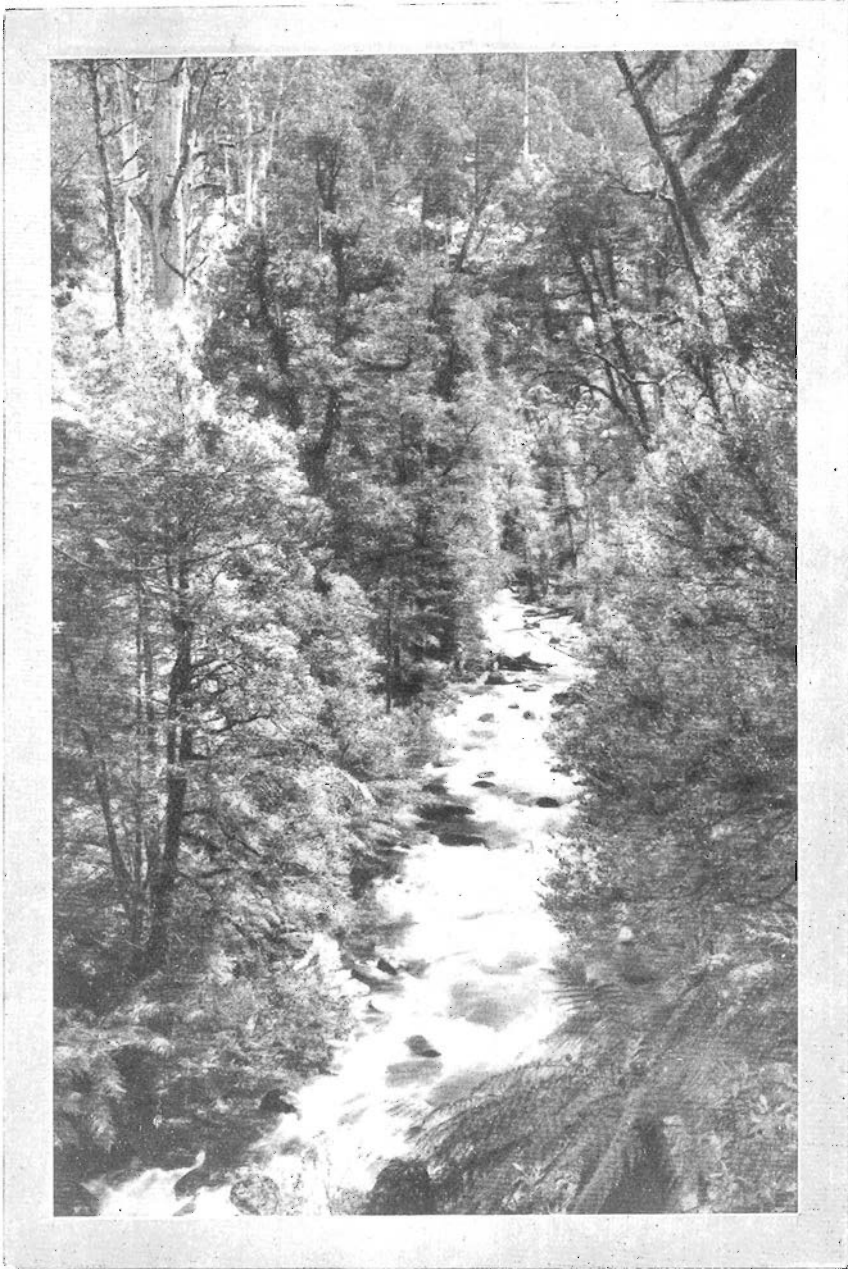
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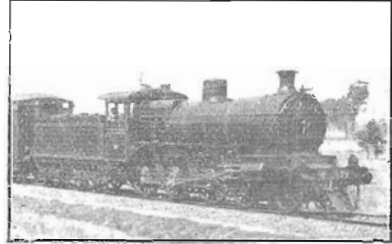
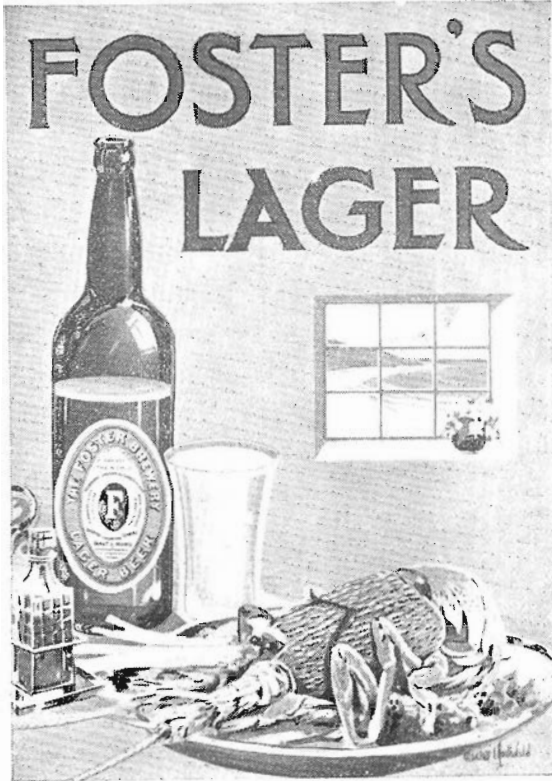
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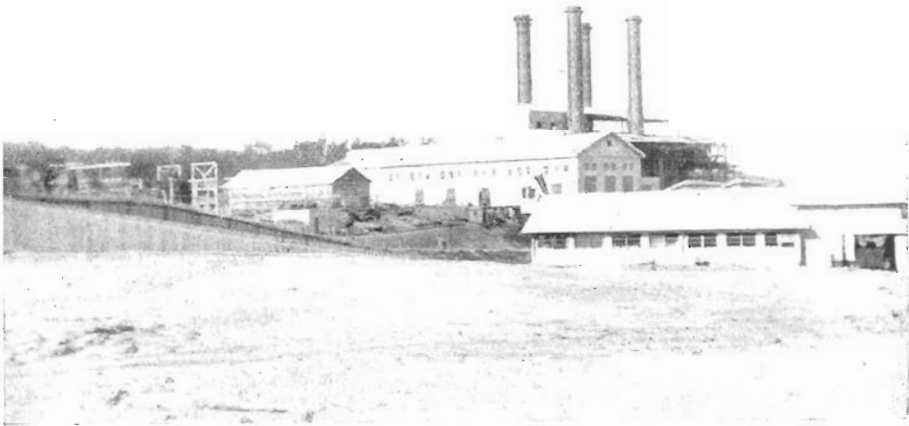
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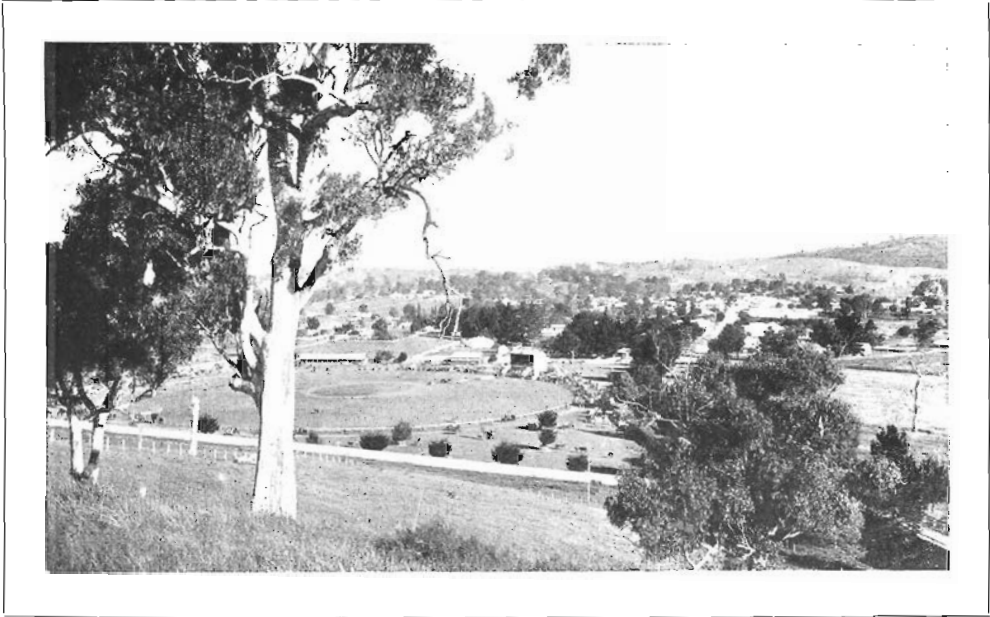
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The Victorian Railways Magazine

Vol. I.—No. 7. Melbourne, July 1924 Published Monthly
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It is delivered free to all members of the Victorian Railways Institute.

* * *

Articles and reports on matters of interest to employes, short stories, verse, etc., photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

* * *

All enquiries, except on advertising matters should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

* * *

For advertising rates, etc., application should be made to the Railways Advertising Division, 4th Floor, Railway Offices, Spencer-street, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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FLINDERS STREET STATION, MELBOURNE

The Art of Doing Our Best



OFTEN enough we find many handicaps in this life of ours, but hosts of us can go ahead on the road to positions of influence and distinction if we only have the mind to try, and the tenacity to keep going towards our goal.

History is full of examples of this kind. Many, perhaps most, of the successful business men we meet started life without influence or position, and their success may be attributed nearly always to lofty ambition, steadiness of character, hard thinking, hard work, and good habits.

The Great War is rich in cases of men starting as privates and ending as colonels and generals, and some of the greatest military successes were won by men who had risen from the ranks.

Railwaymen in their organisation and activities may be likened to an army, with the problem of successful transportation always the foe to be conquered by cohesive team work, foresight, intelligent leadership, and pride and enthusiasm everywhere.

The railway army has its examples also of successful leaders, who have risen from the ranks, and in the "Railway Age" (New York and Chicago, March

15th, 1924) prominence is given to a most notable example—that of Mr. Alfred H. Smith, whose brilliant career as a railway administrator was sadly terminated on March 8th last, when death followed upon a fall from a horse.

Mr. Smith began his railway work in 1877, at the age of 14, as a messenger, and his career is one of the romances of American business successes. He was at one time a clerk, and another a laborer, then foreman of a construction gang. Later he was made a superintendent, and subsequently became chief of the New York Central System.

His promotion from foreman to divisional superintendent was a tribute to unusual capacity, and the reward of an interest in his job which was remarkable for its keenness and intelligence. Passing from one division to another as superintendent, he was, in 1901, made an assistant general superintendent, and a few months after was advanced to general superintendent.

In 1903 he became general manager, and in 1906 vice-president. His authority was enlarged by the accession of wider railway interests in 1913, when he was made senior vice-president, and on January 1st, 1914, was elected president of all the companies in the New York Central System.

The period immediately following the war was, in America as elsewhere, one calculated to perplex the most capable business man, and the problems with which Mr. Smith had to deal were of a particularly complicated character, because they related to the administration of the railways after a period of Governmental control, during which many usual business considerations had to be disregarded in the endeavour to make the railways serve the broadest national needs, in order to secure success in operations and affairs having a vital bearing on the successful prosecution of the war.

These great problems Mr. Smith successfully tackled, and the fine condition to which he brought the rolling stock, tracks, terminals, and other property of the New York Central lines remains as a monument to his genius. A remarkable demonstration of his foresight was his placing for delivery, many months ahead, of large orders for locomotives, in 1916, at a time when to ordinary people no need was apparent; but the locomotives were delivered for use in the peak traffic in 1918, with most advantageous results.

Mr. Smith's able administration has left the New York Central in a remarkably sound position financially, and on excellent terms with its patrons and associated commercial concerns, and his passing is regarded as one of the greatest losses that the railroad administration in America has yet sustained.

The example of this great railwayman stands as a beacon on the road which every good railwayman aspires to travel. Some may ascribe such success to the favours of influential friends, but don't forget this, that while influential friends do sometimes help, they are never so foolish as to give their blessing to the man whose capacity and capabilities are not worthy of their guarantee.

Striking, however, as this case is, we do not need to go to America for examples of this kind—our own service is replete with instances of a similar nature. Mr. H. W. Clapp, Chairman of Commissioners, was an apprentice in an engineering works; Mr. W. M. Shannon, Commissioner, started as an apprentice in the railway workshops, and had his

aspirations led no further than to become a fitter and turner, a fitter and turner he would surely now be. Mr. C. Miscamble, Commissioner, started as a messenger, and had he been so minded it would have been easy for him to have remained a messenger or something of the kind to this day, but he neglected no opportunity for improvement.

The youngest head of a branch in this Department, Mr. H. P. Colwell, is only 35 years of age, and he has nothing but his own sagacity and capacity to thank for his present situation. In fact, practically every other head or sub-head of a branch was at one time a humbly placed officer or employe, and has reached his present position because he had pride and faith enough in himself to be ambitious, and steadfastness of purpose enough to keep his eye on the course he had mapped out for the shaping of his destiny.

In this great service there is always something better for the outstandingly good man. Everybody cannot become a Commissioner or the head of a branch; but the best will surely get his chance when opportunity calls, and the way to become one of the best is not by drearily deploring bad luck and misfortune, but by hitching your waggon to the star of improvement, and never letting the sun set on a day when you are not at least a somewhat better man than you were the day before.

No matter in what capacity you may be engaged, you may, if you have sufficient courage, earnestness of purpose, and the requisite ability and capacity for work, rise to leading offices in the great and rapidly-developing system of the Victorian Railways.



Stoop a Little

Ben. Franklin was a tall youth, and none too humble. He entered the home of Cotton Mather one day and bumped his head against a ceiling beam. Said Mather with significant inflection: "Stoop a little as you go through life, Benjamin; it will save you many a hard knock." Franklin took the hint. He became one of the most humble seekers after the knowledge of how to live. Out of that humility came his strength.

Moriac

A Splendidly Kept Station.

Moriac is a little place sixty miles south-west of Melbourne, on the line to Warrnambool.

All around stretches delightful farming country—grassy hills, sheltered hollows, snug homesteads, and here and there spreading trees and groves of dark green and golden wattle.

Just now the fields are waving with vigorously growing oat crops, and wag-gons go to and from the railway station, which supplies the farmers' needs, and disposes of their produce.

Moriac is not only a railway junction, where the Wensleydale line joins the main track, but it is notable for possessing one of the best kept little stations in Victoria.

Not long ago the Commissioners arrived there on an inspection tour. They were prepared for the orderliness which now nearly everywhere is such a feature of our system, but not for the surpassing excellence of what they found.

Occasionally a stationmaster is met who says, "What can a man do with an small place like this?" but that is not the spirit of the stationmaster at Moriac. The pit is as clean as a new pin, the goods shed is well ordered and tidy, the station approaches are a delight, and all-pervading is an atmosphere of good management and efficiency.

The interior of the office is something to remember. All work is up-to-date, and most capably done. The instructions, calendar, tables of rates, and other information which must be kept in view are methodically displayed, and neatly framed with narrow slips of thin painted pine tacked on to the walls; every book is kept tidily in its proper place on shelf, in rack or pigeon-hole, and every form is methodically stowed away in labelled envelope-containers. These containers are made of brown paper sugar bags, and very satisfactory containers they are.

The office abounds in arrangements or neat little ideas, eliminating unnecessary trouble, and everything has its proper place. Alongside where the waybilling is done, rates are neatly posted on the wall, and the outward bills for the stations that Moriac supervises are hung neatly from clips under suitable labels, and immediately above are the co-related

consignment notes. Drawers are subdivided, to properly carry the material reposed in them.

The ticket window was draughty, and therefore was not used for a long time, but the stationmaster made a small glass shield, which fits neatly in the aperture, entirely overcoming the trouble. The counter was not suitably placed, and badly cramped the floor space, but the resourceful stationmaster shifted it in a most workmanlike fashion. On the wall he has placed a cabinet of his own construction to hold a First Aid kit, which he himself supplied.

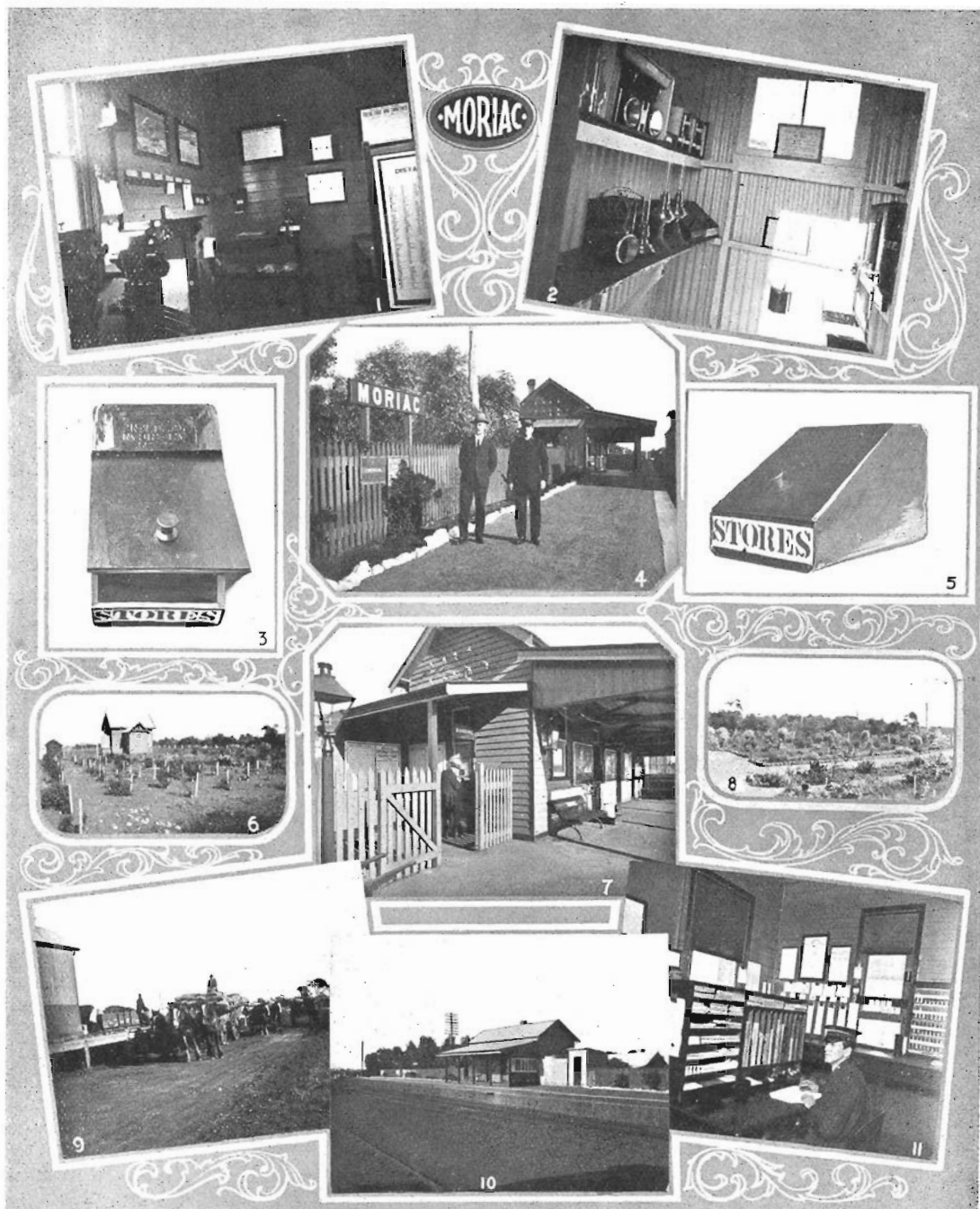
Out on the platform, from end to end, there are strips of charming little garden plots. On their hooks swing fire buckets, sparkling with cleanliness, and full of clear, fresh water. In the lamp-room are neat little boxes (made out of kerosene tins), with wooden lids, for holding stores. The fog signalling kit reposes in its proper section, not carelessly placed there, but carefully stowed. The lamps are burnished, the detonators are in neat little tins, suitably labelled, showing when they were tested, and the flags are neatly wrapped up.

Every window about the station shines. Not a cobweb mars the appearance of the walls, and not a blemish disturbs the appearance of the posters.

The people of Moriac are proud of their station. In common with most people of Victoria, they regard the station as the gateway to the town, and not only does it make them happy to see it in first class order, but they think highly of the stationmaster also, especially as they know that the man who is careful and orderly and full of pride in his work, is usually one who is attentive to the wants of his patrons, and to be relied on to give them and the Department service of the very best kind.

The Station Has a Rival.

Close at hand is the Moriac State School, charmingly set in a most attractive flower garden, the delightful product of the labours of boys and girls who attend the school. There has been friendly rivalry between the stationmaster and the schoolmaster (Mr. J. Cahill), who is proud of the fact that last year his school was awarded the A.N.A. prize for the best school garden in the Geelong inspec-torial district.



1. Another corner of office at Moriac. 2. The lamp room, Moriac (note arrangement of fog signalling gear), neat stores boxes. 3. Store box for lamp room made from kerosene tin. 4. Mr. T. J. Lane, District Superintendent, and Mr. W. Martin, S.M., on the platform at Moriac. 5. Same as 3. 6. Moriac State School. 7. The outside of the office, Moriac. 8. Part of the garden of Moriac State School. 9. Handling oats at Moriac. 10. Moriac Station. 11. Moriac Station with Mr. W. Martin in the chair. (Note—Ticket window draught preventer, waybills and co-related consignment notes hanging in clips, framed calendar and notices, and orderly arrangement of table.

Things We Are Talking About

Huge Revenue

The revenue of the Department for the twelve months ended 30th June, 1924, amounted in round figures to £12,000,000. Surely this must be evidence of a prosperous community. It is as well that the revenue shows such a buoyant tendency, because expenses are very heavy, and are increasing. The raising of the basic wage on 1st January last entailed an increase for the half-year of not less than £14,000 in the salaries and wages bill alone, and there has also been a marked increase in the interest bill because of loans, both newly floated and converted, carrying an interest charge of approximately 6 per cent. instead of the 3 or 4 per cent. characteristic of a few years ago. At present it may be said that we pay one quarter of our earnings away in interest.

The Dictograph

Another Step Towards Efficiency.

The dictograph is a wonderful aid to administration. It is actually a highly-specialised piece of telephone apparatus, usually with a master 'phone, fitted with a loud-speaker, making an earpiece unnecessary, in the chief's office, and other instruments at all other points, of which there may be thirty or forty. Anyone can speak to any other connected with the same system, attention being called and connection to a line made by the pressure of a tiny lever, and so the officers of a branch may be linked up in the most satisfactory way. Dictographs have been installed in the Transportation, Signal and Telegraph, Refreshment Services, Audit, Accountancy, Electrical and Rolling Stock Branches, and not only has work been made easier, but the relief to the automatic telephone services has been most marked.

Automatic Sub-Stations

An automatic sub-station does not require continuous personal supervision. The power is switched on automatically by a train as it approaches the territory in which the sub-station is situated.

Experiments are now being made with apparatus designed for testing the machinery in a sub-station without the necessity to send a mechanic from headquarters. This would eliminate travelling and examination time.

Fortnightly Pay

A Year of Satisfaction.

Twelve months ago the Department introduced the fortnightly pay system, and a review shows that it has worked very satisfactorily, although it has meant much extra work, especially for the pay rolls staff, which has had to be strengthened.

Previously railway men were paid on the 15th and the last day of the month, which meant irregularity and uncertainty. There is nothing like regularity in wages and salaries, and no doubt many a railway housewife is thankful that the time has arrived when pay day comes the same day each fortnight to settle the tradesmen's bills.

Of course, the change has run into money, but the Commissioners are glad to have a pay system that the service likes, even if it does cost more.

Departmental Motor Transport System

It is not known generally that the Department has a motor transport division. The fleet consists of 28 vehicles, including one three-ton and four two-ton trucks, and it has helped materially in the causes of economy and the facilitation of work.

The depot is in Batman-avenue, Prince's Bridge, and the vehicles are kept regularly in service chiefly between Spencer-street and Flinders-street, and the Newport Workshops, the Signal Shops, the Power House, the Sub-stations, and Work Depots, to and from the Dining Car Depot, and along the electrified suburban lines, for rapid repair purposes, and for the rapid transit of certain supervising officers in various parts of the suburban area.

The vehicles are maintained by the Chief Electrical Engineer, who has a staff of mechanics and cleaners to keep them in good order.

Advance in Railway Telephonic Communication

A telephone switch board, with a capacity for 600 lines, is proposed to be installed in the metropolitan area, to give all station offices, signal boxes, and signal locations in the suburban area direct communication with other offices, and to facilitate provision for maintenance and emergency requirements.

It is also proposed to instal an automatic telephone exchange at Newport, operating as a satellite exchange with the main automatic exchange at Spencer-street.

Increased Telephonic Inter-Communication.

Local services have been installed at Bendigo and Maryborough, and it is proposed to complete Ballarat and similar lines as early as practicable.

Semi-automatic and inter-communication telephones have been installed throughout the Arden-street workshops, at North Melbourne.

Long-distance trunk lines have been arranged from Melbourne to Ballarat, Ararat and Stawell.

Trunk line services have been established between Korumburra and Foster, Foster and Yarram, Melbourne and Lilydale, Melbourne and Fern Tree Gully, and Warragul and Traralgon.

Selector train control telephone apparatus has been installed between Dandenong and Nyora, and similar services are proposed to be established between Melbourne and Geelong, and Melbourne and Seymour.

New Departmental Motor Garage

A substantial reinforced concrete building is being erected in the Jolimont yard, near the motormen's quarters, for use as a Departmental motor garage. The estimated cost is £20,000, and the projected accommodation is for 60 vehicles, as it is expected that plenty of work will be found for a constantly increasing fleet.

An up-to-date system of petrol distribution will be installed, and a complete maintenance equipment provided, including workshops, painting bay, store, and office accommodation.

The garage will be fire-proof throughout, but the latest fire-fighting appliances will be available for use in emergency. There will be a day and night service.

Railways Again

Mr. Malone, Australian Manager of Telegraphs, Postmaster-General's Department, recently visited our Spencer-street Telegraph Office, and was very much impressed by the general lay-out of the instruments, etc. He was so interested in our office that he has asked for detailed particulars. We shall be glad if a detailed knowledge of "S.P." will be of use to our telegraph operating friends in other parts of the Commonwealth.

Paying Wages Without Signature

In some branches the system of paying wages without obtaining a signature has been in operation for some time, and it has recently been extended.

There has been some discussion as to what the position would be should it be claimed that pay had not been received when it had, or that it had been handed over when it had not.

There is no need to worry. The system is new to some, but it has worked satisfactorily where applied, particularly at Newport, where large numbers of men receive their pay in a much reduced space of time, with resultant advantage to them and the Department. Big private concerns have used the system for years, with good results.

Spencer Street Telegraph Office

It is very interesting to telegraphists and others to know that the number of messages sent daily from the Spencer-street telegraph office at present exceeds 6000. This figure is by no means the maximum, because just at present matters in the telegraphy line are not exceptionally brisk owing to the wheat transport season this year being spread over a longer period than is usual, and furthermore improved telephone facilities, installed on the Bendigo and Korong Vale and other lines, have reduced the number

of messages considerably. It is often better to use the telephone in preference to sending messages by telegram, when a number of points need to be discussed.

Electrification of Melbourne and Suburban Railways

Extending the Electrified Area

The work of electrifying the line from Ringwood to Croydon is being pushed to completion, and it is expected that this service will be put into operation before the end of the year.

The question of extending electrification to Fern Tree Gully and Lilydale is now the subject of investigation by the Parliamentary Standing Committee on Railways.

Electric Goods Trains

The wiring of sidings for goods work in the suburban area is being pushed to completion as fast as practicable. Some of the lines have been completed, and it will not be long now before we will see the electric locomotives performing shunting operations in our suburban sidings.

Electrification of the Ashburton Line

The Camberwell-Ashburton line will be electrified before the end of the year, when it is hoped to instal a fast and reasonably frequent service. Our patrons on that line will soon be furnished with an up-to-date transport system, and thus be brought much closer to the city.

Suburban Stations are Being Electrically Lighted

Soon flickering gas and dim kerosene lighting will be a memory at suburban stations. The Department is going ahead with its programme to convert to electric light, which not only gives a more satisfactory light in all weathers, but also means less operating costs. It is likely, however, that the conversion will not be completed before the end of this year.

Many people think the power for this lighting comes from the overhead contact wire, of the electrification system, but this is not so. It is obtained from

the local street supply of the district in which the station is situated. The current in the overhead is 1500 volts direct current, which cannot conveniently be utilised to meet station lighting requirements, which call for a supply voltage of approximately 200 volts.

This change gives the Department an opportunity to improve the station name indications, which have not been quite satisfactory, particularly to people travelling at night. Small name plates are being affixed to alternate electric light standards, just below the light, in the form of a horizontal V-shaped name plate, with the point to the edge of the platform. The name appears on each leg of the V, and is clearly seen, the letters—white on a black ground—being 3 inches high. This is a marked advance over the old boards, which, notwithstanding their size, are not easily read from many compartments of a train, only two boards on each platform being provided, and each board being parallel with the edge of the platform.

Catalogue of Standard Drawings

The Signal and Telegraph Branch has where necessary provided its officers with a book of lithographed detail drawings of parts of apparatus and structures, etc., reduced to a standard size of 8in. x 13½in.

These will be particularly useful out of doors, where hitherto engineers, signal supervisors, foremen and others have been obliged to use blue prints of all shapes and sizes—an awkward business, particularly in wet or windy weather. The innovation promises to have a high educational effect also. The books are kept up-to-date by means of roneo circulars sent to all holders of plan books.

Transportation of Wheat

The number of bags of wheat loaded since the beginning of last season amounts to 9,087,810, as compared with 7,702,385 during a similar period last year. These figures show an increase of 1,385,425 bags. The bags on hand at present number 1,445,056, as compared with 1,118,593 this time last year. The movement of wheat this year has been more prolonged than in previous seasons.

Pillage and Loss of Goods

Satisfactory Diminution Results from Improved Methods.

We get satisfactory transport and all the satisfaction and pleasure that it gives when we pay special attention to seeing that goods handed in for despatch are properly packed, addressed, and labelled, and carefully loaded; and that, on arrival at destination, they are tallied with waybills on being checked out, and signed for by consignees at the time of delivery.

As a matter of fact, it is clear that much attention is being given to these details, because our system has been achieving constantly improving results during the past few years. This is indicated in an appreciable diminution of pilage, loss and damage.

These claims figures for June, 1924, and June, 1923, are interesting:—

	Amount paid.
June, 1923: No. of claims, 2084 ..	£2734
June, 1924: No. of claims, 1510 ..	£2187

The work of the special inquiry officers has helped very much also. These officers are not always appreciated by railwaymen as they should be. Surely the honest man cannot worry about them. Their presence is not a reflection on him. They are to help him keep the service as clean and free from the attentions of undesirables as we are sure every decent railwayman would like it to be.

The damage to artificial manure and lime has been practically eliminated by the improvement in covering trucks, which gives a first class ridge and watershed, and has elicited the praise of guards and everybody else concerned, even the Claims Agent.

Camberwell—Ringwood Line

Extension of Platforms.

Our suburban passenger traffic has gone ahead by leaps and bounds since electrification, and the standard six-car train has become inadequate on some lines. Seven-car trains have been put in on the Essendon-Brighton line, and they will be provided on the Box Hill and Ringwood line as soon as platforms can be lengthened and other arrangements made. The Way and Works Branch are lengthening the platforms now, and the longer trains ought to start in August.

Our suburban electric lines are handling big business nowadays. They are carrying 427,000 passengers a day. The best under steam was 298,000.

Spencer Street

New Platforms to be Brought into Operation.

The present island platform will be taken out of use on the 24th August, when it is proposed to bring into operation the new western island platform at Spencer-street station.

On the following Sunday, 31st August, the new eastern island platform will be brought into use. During the period of conversion, a number of trains will terminate at Spencer-street. Subsequently the new western island platform will be used for the Essendon line traffic, and the eastern island platform for the Coburg, Sunshine and Williamstown lines.

The entrance to the new platforms will be by means of a ramp in continuation of the existing concourse. Special arrangements will be made for the handling of parcels and luggage.

Transportations Stores

A Large Item in Railway Expenditure.

A renewal order system is in force in the Transportation Branch, which requires many worn-out articles to be sighted by the District Superintendent concerned before a re-supply is authorised.

Every movable article allotted to stations is recorded by the head office, and requisition books are now so compiled that they contain full particulars of every article supplied, by whom checked on receipt, etc. This allows a complete inventory of all stores at stations to be taken without any trouble.

Country Passenger Train Services

Great Improvements Made.

Victorian railwaymen are disposed to do fine big things and say nothing about them. It seems questionable whether this is good policy. Doubtless many, perhaps most, people think that what is not talked about is not worth talking about.

It is surprising to note what has been done lately to improve passenger travel by rail in this State. The noon passenger from Bendigo has been altered to start at 11.55 a.m., and arrive in Melbourne at 3.50 p.m., the object being to provide connection with the 4.0 p.m. Albury express at Melbourne. In consequence, the erstwhile 11.45 a.m. Bendigo to Melbourne, which runs only when required, starts at 11.35 a.m.

On the Daylesford-Woodend-Melbourne section, the 5.55 a.m. Daylesford-Woodend passenger leaves Daylesford on Wednesdays and Saturdays at 7.25 a.m., and connects at Woodend with the 7 a.m. Bendigo to Melbourne train.

Between Ballarat and Geelong the 7.40 p.m. goods, with car attached, which runs on Fridays only, has been altered to start at 7.10 p.m., instead, and run earlier all the way to Geelong.

The settler away down in Beech Forest has not been forgotten. On Thursdays the 4.45 p.m. mixed train is being started at 2.55 p.m., and gets to Beech Forest correspondingly earlier.

An endeavour has been made successfully to do something for Gippsland. The 5.40 a.m. Nyora to Dandenong has been altered to leave Nyora at 5.30 a.m., and run correspondingly earlier to its destination.

The schedule of the 7 a.m. limited through mixed from Yarram to Korumburra has been improved; also that of limited through mixed from Welshpool to Yarram.

The people on the Orbost line should be pleased that a rail motor has been installed there. It gives a daily service, doing the trip each way in about three hours, a big reduction on the steam mixed service. It leaves Bairnsdale at 3.45 p.m. and Orbost at 8.30 a.m. Thursdays, and 10.35 a.m. other days.

Geelong-Queenscliff Line

Improved Time Table.

Sport, as well as business, influences time tables here and there. During the winter the dwellers by the sea at Point Lonsdale and Queenscliff, and the farmers at other points, throw everything down and go to Geelong to see the football, so the Department has altered the Saturday afternoon train to leave Queenscliff at 1.30 instead of 3.30, and Geelong at 6.26 instead of 6.10. This gives time to

cheer the umpire, have tea, and everything. Of course, the altered service will be of value to many beside football enthusiasts. Geelong has quite a lot to offer the visitor. It is a beautiful seaside city.

Maldon Line

Important Increase in Train Service.

For district residents who go to Castlemaine for business and educational reasons, two additional rail motor trips have been introduced. The motors leave Maldon in the morning, and arrive at Castlemaine before 9 o'clock, and on the return they leave a little after 5 o'clock. This gives the benefit of a day in Castlemaine.

This extra service is on trial only, and its continuance depends, of course, on the patronage accorded it.

Both residents and railway staff should co-operate to popularise the new service, and ensure its financial success and permanence.

* * *

Fuel Conservation

Standing Time of Locomotives

The standing time of locomotives is the time a locomotive is standing idle consuming coal, and not earning revenue.

Of course, it is not practicable to eliminate all standing time, as it is inseparable from train working, but there is a large proportion of standing time which is avoidable, such as by an alteration to the schedule, alertness on the part of the staff, placing van goods in position for quick loading, and, in short, by keeping on the look-out for and giving effect to any improvements that will tend to eliminate waste time.

During June, 1924, the standing time of goods trains for the whole system was 22.4 hours for every 1000 goods train miles, and while this figure is capable of being reduced, it indicates a slight, though gratifying, decrease of 1.3 as compared with June, 1923.

We can all assist materially by maintaining efforts for improvement every day, and stimulating the interest of others.

Standing time is waste time, and we should eliminate it where practicable.

It is bad for the service and bad for us all.

Safety First

What Carelessness of Yours May Cause An Accident?

Not long ago a man was laying a new floor in the attic of his home. In sawing up a board he picked a round-top trunk for a bench. The board slipped and the saw ripped through his thumb nail. The sudden pain made him straighten up quickly and his head bumped a rafter so hard that he was partially stunned. As he sat down to think things over he discovered a pinch bar that was leaning against an upright. In falling, it walloped him on the cheek bone. He received three distinct and painful injuries from three distinct causes inside of five seconds, and each due to a separate bit of carelessness.

The lesson of this accident may be found in the fact that this man is an earnest student and powerful advocate for safety first. He has been in the movement from the beginning. You would think safety first was a fixed habit of his life—was second nature to him, but it was only a business habit, a professional habit, an industrial habit.

The moral is that until safety has generally become a personal habit with us, it cannot become a national attribute.

Many of us, perhaps most of us, are occasional chance takers. Somehow our philosophy confuses caution with cowardice, and, broadly speaking, we haven't much use for the man without "nerve," the man who won't risk something to gain something. Thus, we put an unconscious premium on chance-taking.

We take a chance to make money; we take a chance on the weatherman and leave our rain coats at home when good judgment says "take them along." Some of us take a chance with our lives, or, worse than that, with the lives of others. We are greatly disturbed the first time an automobile barely misses us at a street crossing, and we resolve to be more careful next time; but after it has happened a few times and we have taken a few more chances and won, we consider it all in a day's work, and begin doing the things habitually with the rest of the crowd to save a minute's time. Some fine morning, however, we wake up in the hospital and wonder how it happened.

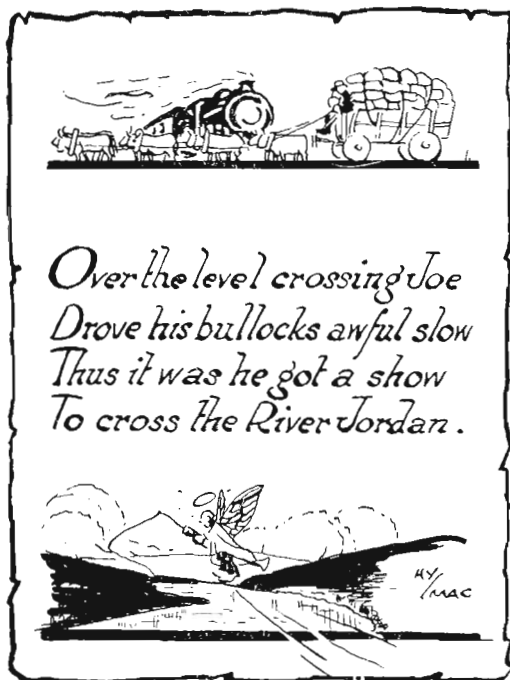
The child who touches a red hot stove because it is pretty is not likely to do the same thing again. That is one way of finding out what is safe and unsafe. On the other hand, the mother may repeatedly tell the child that the stove is hot and will burn. Finally, the child knows and believes the safety lesson its mother has been teaching, and this without injury to itself. This is safety by education.

Some grown-up children have been told about the dangers of railroad crossings, but find it

advisable to wreck their cars before they learn to "STOP, LOOK and LISTEN."

Safety education naturally divides itself into three classes: industrial, public and safety in the home. The same principles hold true in each case, but the application is a little different, as will be shown.

A number of years ago a few far-seeing men came to a realisation that the enormous number of accidents in industry directly attributable to carelessness could be eliminated. They accordingly formulated a plan of safety education in the shop. This original movement has slowly but surely spread throughout the industrial world. We are thankful to-day for the untiring efforts of these men, because



it was their vision and determination, coupled with hard work, that finally persuaded industry of the value of the new movement.

It would seem, then, that industrial safety is organised on a pretty sure footing, but it is doubtful if as much can be said of the second type—public safety. You can sum up the worst problem of public safety in one word, "automobile." The auto presents the one great hazard in modern life. Our mania for speed, to beat the train to the crossing, to dodge ahead of somebody else, to expect the impossible of our brakes, is the hardest of all public safety problems.

While we should all be "our brother's keeper," the problem will largely be solved when the individual begins exercising more thought and care for his own protection.

Bannockburn

Bannockburn, between Geelong and Ballarat, is a remarkably well-kept station. The building is reminiscent of a day long gone by. Its rugged blue-stone walls and platform faces carry the mind to 1863, when this line was completed by the Government from Geelong to Ballarat.

Mr. H. W. Kearney, stationmaster, and his assistants, Messrs. G. Horton and C. E. Glowry, have shown a remarkable capacity for stowing away in drawers, cupboards, and shelves, in the most neat and methodical, but, at the same time, accessible fashion, the many instructions, tables, and so forth. And the consequence is that Bannockburn office is remarkable for its appearance of freedom and cleanliness.

A notably ingenious idea has been put into effect in the spaces formerly kept for drawers. These have been transformed and sub-divided to neatly take envelopes, forms, etc., and what was previously the front of the drawer is now a hinged flap, which falls and is held horizontally immediately in front of the recess, by means of small chains. On the waybilling section, not only is the drawer space arranged for the accommodation of waybills, and other necessary adjuncts, but on the drop front, or flap, rates, etc., are pasted, so that invoicing may proceed without any difficulty whatever.

At this station, also, the platform, with its spick and span equipment and attractive pot plants, the goods sheds, lamp-room, and, indeed, the whole environment, are indicative of a care and pride which cannot be too greatly applauded.

While the staff at stations where the business is very heavy might not be able to emulate, with complete success in every detail, the performances of the stationmasters and their staffs, at Moriac and Bannockburn, it may well be that from these places many useful hints might be adopted, particularly at many of the numerous small stations similar to Moriac and Bannockburn, scattered throughout the country.

Orderliness and cleanliness cannot be too highly prized and praised, but desirable as these qualities are, they are really the means to an even greater end, because the cultivation of tidy habits

must inevitably tend to the development of increased efficiency, making work lighter, removing drudgery from the daily task, and leading to that satisfactory result, which is such a source of pride and pleasure to us all.

Sparklets

No man, no matter what his vocation can attain genuine success without making sacrifices. Nothing worth while can be got anywhere for nothing. Things we get for nothing we do not enjoy. Work and labour and study and sacrifice are all necessary to winning the kind of success that brings satisfaction with it.—Daniel Guggenheim.

He who is to win the noblest successes in the world of affairs must continually educate himself for larger grasp of principles and broader grasp of conditions.—Hamilton Wright Marie.

Get On With It

You've got a job of work to do?

Get on with it!

Or else that job will master you—

Get on with it!

Take this to heart right now, my son,

An unfought battle's never won;

What's well-begun is nigh half-done.

Get on with it!

Good work's the finest thing on earth,

Get on with it!

How yours is done will prove your worth:

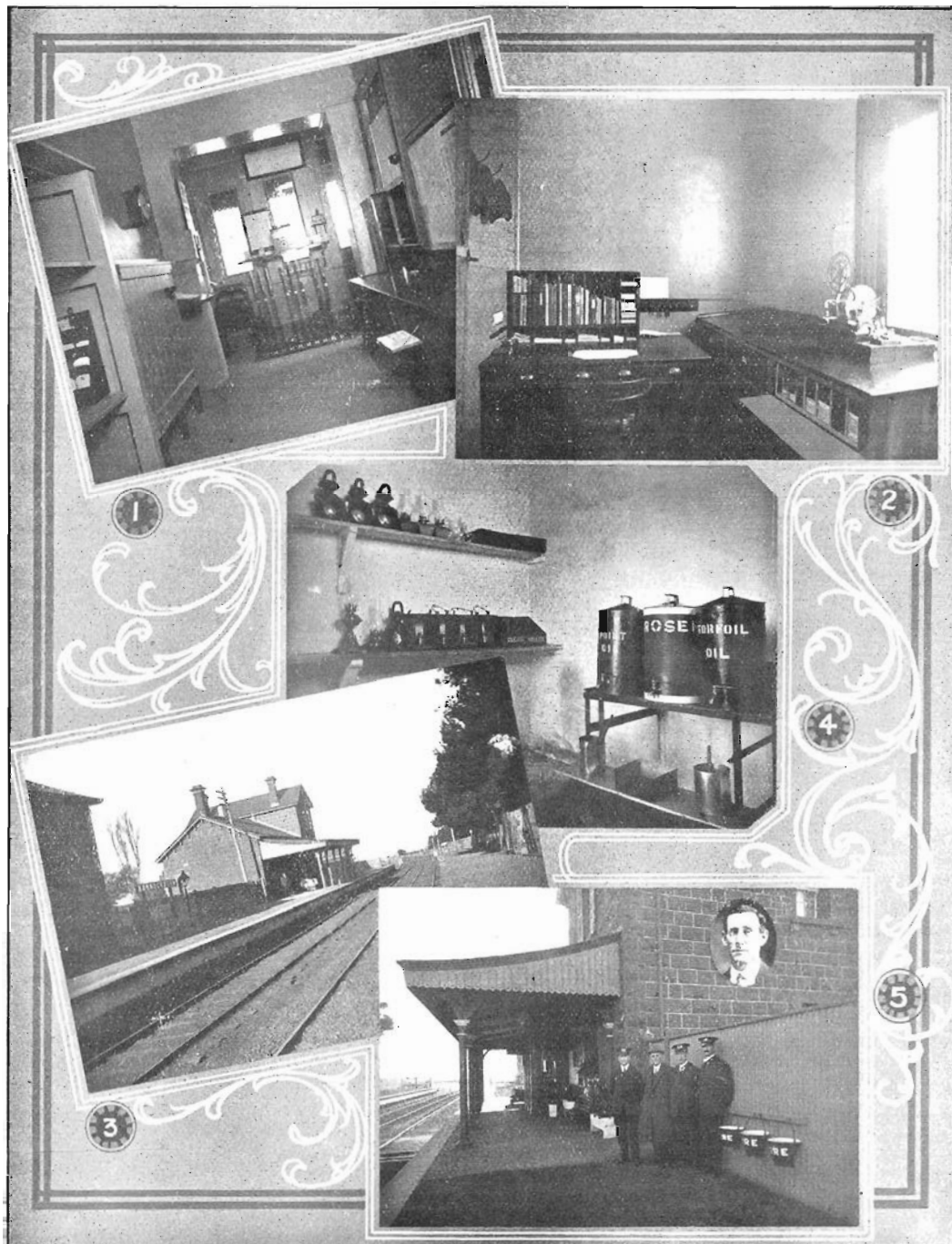
Get on with it!

You are the captain of your fate,

To hold your own and pull your weight:

The Human Element

Industry cannot become efficient unless it is recognised that it is primarily human. It is not a mass of machines and technical processes, but a body of men; not a complex of matter, but a complex of humanity. It functions by human energy, not by virtue of some impersonal force. The body of industry is not a mechanical maze—it is a sensitive and highly responsive nervous system.



1. The General Office, Bannockburn (Note goods rates on adapted drawer flap). 2. The S.M.'s Office, Bannockburn (note adapted drawer with flap at side and stationery within). 3. Bannockburn Station. 4. The Lamp Room, Bannockburn. 5. Left to right—Mr. F. W. Kearney, S.M.; Mr. T. W. J. Cox, District Superintendent; Mr. W. F. Leverett, Relieving A.S.M.; Mr. G. Horton, A.S.M. Inset—Mr. C. E. Glowery, Acting A.S.M.

Transportation District Notes

Metropolitan District

Mr. F. P. J. Moloney, Metropolitan Supt., reports as follows:—

New Stations.—The following new stations have recently been opened in the Metropolitan area:—DENNIS, between Westgarth and Fairfield Park; WATSONIA, between Macleod and Greensborough; MONTMORENCY, between Greensborough and Eltham; and GLENBERVIE, between Essendon and North Essendon.

It was considered that there was insufficient population to warrant the building of stations at Watsonia and Montmorency, and to meet the Departmental expenditure the residents concerned agreed to provide the amount asked for by the Department towards the cost of erection of the new station.

It will be of interest to note the increase of traffic from the new stations, which have only been opened for a short period, and to enable comparisons to be made the following items are quoted:—

For the month of May the passenger revenue at Dennis was £776, whilst at the two adjoining stations, Fairfield Park and Westgarth, passenger revenue for the same period showed an increase of £13, and a decrease of £74 respectively, a net gain of £710. It will, therefore, be seen that practically the whole of the revenue at Dennis is from entirely new traffic.

At Glenbervie the passenger revenue increased by 100 per cent., whilst the passenger revenue at Essendon increased from £3914 in May last year to £4406 for the corresponding period this year. The increase at Glenbervie and stations beyond Essendon is attributable to some extent to the through running of the Broadmeadows trains, obviating the necessity for passengers changing trains at Essendon.

St. Kilda Line.—It was recently decided to run a service of six minutes' frequency on this line in conjunction with a six minutes' tram service on the St. Kilda-Brighton Electric Street Railway as far

as Vautier-street. Although the service frequency on this line has been doubled during the non-rush periods of traffic, it has been found practicable to run the service with single unit (two coach) trains as compared with two unit (four coach) trains previously, and in consequence a considerable saving in train car mileage has resulted. The increased travelling facilities are much appreciated by the public, and it is noticed that many more people are now travelling than formerly.

Race Traffic.—In consequence of track alterations and restricted siding accommodation for electric trains in the Melbourne Yard, the Williamstown and Flemington race traffic this season was much more difficult to handle, though it was just as efficiently operated as in former years. For the last meetings held at Williamstown and Flemington the number of passengers carried was increased by 2600 and 4350 respectively, compared with the corresponding meetings last year. These continued increases are no doubt due to the appreciation of the travelling public of the fast transit to and from the courses by electric train.

Milk Traffic.—An experiment was recently made by milk vendors to transport milk from the Whittlesea district to the city by motors, and although a liberal amount of support was at first accorded the service, I am pleased to state the bulk of this traffic has again come back to the Railways, due, doubtless, to the rough transit by motors, which, it is stated, has an injurious effect upon fresh milk.

Ballarat District

Mr. T. W. J. Cox says that, although it is too early to forecast next season's harvest, it can be confidently said that prospects for a splendid yield were never brighter; reliable estimates indicate that 20 per cent. more acreage has been sown this year, under the most favourable conditions. The rains were somewhat late for grass, but feed is coming on well, and there will soon be abundance for the big

flocks of lambs, which are estimated at 90 per cent. Owing to the favourable price of wool, the country is heavily stocked, and the clip will be proportionately heavy. Goroke, for example, anticipates an increase of 2000 bales compared with last year.

Country football is as popular as ever, and the evenness of many of the leading teams is increasing the interest and enthusiasm of the patrons of the winter sport. On a recent Saturday, over 1000 passengers travelled from Horsham to Dimboola to witness a match between teams from the two towns. Horsham won by a point.

The Interstate goods train makes remarkably good running from Melbourne to Serviceton, and is rarely behind time. The corresponding train from Adelaide is, however, doing badly, and is rarely anywhere near schedule time. Although the train was put on for goods purposes only, the Commissioners, in response to a strong request, agreed to allow it to stop at Nhill and Kaniva for passengers. Commercial travellers and local residents avail themselves freely of the service. On a recent Wednesday, there were no less than 24 passengers in the YZ car leaving Kaniva; 18 more joined at Nhill. Representatives of the Melbourne houses are giving more attention to this part of the Wimmera territory, and, in consequence, goods which hitherto were supplied by Adelaide are now obtained from Melbourne, which, from a freight point of view, benefits the Victorian lines.

Ballarat has an up-to-date furniture factory, which has commenced to compete in the metropolitan centres, and bids fair to achieve success. Road motor transit was used for the journey to Melbourne, but on departmental representations being made by the District Officers, the proprietors readily agreed to transfer their business to the Railways. Two full truck loads have since been despatched, and appreciation of the way the consignments were handled has been expressed. A sample consignment has been railed to Adelaide, and if it achieves the anticipated success, regular business will probably result. The proprietors have been reminded that, with our fast Interstate goods, we specially cater for traffic to and from South Australia.

The published "working results" for May indicate that very satisfactory re-

sults have been achieved. The goods train mileage increased 10 per cent., and the gross mileage to 18 per cent., the average gross load per mile increased 27 tons, and the average load per truck mile 20 cwt. A gratifying feature of the operations was that the standing time of mixed and goods trains and the average miles per engine and train hour all showed appreciable improvement.

On the 1st July there were still 750,761 bags of wheat in the district to be trucked. This will keep us going until the busier spring months, and, incidentally, will furnish appreciable revenue for the new financial year.

Considerable building activity continues in the North-Western towns, particularly Dimboola, Horsham, and Murtoa. In Dimboola a two-storied brick hotel is being erected, whilst at Horsham the Bank of New South Wales is building a fine two-storied bank and residence on a prominent corner of the main street. A high school is being erected at Murtoa, and many fine residences are also in course of construction. Mt. Gambier stone is becoming popular, particularly where the ravages of white ants have to be combated.

The Warracknabeal "Herald" recently published the following commendatory article, which is indicative of the very cordial relations which exist between the public and our staff, not only at Warracknabeal, but in many other parts of the Western District. A fine response is being made by the staff to the appeal for good service, and a spirit of good comradeship and co-operation between branches is noticeable.

Praise for Railways.

"We have so many hard things to say of the Railway Commissioners about our service that it is only fair to pat them on the back when they do something for us." Thus Cr. Robert Smith introduced a motion at the Borung Shire Council meeting on Friday, that the Railway Commissioners be thanked for the fine carriages which have been placed on the Murtoa-Hopetoun line. These comfortable vehicles had been appreciated very much, Cr. Smith continued, quite a number of travellers having spoken of them. It was good to find that the Commissioners were realising in a practical manner the needs of the long-distance travel-

lers, who should most certainly be catered for as far as possible. The Commissioners had not been neglectful of our requirements at Warracknabeal; the alteration of the goods handling system and the new siding in the northern portion of the yards had been most beneficial to users of the railways. He believed, too, that the prospects were brighter than ever before for the construction of a ramp for the unloading of sheep, a request that the local agents had been making for a long time. Seconding the motion, Cr. J. L. Disciaciati said that the refreshment room had been a boon to travellers, and railway affairs generally were improving at Warracknabeal. He understood that there was some hope that the increased services would be in operation sooner than was expected, that the department might not wait for the opening of the Patchewollock line before starting the improved service. He paid a tribute to the present staff at Warracknabeal, and spoke of the efficient manner in which affairs at the local station were conducted. The resolution was carried unanimously.

Railway Transfers.

Mr. Ryan has been transferred to Warracknabeal to fill the vacancy in the railway booking clerk's office occasioned by the departure of Mr. Wakefield, who was regarded as an efficient and courteous officer. Mr. Ryan is an enthusiastic wireless student and the possessor of two sets, which when difficulties in respect to electric supply have been overcome, he intends to erect locally.

Honey.

The bees are wintering splendidly in the forests adjacent to Dimboola, and the beekeepers are in great hopes for the forthcoming season. The supply of honey was a good deal below the average production for the past season, and it is confidently expected that this season will allow of a return to the normal production. The honey business is in the hands of very capable men, as instanced by the fact that one beekeeper in the district owns a motor truck for the transport of his honey and bees from place to place, whilst an ex-President of the Wannon Shire derived a good deal of his income from the production and sale of honey.

Potato Traffic.

The crop of potatoes from the rich red soils of Bungaree, Newlyn and Waubra

has been three times greater this year, and it is anticipated that 750,000 bags will be placed on the market. Imagine a line of bags of potatoes stretching from Melbourne to Mildura and beyond, and you will visualise the amount of potatoes obtained from this year's crop in this district. The Department is meeting the demands of the potato loaders to the fullest extent, and it is a pleasure to notice the cordial way in which the men meet the incoming trains, and discuss with the Stationmaster the location of the empty trucks. There is little doubt that the Department will be conveying potatoes from the district right up to Christmas, and some of the destinations indicate the great demand in the Australian States for potatoes grown in the heavy red soils.

Quantong Fruit Growing.

This settlement comprises about five square miles, and is in a flourishing condition, and is indicative of the benefits derived in Victoria of closer settlement and irrigated land. The quantity of fresh fruit despatched from Quantong railway station during the past season reached 40,000 cases, and although this was much below the previous season's output, the irrigationists are not disheartened, as the "off" season is regular. The settlement also undertakes the drying of fruit, and 110 tons of dried fruit were despatched this year. An additional 500 acres of trees will be in bearing this year, whilst the planting of new trees covering an extra 50 acres, and it will be seen that this little known settlement is a factor in the production of fruit, and its distributing agency has a good grip of the markets in the Western District.

Bendigo District

Mr. J. T. Kenny, Acting District Supt., states that a record of the wheat traffic to date discloses that for last season 2,906,368 bags have been transported, and there remain still stacked at various stations 163,045 bags, which, it is expected, will shortly be cleared.

There is every possibility of a big increase in the coming season's harvest, as a much larger area than usual has this year been placed under crop, so that a very busy time may be expected.

The weather continues excellent for settlers' needs, which also augurs well for good results and increased traffic revenue.

The citrus fruit traffic is now well in course, and very good yields are reported. The number of cases transported, while not heavy as yet, is expected to easily out-number that of any previous season, while the fruit is of a splendid grade generally.

Traffic generally is keeping up, a very fair quantity of down loading being transported daily, while trucks are being fully utilised on the up journey.

The Bendigo Refreshment Rooms are being reconstructed, and within a very short time they should be completed and better facilities offered the public and staff in the conduct of this popular establishment.

Mr. Tredinnick, District Superintendent, is at present on annual leave.

Mr. G. W. Long, Chief Clerk, District Superintendent's Office, is also on leave; Mr. C. Rogers, Relieving Clerk, is relieving him.

Geelong District.

Mr. T. J. Lane, District Superintendent, says that the tonnage of coal received at Geelong per ships ex Newcastle, New South Wales, for the month of June this year was 18,243 tons, which is an increase of 8462 tons over a similar period for last year. In addition to this, there is also a fair traffic in coal ex Wonthaggi and Jumbunna.

For the season ending 8/7/24, wheat handled at Geelong including the stacks at North Geelong, as compared with corresponding period for last year, is as under:—

	1923.	1924.
No. of bags shipped	1,259,061	1,658,956
No. of bags in stacks	516,472	65,678
Totals	1,775,533	1,724,634

The number of boats dealt with for current year in regard to the export of this traffic is 50, as compared with 30 for last year. The greatest number of bags shipped in one steamer for 1923 was s.s. "Sithonia," 87,989 bags; whilst this year the s.s. "Catinat" loaded 98,926 bags.

There has been a fair amount of cement ex Fyansford, and manures ex Cresco Co., North Geelong, shipped during the present shipping season the former material being extensively exported to Tasmania, whilst both New South Wales and Tasmania have received the bulk of the manure traffic.

A large quantity of kerosene and motor spirit is coming to hand at Geelong by boat from overseas, the latest arrival being the s.s. "Cape May," which landed 24,500 cases of these oils, and in addition 152 cases of general merchandise.

It has been reported that in consequence of the slump in the building trade, consignors of sawn timber on the Forrest line are experiencing difficulty in securing sufficient orders to keep the mills fully employed. The firewood traffic on this line is now at a standstill in consequence of the shire councils in the district closing the roads to heavy vehicles—the senders being unable to cart this loading to the various stations.

In the district surrounding Sandford and Henty, although the rainfall has been fairly heavy, ploughing and sowing operations are in full swing.

Maryborough District.

Mr. A. J. Morris, reports that on July 15th 182,000 bags of wheat remained stacked at stations in north-west district. Records disclose despatch of wheat for past six months:—March, 36,310; April, 110,184; May, 146,494; June, 118,829; July, period, 78,600. Trucks are available to transport the wheat as required, but as the bulk of the balance of last year's crop is for the mills the trucking is gradual.

In addition to wheat, there is a great demand for trucks. Comparisons disclose that traffic, both up and down, is much heavier than during the winter months of other years, due mainly to the increased settlement and progress of the far north and the demand for firewood and mallee roots.

The mallee roots traffic is abnormal, approximately 50 trucks daily being despatched from stations north of Woome-lang, and on Murrayville line. Firewood

traffic is also heavy, averaging 63 trucks daily, from stations between Maryborough and St. Arnaud, Avoca and Castlemaine lines.

The fruit and confectionery stall at Maryborough was recently taken over by the Refreshment Branch. It has been shifted to a new site in front of Refreshment Rooms. The stall has been restocked, and now presents an attractive appearance.

During July the Commissioners were on tour of the Daylesford, North Creswick to Maryborough, and Maryborough to Ararat lines. Cleanliness and orderliness now being the order of the day, expressions of approval passed well for the interest and results obtained by the staff at the stations visited. It was noticeable that at stations where local representatives interviewed the Commissioners appreciation was expressed of the working of the railway system and at the efforts of the local staffs.

District Superintendent, Bendigo

Addresses Bendigo Commerce Club.

Recently Mr. W. Tredinnick, District Superintendent, Bendigo, was invited by the members of the Commerce Club at Bendigo to address them, and he gave them a most interesting half-hour, at the conclusion of which Mr. W. Wallace, who presided, expressed the pleasure of the meeting at listening to such an illuminating speech, and added that there is no doubt that the Railways Department is doing its work well.

Mr. Tredinnick stressed the importance of Bendigo as a trading centre both from the point of view of its size and stability, and from the aspect of location, which is extremely favourable by reason of the number of long railway lines radiating from it, and he pointed out that this latter consideration would be strengthened in the near future with the completion of the Riverina lines, upon which work has now been commenced.

He emphasised the productivity of the northern portion of the State served by Bendigo, referring specifically to wool, lambs, wheat, fruit, and cattle, as well as to the fine deposits of gypsum, copi, and salt. The wheat harvest in the Bendigo railway district had, during the past sea-

son, amounted to approximately 3,500,000 bags, of which 2,500,000 bags had been transported by rail. General goods in April received by stations in the Bendigo district, aggregated 48,460 tons, while 67,000 tons were despatched. The share of this great total contributed by Bendigo was only 6000 tons, and he believed Bendigo could do better than that.

The Railways Department is doing its share to help the north by speeding up passenger and mixed services, giving regular delivery of consignments, establishing closer contact with customers, and, in short, doing everything possible to stimulate co-operation and help customers to feel that the railways are personally interested in, and anxious to promote, their welfare.

Mr. Tredinnick urged the manufacturers and other business men of Bendigo to realise more fully the possibilities of their own northern districts for commerce, and to do all reasonably possible to exploit their legitimate avenues of trade. He could not help feeling that many Bendigo men did not know enough of the district, of which they desired their city to be regarded as the commercial capital, and it would pay them to organise a "Reso" train, to take them around the fruit and wheat areas for a week.

The address of Mr. Tredinnick was enthusiastically received. Councillor J. H. Curnow said they were indebted to Mr. Tredinnick for informing them on such important subjects as those referred to in his address, and he looked forward to addresses of a similar character on future occasions. He thought the idea of a "Reso" train was excellent, and the Chamber of Commerce should take it up, as it would be of great benefit to Bendigo.

Mr. W. Wallace, as already indicated, spoke appreciatively. He considered the railways were doing everything possible to meet their customers reasonably, and many people did not appreciate this as much as they should.

Councillor D. Andrew spoke in similarly felicitous terms, and generally it was the conviction that Mr. Tredinnick's address had been of a most useful kind, and calculated to assist in realising the reasonable aspirations of Bendigo as a great manufacturing and commercial centre.



Horticultural Notes

Flower Garden.—The pruning of roses should be brought to a close this month, and any losses replaced without loss of time, for, as the saying goes, time is money in this hobby. Although many varieties can be obtained in pots and safely transplanted as late as the end of September, the selection is limited to only a few, and those mostly bush or dwarf kinds. Prompt action should be taken in cases of insect pests, and as a safeguard trees should be sprayed as soon as pruning is completed with "Benzole Emulsion" or "Niquas." The work of transplanting evergreens should, in all cases where possible, be done during this month, so as to give them a chance of becoming thoroughly established before the hot weather commences. All evergreens should be looked over, and any lateral branches that have made disproportionate growth should be shortened. If not done before, a few lilioms and spring flowering gladiolus should be planted.

Annuals.—In this, an important part in flower gardening, the war that raged on the Continent for more than four years brought Australia into the limelight in other ways than fighting men, with a result that many new and beautiful creations were brought to light, chief among these being Crego Asters. They may be had in about six distinct colours, and add valuable addition to our already numerous collection of spring and summer flowering annuals. In addition to the above sowings of French and African marigolds, clarkia, salpiglossis, larkspur, candytuft, stocks, coreopsis, etc., should be made. Perennial phloxes, penstemons and delphiniums and cannas should be put out this month for spring flowers. Towards the end of the month sowings of zinnias, amaranthus, portulaca and other tender or half-hardy annuals may be made.

The Kitchen Garden.—In order to obtain a good supply of vegetables for summer use no time should be lost in getting the land ready for cropping. For early plants of tomatoes, pumpkins, melons, etc., sowings should be made in hot beds as advised last month. The first crop of French or kidney beans may be started. As this variety of beans requires a warm, well-drained bed, the careful selection of the situation is necessary. Kidney beans pay for generous culture, so see that the soil is well manured and worked beforehand. For early crops the best position is that facing the

north, but in all cases full exposure to the sun is essential.

A further and last sowing of Cole's prolific broad beans should be made for success if necessary. Onions that are fit to handle should be transplanted. If planted this month, peas make rapid growth, and give good results, the best kinds to put in being the Daisy or Dwarf Defiance. Cabbages should be sown largely, and, if obtainable, plants should be transplanted. The most suitable kinds are St. John's Day and Burpees Early Allhead, both varieties standing the summer well. For family use a small sowing of Early York is advisable, as they, being a small variety, turn in quickly.

Cauliflowers should be planted, and small sowings of Veitches Giant made for succession. Those who intend planting sage, thyme, and marjoram, also the rhubarb roots, should do so without delay. All land that is not required for other purposes should be got ready for the planting of potatoes, giving liberal dressing of farmyard manure. A little superphosphate used at the time of planting will be found very beneficial. The plantings of the earliest varieties, such as Early Kidney, Clarke's Favourite, and Early Manistee should be completed as soon as possible in mild districts, but if left later, in the cooler parts, they are less likely to be caught by late frosts. The seed for main crops are not planted till September-October, or November, according to the locality. For the destruction of pests in vegetable garden use Nicoteen or Soaperine. Small sowings of Early White Stone turnips, celery, leeks, silver beet and spinach are advisable.

Fruit Garden.—The planting of deciduous fruit trees should be finished as soon as possible, and newly-planted trees receive a coating of mulching before the land becomes dry. Strawberry beds should be looked over, and all dead or decayed leaves removed. Raspberry, currants and other berry plantations should be dug over, and if then top-dressed with a coating of mulching is advisable. The planting of citrus trees should be recommenced and continued until the middle of September. The pruning of all deciduous trees should be brought to a close as soon as possible. In the cases of Black Spot, and other fungus diseases, a spraying off Harbas is recommended.

Geelong Refreshment Rooms

Something to be Proud Of.

"There's only one difference between this place and Menzies', and that's the price."

This was the comment of a satisfied patron a few days ago, on completing his dinner at Geelong Railway Refreshment Rooms, where Mr. A. E. Moore, ably assisted by Mrs. Moore, and what he enthusiastically declares is a splendid staff, conducts what is freely acknowledged to be one of the best, if not the best, Railway Refreshment Rooms in this State.

It is a sheer pleasure to see the tastefully arranged and daintily set-out tables, and a memorable experience to sit down to the fine menu, which can always be reckoned upon. And the striking impression made by the charming dining-room itself is strengthened by a visit to the kitchen, where, with the stoves and utensils gleaming in scrupulous cleanliness, the spotlessly attired chef and his assistants cunningly prepare those appetising, even epicurean, dishes to which the railway traveller through Geelong always looks forward.

The storeroom is a model of orderly precision, and so is the cellar, and both of them are as free from the contamination of dust or dirt as even a hospital ward might be.

There is no doubt that the Department has good cause to be proud of the high state of efficiency to which the Victorian Railways Refreshment Rooms as a whole have been brought, and specially good reason to be proud of Geelong.

MENU OF A GEELONG REFRESHMENT ROOMS DINNER.

Soups.—Puree Peas, Cream Oyster.

Fish.—Boiled Ling, Egg Sauce, Baked Schnapper, Boiled Murray Cod, Shetland Cod, Fried Rock Ling.

Entree.—Fricassee Cow Heel, Steak Kidney Pie, Pork Sausages, Braised Sweetbreads, Green Peas.

Poultry.—Roast Turkey, Pickled Pork.

Hot Roasts.—Sirloin Beef, Lamb.

Sweets.—Apple Pie, Wine Jelly, Date Pudding, Lemon Sago, Fruit Salad.

And Another from the Same Source.

Soups.—Cream Oyster, Puree Peas.

Fish.—Baked Schnapper, American.

Entree.—Haricot Ox Tail, Tomato, Lamb Tongues, Piquante Sc., Steak and Kidney Pie.

Poultry.—Roast Chicken, Pickle Pork.

Hot Roasts.—Haunch Mutton and Jelly, Sirloin Beef, Loin Lamb, Mint.

Sweets.—Apple and Quince Pie, Prunes, Cup Custard, Wine Jelly, Date Pudding, Caramel Cream.

Breakers

The breakers rose before me where the hard,
wet sands were grey—
Each in its coloured robe, fronting the new-born day;
The singing waves of the sea, clean beyond
all of clean,
Beautiful, swift, alive, undulant, apple-green.

Who shall grapple with lions or wrestle with
seraphim?
Even so can the surf come forth in its power
to him—
Legion crying to legion, hurled to the steadfast
shore;
Rampart answering to rampart, where the
flame-shaped summits roar.

—George Sterling.

Leaves

Leaves are green arpeggios
to the wind's touch,
to the rain. . . .
crescendo. . . diminuendo,
over and over again.
For a theme?—
only a word woven
with your hope, my dream.

—Frances Dickinson Pinder, in "The American Poetry Magazine."

Prescience

Ah! did you ever hear the Spring
Calling you through the snow,
Or hear the little blackbird sing
Inside its egg—or go
To that green land where grass begins,
Each tiny seed, to grow?

O have you heard what none has heard,
Or seen what none has seen;
O have you been to that strange land
Where no one else has been!

—Richard Le Gallienne.



MR. A. MOORE SUB-MANAGER
& MRS. MOORE



THE CELLAR



A CORNER OF THE STOREROOM



THE KITCHEN GLEAMS WITH SPOTLESS CLEANLINESS
RIGHT, THE CHEF MR. G. COMBES LEFT, ASST. CHEF MR. W. TURNER

GEELONG
REFRESHMENT
ROOMS



PART OF DINING ROOMS



Fight for a Bride

By "The Boxer."

Ever hear of Jim O'Leary, that clever boxer who was prominent years ago in the amateur competitions organised by the Railways Institute? I expect you have all heard of Jim in a sort of way, but very few know that he won his bride with his fists.

Jim has long ago passed out of the Railways Department, and he is now storekeeping somewhere in Queensland. But the story is an interesting one, and I know he will forgive me telling it, particularly as I am not using his real surname.

Now this Jim O'Leary was a mild mannered sort of chap, with a good natured face, a loose, gangling body, long arms ending in hands the size of boxing gloves, and with a pair of stout legs on which he was very active. His footwork always was amazing. He was in the welter class, and I tell you he always fought to win. A clean sport all the time. Do you get me?

What I liked Jim best for was his love for his old mother. I was a neighbour of the O'Learys for some years, and it did me good to see the way that fine young athlete took out his mother for a walk every fine Sunday.

Jim worked as an artisan, so that he had every Sunday off, and how proudly he regarded her, just as proudly as if she were the finest lady in the land. Old Mrs. O'Leary was also proud of Jim, but though she was Irish to her finger tips, she hated Jim fighting, if only for fun. That was the one thing Jim refused to give up for mother's sake. He just told her softly that she didn't understand men's ways of enjoying themselves, and added that the love of combat was the healthiest sign of all in either a young man, or a nation. "Wasn't father agin everything?" he would ask merrily, for the deceased O'Leary was a well-known rebel, who was against all authorities, ancient and modern, excepting, of course, in the realm of religion. Jim had his way, anyhow. He boxed on, and was none the worse for it. And when he saved a young girl from insult once at the hands of a larrikin who had barred her way in the street, even Mrs. O'Leary admitted that to know how to use your hands is a good thing sometimes.

Well, there was Julia Regan, a fine strapping your girl, who worked in her father's

grocery trying hard to get Jim to recognise that she was desirable, and there was Hubert Sinclair (the real name is concealed) tagging after Julia and giving her no peace, and trying hard to win the favour of Regan himself by fetching him customers and by treating him to whisky whenever he met him outside the shop. Hubert was a bricklayer, a bit of a terror in the neighbourhood, given to drink and rough-housing, and the leader of a gang of larrikins who held up the walls of a corner pub every Friday night until closing time. That is, when they were not inside irrigating their systems by pouring down long beers.

Hubert was no beauty, but no Beau Brummel fancied himself more. He was a heavily built chap, with a low-down larrikinish face, and a flashy manner that earned for him the reputation of being a "sport." He was a game enough fighter in a street row, but I always suspected he had a yellow streak, and that he would crack up when he met his match.

Well, Hubert had a dotin' mother who, when he was a babe, wished on him a name he discarded as soon as he was old enough to recognise how ill it suited his temperament. He hated the high-sounding name as he hated poison, and so he got himself nicknamed "Battler," and Battler he was to everyone of us, excepting of course, his foolish old mother, who waited upon him hand and foot and reckoned he was the finest gentleman in the world. Mothers are the limit, ain't they?

Meanwhile Julia ain't making much headway with Jim, because, for one thing, Jim is shy in girl's company, as many men of his stamp are at any time; but she didn't despair, for she was an artful miss, and was in good grace with Mrs. O'Leary. Always giving the old lady good measure at the shop, and often inviting her in to have a bit of lunch at midday, when there was something nice to put on the table. Julia was an "A1" cook, and, besides, she understood how to handle Mrs. O'Leary, for hadn't she worked her own mother over to her way of thinking long before the good soul went to her last resting place? Julia got very fond of Mrs. O'Leary, and that innocent old lady never guessed why until her son came to her and—oh, well, that will keep for a bit.

Julia was getting impatient with Jim, and she decided to force the pace. She managed to have Hubert pestering her in the street one Friday night when Jim was about to pass by. Hubert having got the glad eye for once in the history of his love affair, if I may call it

that, in his ridiculous case, begun to appear real affectionate there in the street, and he couldn't understand why all of a sudden Julia gave him a frozen look, and said some indignant words which, with a stagey interpretation, may be set down here as "Unhand me, Sir!"

He was even more surprised when Julia fought him a little, because he wouldn't leave go her pretty hands, and when at last he let go he was fool enough to clasp her around the waist. Thereupon Julia, seeing Jim approaching, as she knew he would be at this moment, lets out a scream, and Jim wades into the rescue.

Hubert ain't much impressed at first, but Jim says "Come down to the river bank and I'll fight you to a finish." When Hubert objected to these summary proceedings, Jim slapped him in the face and the fight was on.

I had happened along just then, according to Julia's programme, and about a dozen of us, including some of Hubert's friends, went down to the river bank and formed a ring under a lamp. It was a quiet spot, and the lads got to work quick and lively.

In the fourth round Hubert showed his yellow streak by making blows to the body. Jim awaited his opportunity, and when it came Hubert went down with a thud. He never came up again in a fighting attitude.

I steered Jim around to Julia's place, and there I told the whole heroic story. Julia, with tears in her voice, thanked Jim prettily, and somehow she got him in the parlour behind the shop, and you bet he never got out of there until he was an engaged man. Julia was some fast worker, believe me.

That's how Jim came to tell his mother that he wished to marry Julia Regan. And it was at that blessed moment of time that the eyes of Mrs. O'Leary were opened to the game of Julia.

But she liked the girl, and she loved Jim, and besides, Julia's father was a prosperous citizen, and made no secret of his intention of leaving his only daughter the business he had built up in the neighbourhood, and all his savings on top of that. So you see, Jim's mother was not likely to throw a spanner into the machinery, if you know what I mean by that technical expression.

Jim and Julia are now conducting a fine business in Queensland, and Jim's mother, now a grandmother. God bless her, is the house-keeper and the lover of the three of them—Jim, Julia, and Jim Junior.

THE END

Seeing

The more I think of it, I find this conclusion pressed upon me—that the greatest thing a human soul ever does in this world is to see something, and tell what it saw in a plain way.—Ruskin.

"The Cloister and the Hearth"

Think of what Reade does in that one book. He takes the reader by the hand, and he leads him away in the Middle Ages, and not a conventional study-built Middle Age, but a period quivering with life, full of folk who are as human and real as a bus load in Oxford-street. He takes him through Holland, he shows him the painters, the dykes, the life. He leads him down the long line of the Rhine, the spinal marrow of the Mediaeval Europe. He shows him the dawn of printing, the beginning of freedom, the life of the great mercantile cities of South Germany, the state of Italy, the artist-life of Rome, the monastic institutions on the eve of the Reformation. And all this between the covers of one book, so naturally introduced, too, and told with such vividness and spirit. Apart from the huge scope of it, the mere study of Gerard's own nature, his rise, his fall, his regeneration, the more pitiable tragedy at the end, make the book a great one. It contains, I think, a blending of knowledge with imagination, which makes it stand alone in our literature. Let any one read the "Autobiography of Benvenuto Cellini," and then Charles Reade's picture of mediaeval Roman life, if he wishes to appreciate the way in which Reade has collected his rough ore and has then smelted it all down in his fiery imagination. It is a good thing to have the industry to collect facts. It is a greater and a rarer one to have the tact to know how to use them when you have got them. To be exact without pedantry, and thorough without being dull, that should be the ideal of the writer of historical romance.—A. Conan Doyle, in "Through the Magic Door."

Secrets of Success

The greater part of the success of any railway depends on the spirit and service of its staff. The spirit of co-operation and service for the general welfare, through increased efficiency and goodwill, largely contributes to the improved showing of any system. We should feel that we are partners in a joint enterprise, working not only as railwaymen, but as patriotic and high-souled Victorians.

The goodwill of railway patrons is most important also. Goodwill means understanding, friendliness, co-operation, and a contentment and pleasure proceeding from a happy atmosphere. It may be created and cultivated, or the reverse.

A railway is a manufacturing concern, producing service for sale, and goodwill will be ours just in accordance with the quality of our product and the manner—courteous and capable or otherwise—in which we dispose of it.

First Aid and Ambulance Work

TREATMENT OF FRACTURES—By F. W. Kaiser, Ambulance Officer, Victorian Railways

(Continued from last issue)

To restore the bone to its natural position and keep it there by means of surgical appliances is a very simple principle which underlies the treatment of fractures, but the carrying out of these principles is often very difficult. Fortunately, however, the man who treats a fracture in an emergency is not concerned with the difficulties that beset one, but to maintain this principle for some considerable time. All he has to do is to convince himself of the presence of a fracture, and having reasonable ground for suspecting the presence of one, to take such steps as will prevent any further injury being inflicted.

As the larger proportion of fractures occur in the open air, in the street, in the country, workshops and many other places (at any rate at some distance from the patient's home, or a hospital) the first point to be remembered is that he has to be removed from the spot where he is found lying, and it is during the time of removal that the patient is exposed to the risk of further injury, as in a simple fracture the sharp ends of a fragment piercing the skin and converting it into a far more dangerous compound variety. It must then be the duty of the bystander, before he allows the patient to be removed, or before he allows the patient to move himself (for often a further injury is self inflicted by the patient endeavouring to get up and walk) to fix the broken ends of the bone in such a way that they cannot inflict any further injury to the soft parts.

In cases of compound fracture, it is clearly his business, in addition to fixing the broken ends of the bone in some immovable apparatus, to stop bleeding, and further to cleanse the wound and apply a temporary dressing to it.

The temporary appliances requisite for fixing the two broken ends of the bone are splints, pads, triangular bandages and handkerchiefs.

Splints are pieces of wood or other sufficiently firm material, which are fixed to a broken bone and prevent movements of the ends. Two are generally used, one for each side of the broken bone.

Improvised splints can easily be made, the material available depending on the locality in which the accident occurs. It matters not what material if it is long enough, and sufficiently rigid to keep the broken ends fixed.

Pads are necessary, as the splints are hard. Were they to be applied directly to the skin they would give rise to pain, and if the pressure were kept up long enough, more especially on the skin covering the bony prominences, such as is found at the ankle or elbow joint, they would cause ulceration. For this reason, the splint must always be covered with some

soft material, such as cotton wool, layers of flannel, etc., and care must be taken that all the inequalities of the limb are carefully filled up by padding, such being the hollows above and below the bony prominences. The padding should overlap the sides and ends of the splint. Triangular bandages, which may be improvised by folding a handkerchief or pieces of calico and other material diagonally, are used to fix the splints in position, and are applied, one above and the other below, the seat of injury, with other bandages as may be required to control the splints.

Having described the necessary apparatus, it now becomes necessary to consider the steps to be taken in treating a fracture.

In the first place, the patient must be reassured and advised to lie very still. The crowd which generally springs up and around must be asked to stand back and give the patient room to breathe.

Next, a careful but gentle examination of the injury must be made, if necessary, comparing it with the uninjured side.

Having decided the nature of the fracture, it becomes necessary to improvise the splints that are required, from whatever suitable material there may be at hand, and in order that they may fit properly, they are tried first on the uninjured limb.

Some form of pad must next be provided, but it may be remarked that in simple fractures, where it is not necessary to remove the clothes, these form efficient padding, and no other need be provided. Finally, the bandages are prepared by folding handkerchiefs to the requisite breadth, and the splints are fixed to the injured limb, and this is done in the following manner:

If available, two assistants are called to aid the operator. One grasps the limb above the seat of fracture, and steadies the upper fragment, the other grasps it below the fracture and steadies the lower.

If the deformity be great, and the danger of one of the sharp points of bone perforating the skin be imminent, gentle efforts may be made to rectify the displacement to some extent, and straighten the limb by getting the man who is holding the lower fragment to pull upon it firmly and steadily with no jerking, the man who grasps the upper fragment keeping it steady all the time. Whilst the extension of the lower fragment is being maintained, the operator takes two splints and applies them to the limb, one on each side. He next fixes them by applying bandages firmly

above and below the seat of injury, and it is only after splints have been fixed that the two assistants relax their hold on the two portions of the fractured bone.

It must be clearly understood that it is only in exceptional cases that traction will need to be made on the limb as part of the emergency treatment, and in the larger majority of cases to steady the upper and lower fragments and apply well-padded splints will be all that is necessary in cases of simple fracture.

In compound fracture the procedure differs somewhat, because, before fixing the fracture, it is necessary in the first place to stop the bleeding, which may be done by the application of a tourniquet to the main artery of the limb. Next the wound must be thoroughly cleaned and dressed, washing it with clean, cold water, serving a double purpose of cleaning it and also of allaying bleeding from the surface of the wound. If it is considered desirable, add some antiseptic to the water. It may be remembered that alcohol, which is, as a rule, readily obtainable, either pure, or diluted with clean water, makes a very efficient antiseptic wash. For a dressing, a piece of clean cloth soaked in clean water and applied to the wound, and retained in position by a bandage, does admirably. After the bleeding and the wound has been attended, the broken bone is fixed in the same way as in the case of simple fracture in the same region. When the fracture has been fixed, the last point to be considered is the removal of the patient.

This subject will be considered fully in another chapter, and it is sufficient to say here that in fractures of the lower extremity the patient must always be carried on a stretcher, improvised or otherwise, or in an ambulance waggon. In no case should he be hustled into a cab or cart and rattled off at a great speed to the nearest doctor, as invariably seems to be the desire of the onlookers.

In fractures of the upper extremity the patient may need a cab should he feel faint, but if in a condition to do so, it will be more comfortable and less painful for him to walk to his destination.

* * *

THE ELEMENT OF CHANCE.

Do we believe in luck? Certainly we do! All a person has to do to rise in the world is to cultivate a pleasing personality, make himself well liked by others, sow the seeds of kindness and good-cheer, keep an even temper when things go against him, organise his efforts and intelligently direct them toward a definite purpose, perform his work better than the "unlucky" man does, render the greatest amount of service possible, regardless of the pay he receives. Luck does the rest!—Illinois Central Magazine.

Gleanings

Rudyard Kipling wrote a poem called "Recessional." It did not seem good to him. He threw it into the waste basket, whence it was rescued by his wife and given to the world.

Gladstone was a great Prime Minister of one of the greatest empires in the world. Yet he said, "No one knows how like a worm I feel when I face the House of Commons. His honest humility sounds a lot like Lincoln's famous comment, "I did not control events, but events plainly controlled me."

As we read the records of the past we find that the giants of old are humble. Moses deprecated the idea that he was fit to lead his people out of slavery. "I cannot talk," he said. Jeremiah protested against the mission that faced him. He said, "I am but a child." While one whose goodness is the perpetual inspiration of the world said, "Why callest thou me good? There is none good but one, that is God."

Pride is the weakest thing in the world, and humility the strongest. Power is born in a sense of personal inadequacy.

Stoop a little as you go through life; it will save hard knocks and earn large rewards.—Railroad Men.

The difference between failure and success is doing a thing nearly right and doing it exactly right.

An ounce of industry is worth a pound of brains.

Character is the decisive force in business.—Edward C. Simons.

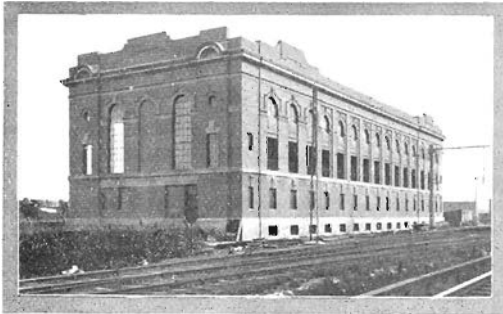
Don't measure your work by hours, but by what it is possible for you to accomplish from the time you enter in the morning and be early rather than late—until the place closes in the evening.

Alfred C. Bedford.

Sub-Stations

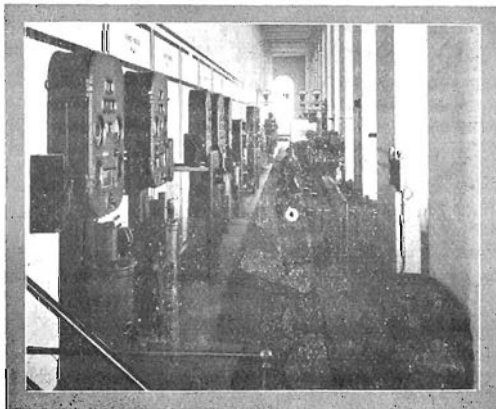
(ARTICLE No. 3)

As mentioned in a previous article, alternating current is eminently suitable for the generation and transmission of electrical power, but for the operation of electric trains direct current is more satisfactory. This is specially noticeable where the nature of the service demands a high schedule speed, rapid acceleration, frequent stops, and small headway between trains.



Jolimont Sub-Station.

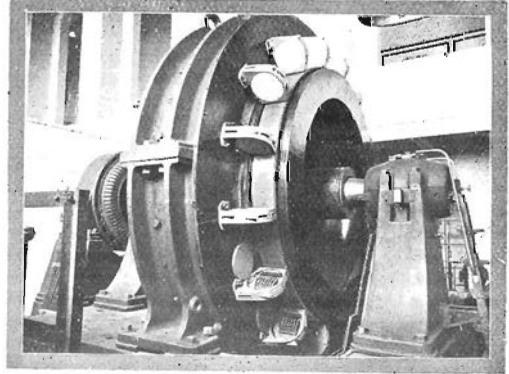
These conditions are present to such a marked extent in the Melbourne suburban systems that, apart from the financial aspect, a direct current system was practically a necessity, and



Operating Gallery, Jolimont Sub-Station,
High Tension Operating Pedestals at left, D.C. Operating
Pedestals at right.

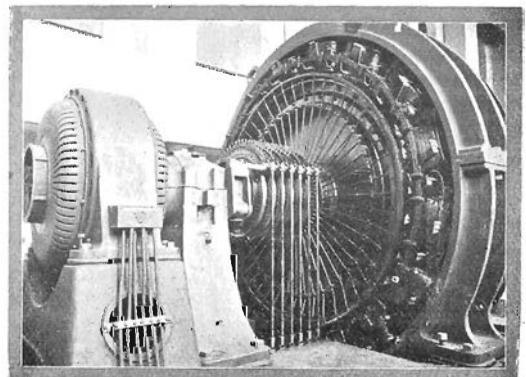
the suburban trains were therefore fitted with electrical equipment suitable for use on a 1500 volt direct current system. The results have surpassed expectations, and although in some other countries

alternating current has been successfully applied to the propulsion of trains, yet it is interesting to note that practically all new systems are adopting direct current.



4,500 K.W. Rotary Converter, Jolimont Sub-Station,
Commutator End.

The power generated at Newport Power House, and transmitted as 3-phase alternating current at 20,000 volts, must therefore be converted to direct current at 1500 volts before being supplied to the trains. This conversion is carried out at a number of substations erected at convenient points adjacent to the railway tracks, and equipped with apparatus necessary for the purpose. The present electrified system includes sixteen of these substations, eleven being equipped for manual operation and five for full automatic working.



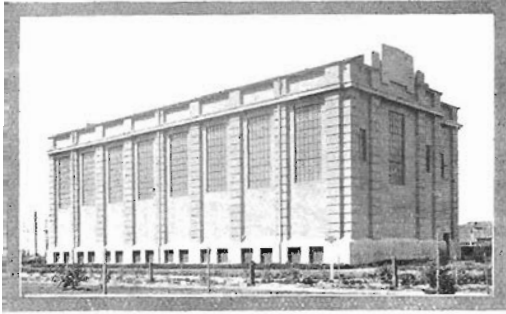
4,500 K.W. Rotary Converter, Jolimont Sub-Station,
Slip Ring End, showing Pony Motor.

In general, all manually operated substations are divided into three separate sections—(1) a high tension section, (2) a converting section, and (3) a direct current section. Similar sections in different substations have the same

general equipment, although differing in capacity and in constructional details to suit local conditions.

High Tension Section.

Three-phase alternating current at 20,000 volts pressure coming from the source of supply enters the substation



Caulfield Sub-Station.

by means of underground cables, and passes to the high tension section, which is equipped with oil-immersed switches, isolating switches, and bus bars necessary for the control and distribution of the power. In the older type substations, such as Jolimont, the high-tension switchgear is mounted in brick cells, the bus bars running along the top and serving as a common point to which all incoming current flows, and from which the supply to machines or to other substations is obtained. The cells are protected at the front with expanded metal screens, or with solid steel doors.

In the more modern substations, such as Caulfield, the whole of the high-tension gear, oil switches, isolators, and bus bars are enclosed in iron cases, occupying a comparatively small space and dispensing with the necessity of brick cells.

Converting Section.

The converting section is occupied by the machinery used for converting the alternating current into direct current. Several different methods of conversion are available, but machines known as rotary converters are at present looked on as the most satisfactory, being highly efficient, very reliable, and occupying a comparatively small space. They are, however, most suitable when operating on 25 cycle current, and it was for this reason that the 25 cycle system was adopted for the Melbourne

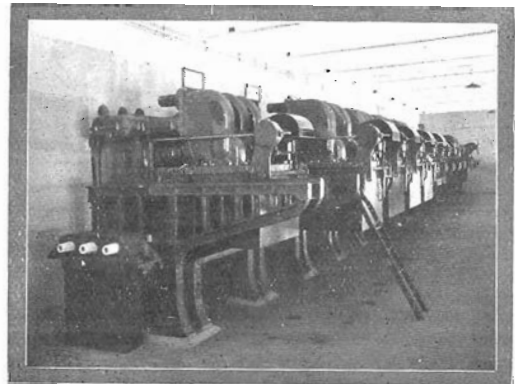
railways. Rotary converters are used in all the railway traction substations, the number and capacity being altered to suit local conditions. Various types are in use, but the machines are practically similar in general construction.

Each converter unit comprises an oil-cooled step-down transformer and a rotary converter, the complete unit occupying a separate bay, to which access is impossible when the machine is running.

During the operation, high-tension current flows to the transformer, where it is stepped down from 20,000 to approximately 1100 volts, and from there it passes to the slip rings of the rotary converter. This is a rotating machine, similar in appearance to a direct current dynamo, but with the addition of six slip rings on the rotating portion. Alternating current at 1100 volts enters the machine at the slip rings, and leaves at the opposite or commutator end, being converted to direct current at 1500 volts in passing through. A small portion of the current entering at the slip rings is utilised to drive the machine.

Direct Current Section.

The direct current, on leaving the commutator, flows to the direct current



Reyrolle Ironclad High Tension Switch Gear, Caulfield Sub Station.

section, passing through isolators and circuit breakers to the 1500 volt bus bars, from which it is distributed to the overhead contact system supplying power to the trains. All D.C. switch-gear is enclosed in brick or concrete cells, and protected by expanded metal screens.

Switching operations, including the starting and stopping of rotary converters, are carried out from the operating gallery and elevated platform overlooking the rotary converter bays.

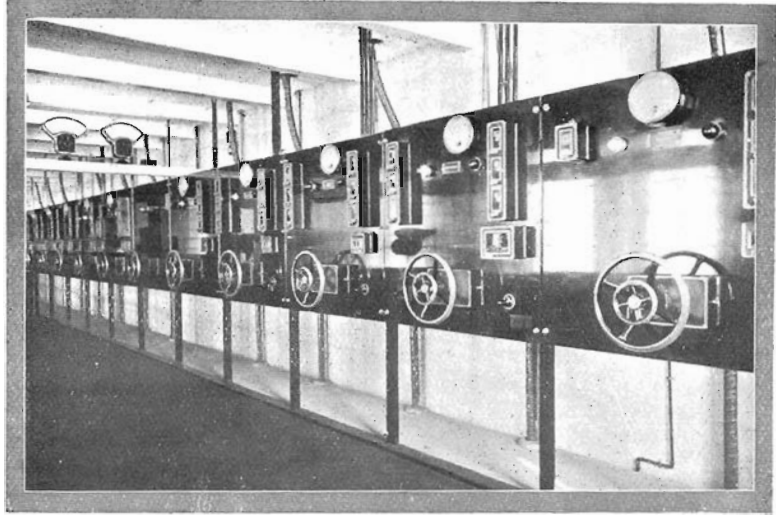
High-tension switch control panels are erected at the back of the gallery and D.C. switch levers at the front. As all switches are of the "remote control" type, and therefore out of sight of the operator, it is necessary to provide some means of indicating whether the switches are open or closed. This is carried out by means of red and green lamps fitted to each switch panel. With the switch closed and power on, a red lamp is exhibited. When the switch is opened, the red lamp is extinguished and a green lamp exhibited. At the same time an alarm bell is set ringing as an aural warning to the operator, the bell ceasing to ring when the operating handle is restored to its normal "off" position.

All substations are connected to each other and to the power house by telephone, two complete systems being installed in addition to connections being made to the P.M.G. system. Adequate artificial lighting is provided, special switchgear being installed, so that in the event of the main power supply failing, the lamps are automatically connected to a storage battery and the supply maintained.

Some idea of the size and nature of the converting machinery and of the substations can be gained by comparing two of different types.

Jolimont, the largest substation on the system, is a brick building, having the high-tension

switchgear enclosed in brick cells. The converting machinery comprises

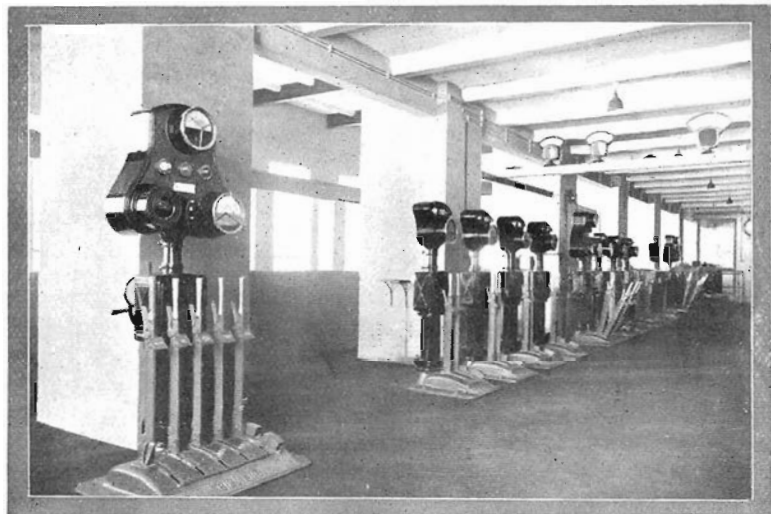


Operating Panels for Reyrol's High Tension Switch Gear, Caulfield Sub Station.

four British Thomson Houston rotary converters, each of 4500 K.W. continuous capacity, and one 2000 K.W.

Some idea of the size and nature of the converting machinery and of the substations can be gained by comparing two of different types.

Jolimont, the largest substation on the system, is a brick building, having the high-tension switchgear enclosed in brick cells. The converting machinery com-



D.C. Operating Pedestals, Caulfield Sub-Station.

Railroad Development in Australia

prises four British Thomson Houston rotary converters, each of 4500 K.W. continuous capacity, and one 2000 K.W. Siemens machine. The total capacity of the substation is therefore 20,000 K.W. continuous, while the momentary rating is approximately 42,000 K.W. The B.T.H. machines are as large as any 1500 volt converters in the world, the rotating armature, which revolves at 187.5 revs. per minute, measuring 10 feet in diameter and weighing 62,000 lbs. The total weight of each machine is 213,000 lbs., or approximately 95 tons.

Caulfield substation is a reinforced concrete building, equipped with iron-clad high-tension switchgear, no brick cells being required. Three Siemens converters are installed, each of 2000 K.W. continuous and 6000 K.W. momentary capacity. The armature of each machine revolves at 250 revs. per minute, is 9 feet in diameter, and weighs 28,896 lbs. The total weight of each machine complete is 102,928 lbs., or approximately 46 tons.

The manually operated railway traction substations have a total continuous capacity of 59,000 K.W., but the momentary capacity is nearly three times this figure. The automatic substations have a total continuous capacity of 8000 K.W., and, in addition, there are two 600 volt tramway substations having a total capacity of 1750 K.W. Five static transformer substations and one frequency changing substation have been equipped to supply industrial power to various railway workshops and stations. Three static transformer substations have also been erected and equipped to provide power to a number of industrial companies, while a supply of power is also maintained to substations owned by public utilities.

H. P. Colwell,

Chief Electrical Engineer.

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Young Doctor (to patient): "That prescription I left last night, sir, was a mistake. It was intended for another patient suffering from a complaint of quite a different kind to yours. Did you have it made up?"

Patient: "Yes, doctor, and I took the medicine."

Doctor: "Well, how are you feeling this morning?"

Patient: "Very much better."

The history of railroad transportation in Australia is a story of remarkable development, within a comparatively short period of little over half a century.

The railways, indeed, constitute the key that unlocked the treasure-house of Australia's resources. The story of the nation's rise to greatness and power is an account of the extension and growth of its railroad systems, with the resultant increasing flow of commerce and communication as between town and country, and between State and State.

In Europe the history of railway construction has been that of roads laid down to meet the demands of traffic already there. In this country thousands of miles of lines have been built through virgin territory, which it was hoped would grow up to their facilities. So that in this manner our railways have been the medium by which our industries generally have been established and built up—the wool, wheat, and fruit growing districts brought into contact with the consuming centres, including the export trade. This also is true, of course, in respect of mineral and other products.

The geography of railway traffic in Australia has been developed along lines that eliminate distance and make the whole of the States one great homogeneous community, tied together by bands of common interest.

Far distant as are the boundaries of the Australian States, it is now possible to interchange by rail commodities between any two places within these boundaries with less transportation costs than were paid between relatively close communities forty years ago.

Our railway industry, considered in relation to industry in general, is usually regarded as a distinct branch in modern utilitarian affairs. Yet, for their very existence they are interdependent upon each other, united by a strong bond of interest. Perfect harmony and whole-hearted co-operation in carrying out the work each is required to do is the prime essential to efficiency of service, which, when rendered, exerts a favorable reflex action in the interests of the community and nation alike.

Victorian Railways Institute

Attendances of Councillors at Council Meetings of the V.R.I. for the Year 1923-24.

Name.	Ill Health		Ab- sent.	Attend- ance.
	Meet- ings Annual Held.	Duty Leave.		
Rees, J. S.	15	3	—	12
Phelan, W.	15	7	—	8
Conlan, J.	15	3	—	12
Arthur, E. W. . . .	15	3	1	11
Balmer, R.	15	—	—	15
Cameron, D.	15	3	—	12
Clark, H. W.	15	4	1	10
Cox, H. V.	15	3	3	9
Curlett, M. A. . . .	15	3	—	12
Dowsett, G.	15	3	2	10
Easterby, R. W. . . .	15	7	—	8
Evans, S. H.	15	—	3	12
Forster, H. W. L. . .	15	5	—	10
Gault, J.	15	10	—	5
Gibson, A.	15	1	1	13
Hyland, A. E.	15	10	—	5
Johnson, W. B. . . .	15	4	—	11
Kaiser, F. W.	15	8	—	7
Lardner, E.	15	8	—	7
Macfarlane, T. N. . .	15	4	1	10
McCullagh, D.	15	1	1	13
Moodie, A.	15	—	—	15
Richard, E.	15	9	—	6
Roberts, W.	15	9	2	4
Nielson, J. A.	15	3	2	10
Towers, F.	15	—	—	15
Turner, J. J.	15	2	3	10
Watson, W.	15	2	—	13

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Institute Social Evenings

It has for some time been considered that something should be done by the Council in the way of providing social evenings for its members, and on the matter being brought under the notice of the Ladies' Committee, which did such excellent work in connection with the recent Queen Victoria Hospital Appeal, those ladies quickly got together and arranged the necessary details.

A committee was formed, with Mrs. J. S. Rees as President, and the first evening was held in the Concert Hall on Saturday, 28th June. The attendance numbered nearly 100, and advantage was taken of the occasion to present the Life Governorship Certificates which had been kindly awarded by the Queen Victoria Hospital Authorities to the ladies who conducted the Victorian Railways Institute Stall at the Market Fair in March last. The certificates were handed over to each lady by Mrs. W. M. Robins, of the Hospital Committee, who attended for the purpose, with Miss Colville, Secretary to the Hospital.

Mrs. Robins, who was introduced by the President of the Institute, Mr. J. S. Rees, and

most cordially received, expressed her pleasure and that of Miss Colville in being present, and took the opportunity, on behalf of the Hospital, of thanking the ladies and the Institute Council for the fine work they had done in collecting £850 for the Appeal. She hoped that the Committee would hold together so that it might become an auxiliary committee of the Queen Victoria Hospital, and be in a position to also help other deserving organisations of the kind. A Victorian Railways Institute Bed was also suggested by Mrs. Robins, and this idea is to receive consideration by our Ladies' Committee.

The Hall was very prettily decorated with flags, and dancing and cards were indulged in until 11 o'clock. A feature of the evening was the Monte Carlo or spot light dancing. Rings, large enough to hold two dancers, were chalked on the floor, each ring being given a number and the dancers who were lucky enough when the music suddenly stopped, to be standing on the circle, the number of which corresponded with the number placed on the prizes, were adjudged the winners.

Three evenings have since been held, and each has been very successful indeed. Now that a start has been made, it is hoped that these functions have come to stay, and that they will be patronised by members of the Institute generally. The idea is to establish a homely party, where friends can meet and bring friends, and so encourage that close companionship, the fostering and cementing of which is one of the chief objects in Institute work. With such a committee of ladies, success seems assured.

MEMBERS are notified that they may receive membership tickets from the Institute Office, on their making application either personally or in writing. The practice of issuing a ticket to each member after each collection of membership subscriptions has been discontinued.

Annual Meeting

The Fifteenth Annual Meeting of members of the Victorian Railways Institute will be held in the Institute Hall, on Saturday evening, 31st instant, at 8 p.m. Members living in the metropolitan area are requested to bear the date in mind, and come to the meeting. Country members who may happen to be on holidays at the time, or who otherwise can find it convenient, are heartily invited to attend.

Business.—Presentation of Annual Report and Balance Sheet. Declaration of Election for Council and for Auditors. Declaration of Appointment of Commissioners' Representatives.

Concert will be given by the Victorian Railways Institute Musical Society, and leading artists.

Dramatic Society

"The Strategist," a farcical comedy in four acts, is being played by members of the Dramatic Society in the Institute Concert Hall on Saturdays, August 2nd, 9th and 16th, at 8 p.m. Admission, 1/6; reserved seats, 6d. extra.

The cast of characters is as follows:—

Sergeant Grumbleton (the Major's orderly) . . .
Mr. Bernard Lambie
Araminta (a model servant girl)
Miss Lena Toomey
Major Abijah Howard Mr. Marcus Hayman
Mrs. Howard Miss Hazel Loyd
Nellie Howard Miss Madge Wyatt
Jack Rutledge (the stratagetist)
Mr. Jack Murison
Mr. Capsicum Pepper Mr. Reg Guest
Mr. Arthur Rutledge Mr. Charlie Arliss
Rev. Mr. Mildman Mr. W. A. Thomas
Terence O'Flam Mr. Geo. Ebbsmith

Synopsis of scenery:—

Act 1.—Drawing-room in Major Howard's house.
Act 2.—The library in Mr. Rutledge's house.
Act 3.—Drawing-room in Major Howard's house.
Act 4.—Same as Act 3.

Play is produced by Miss Winifred Moverley.

Programme of Music.

Under the leadership of Miss Dorothy Taylor
Violin Miss Dorothy Taylor
Oboe Mr. Fred Taylor
Piano Miss Agnes Moverley
Overture, "La Mousme" Louis Ganne
Dance of the Skeletons T. S. Allen
Gronland-Suite Emil Juel-Fredriksen
Nell Gwyne Dance Edward German

Orchestral Society

The next Orchestral Society Concert will be rendered in the Institute Concert Hall on Saturday evening, the 23rd August, under the conductorship of Mr. J. Jamieson. Some excellent items may be expected.

Mr. C. J. Watson, of the Accounts Branch, Spencer-street, has very generously donated fifteen volumes of fiction for the benefit of juvenile readers. The children of members no doubt will gladly avail themselves of these volumes, and it anticipated that in the near future the juvenile section of our Central Library will be considerably added to.

COUNTRY CENTRES

Railway Carnival Committee, Ballarat

On Sunday, June 1st, the Railway Carnival Committee, under the presidency of Mr. J. Henry, was met and received by the Ballarat Orphanage Committee at the Orphanage.

A number of railway officials at Ballarat, including Messrs. T. W. J. Cox, Dist. Supt., R. Doull, D.R.S.S., T. H. Moss, S.M., T. H. Maddern, T.R.O., W. T. McConnell, Traffic Inspector, C. Dunstan, Clerk in Charge Goods Sheds, Geo. McCart, and many others, were present. Mr. W. Titheridge, an old Orphanage boy, and the president of the Orphanage Committee, received the Committee, and had pleasure in welcoming them to the Institution.

During the afternoon the occasion was taken to hand over the annual cheque raised by railwaymen in Ballarat for the Orphanage. This year the total amount represented by the cheque eclipsed all records, the magnificent sum of £300 having been raised.

The Carnival Committee expressed a desire that this money be devoted solely to the fund for the purchase of new band instruments for the Band. The Orphanage Committee has decided to purchase new instruments, so that this cheque will considerably augment the fund. The money raised by the railwaymen last year was used to purchase a motor car for the Superintendent, Mr. A. Kenny. Mr. J. Henry, president Railway Carnival Committee, had pleasure in handing over the cheque, which was received by the president of the Orphanage Committee.

Messrs. Cox, Doull, and others made eulogistic references to the work performed by Mr. R. G. Caddell, Hon. Secretary of the Railway Carnival Committee.

The dispensing of afternoon tea by Mrs. Titheridge and other ladies brought a pleasant afternoon to a close.

Since the Carnival Committee has been in existence, over £3000 has been raised solely by efforts on the part of the railwaymen of Ballarat and district, and donated to the Orphanage.

The Annual Meeting of the Carnival was held during June, when Mr. H. Doodt was elected president; Mr. E. Cook, vice-president, Mr. J. N. Dunn treasurer (re-elected), and Mr. R. G. Caddell hon. secretary (re-elected).

Geelong Centre.—The euchre parties, which are held here every Thursday evening, are proving very satisfactory, our only drawback being the lack of accommodation. We are sadly in the want of an up-to-date building, which we hope to obtain very shortly. Our Ladies' Committee is very helpful to us by assisting in the conduct of our euchre parties, and in serving the refreshments for the players.

Since our last report, we have lost, through death, one of our committeemen, namely, Mr. Nicholson. At our last meeting, the members of the Committee stood in silence for two minutes out of respect to our late comrade.—E. J. Hyatt.

Seymour.—The usual fortnightly Social was held on the 1st ulto., when a large attendance was present. Musical items were provided by the orchestra, members, and their friends. The

Ladies' Committee, as usual, were in charge of the refreshments, and a good supper and dancing brought a most enjoyable evening to a close at midnight.

Our own orchestra here is making good progress under the baton of Mr. Burland.

Having recovered from his serious illness, our worthy custodian, Mr. Nippard, has again taken up duty. Our thanks are due to Mr. Jones, who so ably filled the bill as acting custodian. We are fortunate in having two such men interested in our Centre.

Mr. F. Miller reports good progress in the Engine Working and Westinghouse Brake Class. His slogan is "You are never too old to learn."

At recent social evenings and euchre parties the refreshment room girls have been present in large numbers, and their company we hope to be able to enjoy on many future occasions. It would be well for some of our male members to take a leaf out of the ladies' book in regard to attendance, especially the Committeemen. Remember, we want workers.

Mr. Whyte, our new Secretary, is fast getting into his stride, and on all sides is heard comment re the manner in which he is carrying on the splendid work of our former Secretary, Mr. Youren.

Seymour Centre is still on the "Picture Stunt," and hopes in the coming summer evenings to give the picture "Fans" something to write home about in the way of pictures.

The Ladies' Committee, with Mrs. Heffey as President, and Mrs. Owens, as Secretary, are making great efforts to raise funds for a croquet lawn, and, needless to say, it will be a success. For they are an energetic company of ladies, who are always active at work in the interests of the Institute in general.

The V.R.I. Tennis Club, which has a membership of forty, held its annual tournament last month. The trophies—two blackwood cups—were presented by Commissioner Mr. Miscamble. Finals—Ladies: Miss Dwyer defeated Mrs. Moore. Gents.: Mr. K. Wilmott defeated Mr. L. Pritchard. Secretary Darby had charge of arrangements.

Benalla.—A very successful "American Tea" was held here recently in the Institute in aid of the funds of the Railways Ladies' Guild, over 100 ladies being present. The room was tastefully decorated for the occasion. Each lady brought a gift and had to buy a gift. During the afternoon a number of musical items were rendered and much appreciated, as follows:—Overture, "The Storm," Miss Serpell; song "Smiling Through," Miss Williams; song, "If I were a Lark," Miss Serpell; song, "One Fleeting Hour," Mrs. Jennings; song, Miss French. There were also games and gramophone selections, the latter in charge of Mr. A. Phillips. An excellent afternoon's entertainment terminated with a dainty afternoon tea, laid out on small tables, tastefully decorated with Iceland poppies and gum leaves.

The president of the Guild being away, the management of the proceedings was left in the hands of the secretary (Mrs. Barnes), assisted by Mesdames Smith, Twomey, Croucher, Duffy, Jardine, Higgins, Reynolds and several others, and the proceedings passed off without a hitch.

A.I.

Bendigo.—The opening of the new rooms has stimulated Institute activities at this Centre. Eighty-four new members were enrolled during the last six months, and many of the older members are now showing a much greater interest in Institute matters.

All of the educational classes are now being conducted in the new Institute rooms, and students are appreciative of the improvement in the accommodation and facilities now available for their use.

Before the advent of the new rooms, social events for members were limited to snooker and billiards. Now that we have a hall of our own, dances are being held, a carpet bowls team has been entered, and is playing in the Bendigo Carpet Bowls' Association, and a choir has been formed and is practising under the conductorship of Mr. E. Bright, who very ably superintended the erection of the rooms. Mr. Bright has been a most indefatigable worker in the interests of the Institute, as also has Mr. T. J. Bishop, chairman of the Management Committee. Mr. Bishop's hands have been very full for some months past, especially so during the preparation of the new building, and the opening thereof.

Those who were associated with him know that he worked hard so that everything in connection with the arrangements for opening, etc., etc., should be carried out without a hitch. In this he himself, the Hon. Secretary (Mr. Elliott), members of the Committee, as well as others concerned were most successful indeed.

A. G.

Stawell.—The local branch of the Victorian Railways Institute is organising a dramatic society. Fortunately, among our members we have a gentleman who has been connected with this line of entertainment and has proved himself a capable manager. The society formed among Benalla residents was instrumental in raising nearly £500 for district charities. Our aim in the local society is to prove valuable to Stawell. At present the proposed society is being formed from members of the local branch and patrons of Institute functions. We are endeavouring to stage shows worthy of support from residents of Stawell and district. It is intended by the provisional committee to devote proceeds of at least the first two shows to local improvement schemes and charities. With a gathering of about 25 enthusiasts the first meeting proved sufficiently encouraging to carry on. All information can be obtained from the Hon. Sec., Local Branch, Geo. A. Cliff.

At a recent meeting of the Local Management Committee of the Institute, the resignation of Mr. G. K. Douglas from the position of Hon. Sec. was received. Mr. Douglas has held the position since the inception of this Centre, and it was with feelings of deep regret that, owing to continued ill-health, the Committee was reluctantly forced to accept his resignation.

We trust that Mr. Douglas may soon be restored to health, and feel sure that his activities will always be in the interests of the Institute. Mr. Douglas is still acting in the position, until Mr. H. Byron has been officially appointed by the Central Committee.

In recent correspondence received from Mr. Galbraith, General Secretary, the following note of appreciation occurs:—

"My association with Mr. Douglas has been most pleasurable to me personally, and as Hon. Secretary of the Stawell Centre of the Institute, he can justly claim to be the pioneer of the Institute at Stawell, and a record of same should be made on the books of the Stawell Institute as well as of the Central Council. Robt. G. Maybin, Chairman."

* * *

Newport Workshops Band Concert

At Williamstown Picture Theatre

The Workshop Band filled the theatre on a recent Wednesday evening, and held the close attention of the audience by the excellent programme it submitted under the baton of Mr. Harold Betteridge, conductor. The Band has some first-class players, and its tone and execution are above the ordinary. "Zampa" and Rachmaninoff's Prelude in "C" Sharp gave evidence of this, while the Barcarolle from Offenbach's "Tales of Hoffman" was a translation to dreamland not easily accomplished in brass. But "Rigoletto" was in the Band's best style, brightly and confidently played. It was deservedly recalled. The "La Donne e Mobile," with which it concluded, was reproduced as a vocal number by Mr. Will Davey, one of the vocalists for the evening. The chief feature of the Band's concert, however, was a grand descriptive fantasia, "The Life of a Fireman," composed by the conductor.

Messrs. W. H. Roberts, J. W. Sullivan, W. Davey and R. Senior were greatly appreciated. "Doan You Cry Ma Honey" was recalled, and "Husha Bve" and other numbers were given. Mr. Roberts finely sang "Thv Sentinel Am I," and Messrs. Davey and Sullivan also received recalls. The programme concluded with the star picture, "Ninety and Nine," and everybody did go home that night with thoughts of the Newport Workshop's Band who were masters of the music placed before them that night.

C. H. ROBSON, Hon. Sec.

Questions and Answers

Describe how the injector works on a locomotive?

Answer.—The following extracts from a paper on steam jet instruments by Mr. J. N. Gresham explain the action. The action of the injector depends upon the fact that the velocity of a jet of steam discharging into the delivery cone is from twenty to twenty-five times that of a jet of water issuing from the boiler under the same pressure, and that the enormous reduction in volume during condensation concentrates the momentum of the jet upon an area which is only a small fractional part of the area of the orifice from which it issued. The condensation is obtained by a cone of feed water in the ratio of 13 lbs. water to each pound of steam. This makes the theoretical velocity in the delivery cone 295ft. per second, but friction and other losses reduce this by 40 per cent., so that the actual velocity is about 178ft. per second. The steam nozzle fixes the quantity of steam used, directs its flow and gives it the maximum possible velocity. A divergent nozzle is used, since with this form all the energy of the steam is used in increasing the velocity of the particles in the direction of their flow. The lifting cone facilitates the lifting of the water. Water can be lifted about one foot for each inch of vacuum in the suction pipe. The combining cone effects the complete combination of the steam and water into one solid jet. It is important to maintain the exact proportions of this cone, which usually wears out most quickly with gritty feed water. Scale can be removed from the cones by soaking them in a solution of one part muriatic acid to ten parts water. It can then be removed with a rag. The delivery cone converts the velocity energy of the jet into pressure energy with the least possible loss.

"Doubtful" sends the following.—While pulling a blank weekly workman's ticket from the tube, the ticket became defaced. Which is the correct way to deal with the defaced ticket?

Ans.—Should be cancelled, and made a non-issue. ?

* * *

A Morning Prayer

The day returns and brings us the petty rounds of irritating concerns and duties.

Help us to play the man; help us to perform them with laughter and kind faces; let cheerfulness abound with industry.

Give us to go blithely on our business all this day, bring us to our resting beds weary and content and undishonoured, and grant us in the end the gift of sleep.

—Robert Louis Stevenson.



Along the Australian Nile

An Eight Hundred Mile Trip Along the River Murray

Many tourists will welcome the announcement that the river passenger steamers on the Murray have resumed running to regular schedules, and for those who wish to break away from the convention of summer holidays or to escape from the wintry conditions obtaining in the southern portion of the State, no more delightful tour could be desired than the trip along Australia's greatest waterway, where, during the winter and spring seasons of the year, sunny days and warm temperatures are to be enjoyed. The steamers are well equipped, having deck cabins, electric light and hot and cold baths, and a stewardess and competent chef are carried.

It may be said that the Murray is one of the great rivers of the world not from the standpoint of navigation (although over 3200 miles of the main stream and tributaries are navigable), but from that of irrigation. While in volume and size many of the big rivers of the world are superior to it, yet in the length of its course, and particularly in the fertility of the land through which it flows, it may well challenge comparison with any.

Round trip tourist tickets may be obtained and the journey made from either end, going through Ballarat to Murray Bridge or Adelaide, then by river steamer to Mildura or Swan Hill and returning by rail to Melbourne, or, alternatively, by rail to Swan Hill or Mildura, and then by boat to Morgan or Murray Bridge, from either of which river ports Adelaide may be reached by rail.

Passengers embarking on the longer down stream tour join the boat at Swan Hill, a large and progressive town on the Victorian bank, which also commands the trade of a great area of country on the N.S.W. side of the Murray, and which is the farthest up-stream calling port of the river passenger steamers.

Mildura is reached on the afternoon of the second day, and as some hours are spent here there is time for a trip by rail motor to Redcliffs, a young and lusty offspring of the main settlement; or with the aid of motor cars, the waiting time can be profitably spent in viewing the evidences of prosperity which never fail to impress the visitor to this earliest and still foremost Victorian irrigation settlement.

Soon after leaving the wharf, the site of one of the series of locks which are being constructed along the valley of the Murray to regulate the flow of the main stream and its tributaries for purposes of irrigation and navigation is passed.

Merbein, a place of phenomenal progress, stands out on lofty ground well back from the river. "Williamsville," with its irrigated garden and farm, adds charm to the outlook, and each successive mile unfolds some further attraction.

Curlwaa, a prosperous irrigation settlement on the New South Wales side, is passed before reaching Wentworth, an important place of "at the junction of the Darling and Murray Rivers.

Near Kulnine, Lock 9 is passed. Much work has been done here, and it is anticipated that the lock will be completed and in operation within two years.

Ned's Corner Station comes into view, and the steamer glides peacefully along its river frontage.

Proceeding by way of bends and natural cuttings, the vessel soon reaches the north-west corner of Victoria's boundary, and from here onward the voyage is continued wholly in South Australian territory. Stacks of wheat and bales of wool piled at the water's edge speak of the variety of wealth that the Murray Valley holds in store for those who seek it. Nearing Renmark, the steamer passes Chaffey, a locality named after the pioneers of irrigation settlement on the River Murray.

Renmark, the oldest river settlement in South Australia, is an important township fringing the river bank, and the vineyards and plantations for which the district is famous rise on the sandy slopes overlooking the valley. The town has a number of attractive buildings, and well stocked shops and motor cars are much in evidence in its streets. The one hotel, a substantial structure under the supervision of a local trust, is claimed to be one of the most comfortable in rural Australia.

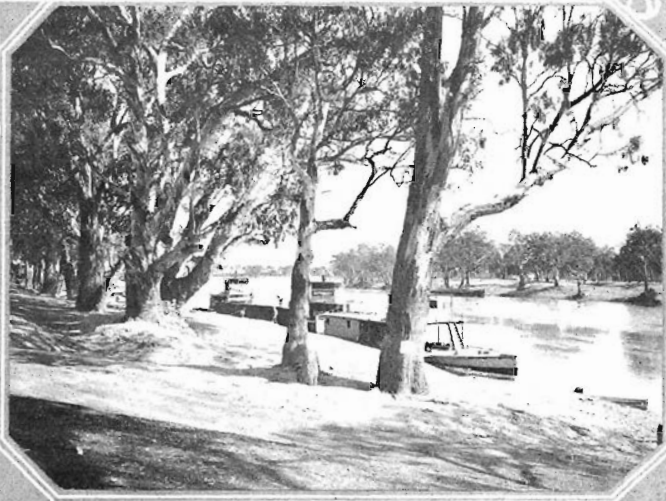
The steamer's whistle recalls the river voyagers, and the vessel is soon again in mid-stream. The Paringa railway terminus stands up on the opposite side of the river, and further



MURRAY
RIVER
PASSENGER
STEAMER
"RUBY"



SCENES ON THE RIVER MURRAY



You will enjoy looking at other pictures of this kind on pages v., ix., x., xiii. and xv.

settlements, all with interesting features, are passed in quick succession. The approach to Berri is a pleasing spectacle; a sloping bank runs parallel with the river, and orchards and orange groves extend right to the water's edge. A sinuous course is steered to Loxton, the centre of a progressive district, and thence to Pyap, whose well-kept orchards are seen from the steamer's deck. Then is entered the longest reach in the river, the course of the stream for the next seven miles being almost straight and its banks are dotted with the homes of fishermen. Just below Kingston is No. 3 Lock, now nearing completion, through which the steamer passes.

Waikerie, lower down stream, is a picturesque sight, with its orchards standing back from the river on high ground. In due course, large buildings loom up on a lofty headland, and the noise of shunting railway trains is heard. Here is Morgan, the most important shipping town on the Murray, and the home port of the Murray Shipping Ltd.

A further extension of the river trip can be obtained by changing steamers at Renmark, and after a stay of four days there, joining the steamer which follows the same course as described above, to Morgan, and continues on to Murray Bridge.

Murray Bridge is on the overland rail route between Melbourne and Adelaide, and sixty miles from the latter city. It is the terminal port for river shipping, and the centre of a large agricultural and dairying district. Travellers reaching this port by the river route can here join the train direct for Melbourne, or before returning to their starting point, pay a visit to the South Australian capital.

Not the least among the benefits to be derived from this most interesting tour is the revelation it provides of the resources of the fertile country on either bank, and the frequent evidence it affords of the value of the irrigation which is rendered possible by the use of the river water. From all points of view the River Murray conservation scheme is one of the greatest undertakings of its kind in the world, and when completed it should prove well worth the huge sum of money spent upon it.

* * *

Making Anzac Tweeds

Soldiers Kept at Work.

In the war period, "Follow the King" was an influential slogan among those who willingly enough went "dry" for the sake of the men at the Front; and in this time of peace "Follow the King's Representative" might well be adopted by the returned soldiers making Anzac tweeds, for Lord Forster is one of the patrons, while Sir John Monash, Mr. W. M. Hughes, Dr. Maloney, M.H.R., and Mr. Prendergast, M.L.A., also sport Anzacs, especially in the cold weather. They do not do this merely to help returned soldiers to help themselves, but also because they like the material now being sold in considerable quantities at Anzac House.

Employment is so precious in this winter season that one is glad to learn that returned

soldiers are busily employed in an industry which they established themselves after the State War Council had arranged for them to learn hand-weaving. The daily papers, and particularly "The Age," have encouraged the weavers to go on and prosper, though, of course, they have formidable rivals. The factory is now run as a co-operative concern. Twenty-two varieties of tweed are manufactured, the average output being at present about 500 yds. a week. The machinery has a capacity of 3000 yds. a week.

The "Made in Australia" Movement is indirectly assisted by Anzac tweed industry, for low prices are charged, and the quality is of the best. Australians are not asked to pay high prices for the purpose of bolstering up the industry. "The Age" newspaper has recently devoted much of its space to assist the hand weavers, and "The Herald" and "The Sun" have also noted the progress made. We have pleasure in adding our mite to the literary tribute.

* * *

"Ten Commandments"

1. **PUNCTUALITY:** Treat the time clock as your friend. Don't abuse it.
2. **APPEARANCE:** See yourself as others see you. Let your mirror be your guide.
3. **FELLOWSHIP:** Start the day with a friendly spirit toward all.
4. **STOCK OR DEPARTMENT:** Know your department and its work well.
5. **COURTESY:** A gift we all have in latent form, anxious to come to the surface with a little encouragement.
6. **SYSTEM:** Start the day feeling that you will do everything possible to help give our patrons good service. Study the system of this establishment.
7. **SUGGESTIONS:** Be not afraid to offer suggestions. We are all open to criticism, and appreciate being told of our errors.
8. **CO-OPERATION:** Maeterlinck says that "A single bee lacks the necessary intelligence to make honey; but a hive of bees develops a high order of intelligence. It is only when they work together that bees are productive." Let us be bees.
9. **EMPLOYER:** Is your position a one-sided bargain? On your side are you a clock watcher? Do you realise that you are virtually a partner in this business; that you get out of it what you put in?
10. **EVENTIDE:** Leave at night knowing that through the day you have done your best. Then, and then only, have you accomplished what life expects of you.

—Santa Fe Magazine.



BOOKS AND NEW BOOKS.



Novels of the Minute

Gossip and Gleanings

By DELTA

The sequel to "Simon Called Peter," by Robert Keable, appears three years later, entitled "Recompense," and takes us further along the highway of life with Julie and Peter. In a "note" the author mentions that "Simon Called Peter" is a novel written "as sincerely and simply as ever pen was set to paper," and explains that in the sequel he doesn't do with the hero and heroine what he or anyone else might wish, but lets happen what substantially and inevitably would happen, given the natures of Peter and Julie. All the same, what happens is somewhat surprising. The sequel seems to me to touch higher ground than its predecessor, and is considerably more serious; and this some may not like. "Recompense" is largely a novel with a purpose, and the purpose covers the problems connected with child-bearing. Julie, indeed, becomes patron of an institution for Twilight Sleep for unmarried mothers, and as such learns to appreciate eugenic ideals and experiments. There is a good deal of plain speaking on birth control. Peter dwells in the mountains of South Africa ere he re-meets his Julie, after which things develop very unexpectedly for the reader. One decidedly grows interested in studying both the principals, particularly Peter in relation to religion. Robert Keable is an author to reckon with.

The March "Bookman" (England) gives the following "best list of eight novels by living authors," and the notes received in a competition in which 200 titles were mentioned:—

"Tess of the D'Urbervilles"	54
"The Forsyte Saga"	53
"The Old Wives' Tale"	37
"Riceyman Steps"	34
"Kim"	32
"If Winter Comes"	30
"Lord Jim"	29
"The End of the House of Alard"	25

Apropos, one is glad to see Hardy still in popular favour. "The great secret is, perhaps, for a writer to be content with the life he was leading when he made his first success." Thirty years ago Thomas Hardy, then an almost unknown novelist, said this in an interview with a representative of a paper called the "Young Man." "I don't believe," he added, "in the idea of a man's imaginative powers becoming naturally exhausted. I believe that, if he liked, a man could go on writing till his

physical strength gave out." Hardy, now foremost novelist, has certainly lived up to his 30-year-old views. His fame is more due to merit than to press agents, of whom he has ever been shy. Therefore, the interview in the "Young Man" of March, 1894, becomes an historic document. "Most men," said Hardy on that occasion, "exhaust themselves prematurely by something artificial—their manner of living—Scott and Dickens, for example. Victor Hugo, on the other hand, lived a very simple life, and was writing as well as ever till he died at a good age." In this respect, Hardy resembles Hugo. In his simple, secluded life, the British novelist and poet, has continued in his eventide to produce beautiful contributions to the nation's literature. At the age of 83, Hardy sees the publishers introducing to the public new editions of his works. Their efforts should win even wider fame for this Grand Old Man of Literature who stands on merit alone.

BOOKOLOGY.

Books should never be dusted—
(By those who do not love them).
Books should never be borrowed—
(By those who cannot return them).
Books should never be lent—
(Unless the owner's name is clearly
Written inside
And the owner
Is pretty sure
Of getting them back
In good condition).

But—
Books should be borrowed and loved and
dusted
And lent and loved and lived in
And read inside out
And back again
And loved
And shared with one's friends
(And counted among them)

All the same.

—Margaret Lloyd in "Christian Science Monitor."

Whatever you may think you feel about H. G. Wells and his extraordinary views, however you may ridicule him, you cannot help reading him. He is invariably amusing, invariably provocative. In his latest book, "The Dream," he gives us another of his superb

Utopias. Someone has called the book "a sociological romance," and, as such, Wells was entitled to put into it the fruits of his own shrewd vision. The tale is not without its deep import. Surely this man is one of the wonders of the century with his exhaustless enthusiasm and outlook, his virility and his humour.

Those who like Church life intimately presented will like "The Parson's Progress" by Compton Mackenzie. It is a continuation of "The Altar Steps," and is to be followed by "The Heavenly Ladder." The trilogy is often favoured by novelists, and in wordiness is even worse than the old three-volume stories. Compton Mackenzie, in "The Parson's Progress," displays a close acquaintance with the life, problems and personages of the High Church world, and makes his book real enough—if you are interested in the sort of thing he gives so bounteously. But three stories of it.!

"The High Place" is a comedy of disenchantment by James Branch Cabell, who, you remember, wrote "Jurgen." In a way it is "Jurgen" over again, but such a masterpiece of delicate irony is worth it. Cabell's new book is philosophy reminiscent of Voltaire, but the dressing is quite original.

"The Americanisation of Edward Bok" is an autobiography told by its author as if he himself was also another person. The method has the merit of almost abolishing the "I," even though it comes to the same thing. Bok's life, at any rate, is full of interest, especially to people who love printer's ink and the streets from which it is spilled over the earth. Bok, as a Dutch boy, went to U.S.A., and in time made himself a celebrity by his editorial expertness. He seems to have made use of everybody he ever met, and gathered autographs by the mile. As editor of the "Ladies' Home Journal," he was a wonderful success. The autobiography is vital and varied.

It is told that a lady once asked Samuel Johnson for a candid criticism of her poems. She received a reply which put all writers of testimonials and recommendations under an imperishable debt to the doctor. "Madam, nobody has a right to place another under such a difficulty that he must either hurt the person by telling the truth, or hurt himself by telling what is not true." To the credit of Disraeli more than one racy retort may be set. An ambitious author sent a bulky volume to him, and requested his opinion of it. "Sir," came the reply. "I have lost no time in reading your book."

An American woman, Miss Madge Jenison, has written a book about a book shop she helped to start, and it is a very readable and quotable book. Here is a stimulating passage, disclosing quite a new aspect of book-buying: "Customers have some bad crimps. . . Why

do they say, too, that they will not buy a book because they do not want to keep it? Books are not to keep. They are part of the arterial nourishing movement of life. Sometimes they are mere persiflage. . . And why do they say that they will not give a child a book because he will not take care of it? Books are not to be taken care of. A book is a tool of life. A thinker may even take parts of it out if he needs them and carry them about in his pocket. A child must communicate with a book as he can—have it to live on the floor with him. In all the complexity of things which he must learn to value and conserve, surely he will not learn the power of books by being exiled from them because he tears a sheet of paper."

* * *

The Child Sense of Poetry

It might be urged that with Milton and Shelley, who were educated by Hellenic models and had come by reading and meditation to have panoramic views of history and truth, it was natural to write at that height. . . but that it is nevertheless regrettable because common folk whom they might otherwise delight and instruct cannot understand it. This is a wrong notion. It was not Dr. Johnson's ignorance or deficient education that made him dislike Lycidas. It was his unpoetic mind that was at fault, and his taste in music or painting would probably have been at the same level. Moreover, children do not resent what they cannot understand in poetry, and they generally have a keener sense for beauty than Dr. Johnson had—indeed, if he would have become again as a little child, he might have liked Lycidas very well.—Robert Bridges, in "The Forum."

* * *

Classic Greek

Greek—the shrine of the genius of the old world; as universal as our race, as individual as ourselves; of infinite flexibility, or indefatigable strength, with the complication and the distinctness of Nature herself; to which nothing was vulgar, from which nothing was excluded; speaking to the ear like Italian, speaking to the mind like English; with words like pictures, with words like the gossamer films of the summer; at once the variety and picturesqueness of Homer; the gloom and the intensity of Æschylus; not compressed to the closest by Thucydides, nor fathomed to the bottom by Plato; not sounding with all its thunders, nor lit up with all its ardours even under the Promethean touch of Demosthenes! —Henry Nelson Coleridge.

* * *

To Correspondents

A. R. Dean, H. Thompson, P. H. Arber, R.G.K., N. A. R. Arnold, Phillip Abscon, W. C. Rees, S. C. Tassel, B.K., H. Potage, J. M. Binion, Will publish later. Many thanks. H. Jones, Scry. photos not suitable for reproduction.



Victorian Railways Bowlers

Visit to Queensland.

On Monday, 26th May, 21 members of the Victorian Railways Bowling Association, some of whom were accompanied by their wives, paid their first official visit to Brisbane to play a series of bowling test matches against the Queensland Railways Bowlers and the New South Wales Railways Bowlers, whose visit to the Northern State had been so arranged that a series of test bowling matches was made possible between the three States. The Victorian party reached Wallangarra, the bordertown of the State of sugar cane, at 9.7 a.m. on 28th May, and were directed to reserved tables for breakfast. The

tables were lavishly decorated with the club's colours, special menus, and placards having been prepared, each of which bore suitable inscriptions, welcoming the Victorian team to Queensland. The incident was much appreciated, and the menus were eagerly sought as mementoes of what portended to be a highly instructive and pleasurable excursion. Leaving Wallangarra at 9.30 a.m., in a specially reserved car—the majority of the members of the party had not previously visited Queensland—were greatly impressed by the huge tracts of agricultural and undulating grazing country, known and far-famed as the Darling Downs. Indeed, so manifestly interested was each member that the journey to Brisbane, which city was reached at 6.40 p.m., passed altogether too quickly.

On arrival at Brisbane, each member of the party was handed a most artistically itinerary



BACK ROW—F. Tobitt, W. Crawford, G. Roberts (Vice-President), E. Richard, S. C. Jones (President), R. McClelland (Vice-President), A. Rogerson, W. Hohmuth, J. J. Turner (Vice-President).
CENTRE ROW—H. W. Beulke, A. Webster, A. E. Wotherspoon (Sec. and Manager), G. E. Furnell, B. Ninnes, E. Davies, O. Hughes.
FRONT ROW—W. May, A. Stevenson, D. Blackie, J. Berryman, H. Johnson.

folder, the perusal of which revealed the fact that the organisers, Messrs. Rees, Sowden, and Arnold, had been busy workers.

As many of the readers of this article have, perhaps, not visited Brisbane, a few impressions thereof may be interesting:—Brisbane, the capital of the State, is picturesquely situated on the banks of the beautiful and noble river of the same name. The city itself is surrounded by a large number of charming suburbs and beauty spots, delightful watering places and health resorts.

Brisbane already figures prominently in the shipping world. The capital is situated about 20 miles from the coast. Those of us in the south who have not visited the State of Queensland know altogether too little of it. It possesses huge tracts of agricultural and grazing land, quite equal to the far-famed lands of Gippsland and the Western District of Victoria. The many hills in and around the city provide an atmosphere refreshing and exhilarating, while the genial climate, which obtains for about 8 months of the year and of which we had an ordinary sample, brings the bloom of health to its residents.

Places of Interest.

There are many very imposing buildings in the city, notable ones being the Anglican, Presbyterian and Roman Catholic Churches, T. & G. Post Office, and last, but by no means least, the State Insurance chamber and offices. It is doubtful whether we have anything in the City of Melbourne to equal the latter.

Some particulars respecting the tour and results achieved by the Bowling team are as follow:—Two test matches were played against the Queensland Railway Bowlers, and one test match against the New South Wales Railways Bowlers, in addition to which matches were played against various clubs.

Thursday, 29th May.

Victorian Railways v. South Brisbane.
Victoria won by 5.

Friday, 30th May—First Test Match.

Victorian Railways v. Queensland Railways.
Played at Ipswich.

	Vic.	Q'land.
Jones (Vic.) v. Holmes (Q.) ..	20	15
Roberts (Vic.) v. McLean (Q.) ..	20	20
Turner (Vic.) v. Sowden (Q.) ..	35	10
Beulke (Vic.) v. Wingate (Q.) ..	28	15
	<hr/>	<hr/>
	103	60

Victoria won by 43.

Saturday, 31st May.

Victorian Railways v. Balmoral. Played at Monnyside.
Victoria won by 14.

Monday, 2nd June.

Victorian Railways v. Windsor. Played at Albion.
Won by Windsor by 2.

Tuesday, 3rd June.

Victorian Railways v. Sandgate.
Victoria won by 71.

Wednesday, 4th June.

Victorian Railways v. Toowong.
Victoria won by 4.

Thursday, 5th June—Test Match.

Victorian Railways v. New South Wales Railways. Played at East Brisbane.

	Vic.	N.S.W.
Jones (V.) v. Spurway (N.S.W.)	23	22
Turner (V.) v. Noakes (N.S.W.)	16	20
Roberts (V.) v. Taylor (N.S.W.)	18	25
Beulke (V.) v. Hayes (N.S.W.)	26	15
	<hr/>	<hr/>
	83	82

Victoria won by 1.

This proved to be the most exciting match of the series, and was won on the last shot of the day by H. W. Beulke, who played a magnificent shot, and scored 3 for his rink.

Perhaps at this point of the game one of the most interested spectators was Mr. Davidson, Commissioner of the Queensland Railways, who even walked on to the green in order to see Beulke's final shot.

Friday, 6th June—Second Test Match.

Victorian Railways v. Queensland Railways.
Played at East Brisbane, on New Farm Green.

	Vic.	Q'land.
Jones (V.) v. Sowden (Q.)	16	18
Turner (Vic.) v. Wingate (Q.) ..	33	25
Roberts (V.) v. McLean (Q.) ..	25	23
Beulke (V.) v. Burton (Q.)	37	15
	<hr/>	<hr/>
	111	81

Victoria won by 30.

Mesdames Ninnes, Furnell, Johnson and Hughes, the wives of four members of the team, played a series of Croquet matches during the tour, and upheld the reputation of Victoria in that branch of sport by winning all games. Space will not permit me to mention all the places of interest that the itinerary provided for. One, however, cannot be overlooked, and that was the trip to Nambour, on Sunday, 1st June, about 85 miles north of Brisbane. From the former station, the party was taken by tramway through the sugar and pineapple plantations to the coast, where the beautiful lawns and sun-kissed beach, lapped by the rippling waves of the Pacific Ocean, formed a beauty spot second to none. Mr. Commissioner Davidson took a keen interest in the doings of all the teams, and accompanied by Mr. Steer, Secretary for Railways, was present at many functions, and each of the gentlemen spoke encouragingly of such contests. Several presentations were made by the Victorian team to executive officers of the Queensland Bowling Club; the manager and Mrs. Alex. Wotherspoon were also the recipients of handsome gifts.

Definite arrangements have now been made for triangular contests between Victoria, New South Wales and Queensland, and the next series of games will be played in Melbourne, in February, 1925.

Boxing and Wrestling

Interstate Try-out Boxing and Wrestling Competitions, 1924, will be held in the Institute Concert Hall, in all divisions and weights, on Friday, 15th August; Tuesday, 19th August; Friday, 22nd August.

Entries for Competitions close Friday, 8th August. These competitions are held for the purpose of selecting the Victorian Railways' Team to be sent to Queensland this year to compete against Queensland and New South Wales competitors in the Railways Championships.

Novice Competitions in Boxing and Wrestling, for which trophies are presented, will be held in conjunction with the try-out competitions.

Divisions to be Contested.

Boxing.—Bantam, 8st. 2lbs.; Feather, 9st. 0lbs.; Light, 10st. 0lbs.; Welter, 10st. 9lbs.; Middle, 11st. 4lbs.; Heavy, any weight.

Wrestling.—Feather, 9st. 0lbs.; Light, 10st. 0lbs.; Welter, 10st. 9lbs.; Middle, 11st. 4lbs.; Heavy, any weight.

A Novice, for the purpose of these competitions, is deemed to be a person who has NOT competed in any Institute Try-outs or outside amateur competitions, or has NOT won any Railways Workshops or Novice Competitions.

Competitions are open to all Railway em-



Tennis Club Rooms, Seymour Railways Institute.

June 21st found the members deciding a "spoon" match from 800 yards, and this was won by W. J. Maconochie, a recent importation of this Club, and his shooting powers will be of value to the Red and Greens.

On June 28th they gathered to battle out the final stage of the V.R.A. Medal, and this was won by "Lascelles" (W. Hilton), with the aggregate of 133 out of a possible 150. This rifleman made no secret of his intention of annexing this trophy from the opening shoot. C. Lowe was the accredited winner of the Club shoot, with a score of 50. He is one of the younger riflemen of the Club. Sid Grant (Builder) was returned as third man for the Union Aggregate, which this shoot also finalised. It was pleasing to note the large muster on this date, and it is hoped they will now steadily increase.

A "spoon" shoot fired from 300 yards was staged on July 5th, and "Builder" was duly elected for this event, with 47 off the rifle. This rifleman is a keen shot, but should not trust to memory, as he once did, to his and the Club's cost.

It may please followers (?) of our Club to learn that "Wally" Keyte, who is now with the Australian team at Bisley, and is maintaining Australian shooting prestige, was one time a member of the Club. While with the "Red and Greens" he was responsible for centuries in matches fired against Bendigo and Mel-



Tennis Court, Seymour.

ployees who are financial members of the Victorian Railways Institute.

Entries must be received by the General Secretary not later than Friday, 8th August, 1924.

Forms of entry and any further information may be obtained on application by letter, or at the General Secretary's Office. Deposit of 5/- must accompany entry as a guarantee of bona fides of entrant, to be refunded on final appearance in the ring.

Railway Rifle Club Notes

By Red and Green.

On June 7th the Club fired a "Spoon" match from 900 yards, and the winner was R. Grant. 50. This rifleman does not often experience the luck he deserves, and his win was timely.

June 14th was the second stage of the V.R.A. Medal and Club Shoot, fired at 500 yards. The Club Shot was won by the veteran "Mick" Welch, ganger in charge of the Deer Park length. It is a pity some members of the Club do not follow the example of this rifleman in respect to his attendance on the range, where he is to be found on all shooting days.

bourne, and to-day we see with pleasure he has lost none of his cunning.

Telegraph and Train Running Tennis Club

At a recent meeting of the Telegraph and Train Running Tennis Club the election of office-bearers resulted as follows:—

President, Mr. W. J. McCarter; Vice-President, Mr. Reg. Hunt; Committee, Messrs. Edgcumbe, O'Brien and Black; Secretary and Treasurer, R. M. Kydd. The June Handicap has just been brought to a successful close, and resulted in a win for E. Dempster, the trophy being a silver cup.

Scores in final matches were:—1st Semi.—Dempster d. Edgcumbe, 6—3, 6—1; 2nd Semi.—O'Brien d. Black, 6—5, 6—4; Final—Dempster d. O'Brien, 6—5, 6—4.

Challenges have been received from the Signal and Telegraph Branch and the Seymour Railway Tennis Club, and these matches are being arranged as early as possible.

R. M. KYDD, Hon. Sec.



AT THE SHOEMAKER'S.

"I want a pair of shoes, sir, please,
For dolly dear to wear."
"Yes, ma'am, be seated; you shall choose
A fine and dainty pair."
"They must not be too large, of course,
They must not be too small;
Unless they fit her well, you see,—
My doll might have a fall!"
"Now, here's a pair; just try them on;
There, don't you think they'll do?"
"Yes, sir; how much?" "One farthing."
"Thanks,
I'm much obliged to you!"

THE WHITE DOVE.

There was once upon a time a white dove that lived next door to a growly grizzly bear. The dove had a voice as sweet as music, but the bear had a terrible growl. He was always snarling, growling, and quarreling, till the white dove said: "I cannot stand it any longer. I must find a new home."
So early the next morning she started out to find the new home. First she went to the creek and dipped her wings in the shining water till they were as white as snow, and then away she flew, over the hills and the valley.

"Coo, coo! I should like to live with a good child!" she said as she flew.

By-and-bye she came to a small white house by the roadside, and there on the doorstep sat a little girl who looked so much like a good child that the white dove lighted on a tree by the gate and called, with her voice as sweet as music: "Coo, coo! may I come in? Coo, coo, may I come in?"

But the little girl did not hear, for just then her mother called from the kitchen: "Little daughter, come in! I want you to rock the baby to sleep." And before the dove had time to call again, the little girl began to cry as loudly as she could, "Boo-hoo, boo-hoo; I don't—want—to—come—in! Boo-hoo, boo-hoo!"

"Coo, coo!" called the white dove; but it did no good. So she spread her wings and flew away.

"I should rather live next door to a growly grizzly bear," she said to herself, "than in the house with a child like that."

On and on she flew, over the tree-tops and roofs, till she reached a big house that had a great many doors and windows. The windows were open, and, looking in, the white dove saw half-a-dozen boys and girls playing together.

Oh, what a noise there was! The baby had waked up, long before he was through with his nap and he was crying about it, and the nurse was singing to him; and all the rest were running and screaming and jumping, till altogether there was such a din that the white dove could not make herself heard, although she called many times.

At last, however, somebody spied her, and then what a terrible time she had!

Every child in the room began to push and scramble to get her. "She's mine!" "She's mine!" "I saw her first!" "You didn't!" "I did!" they cried, all talking at once, till the white dove spread her wings and flew away.

"It would be almost as bad as living next door to a growly grizzly bear to live in the house with all that noise," she said as she flew away.

Her white wings were weary and she began to think that she would have to turn back, when she heard a sound as sweet as her own voice. It came from a brown house near by, and the white dove made haste to the door to find out what the sound was.

When she put her head in at the door, she saw a little girl rocking her baby brother to sleep in his cradle; and it was this little girl who had the voice like music. As she rocked the cradle she sang:—

All the pretty little horses,
White and grey and black and bay;
All the pretty little horses,
You shall see some day, some day—
All the pretty little horses.

"Coo, coo! may I come in?" called the white dove softly at the door; and the little girl looked up.

Now the child had often thought that she would rather have a white dove than anything else in the world, and she whispered back: "Dear dove, come in." Then the white dove went in and lived there all the days of her life and never had to go back to live by the growly grizzly bear any more; for she had found a home with a good child, and that is the best home in the world.

The Spanish Somaten

Primo de Rivera in the Role of Mussolini

By "Delta."

As we noted en passant, Spain, with its eyes on Italy, nearly a year later followed in Mussolini's footsteps. It, too, went into Dictatorship rather than into Democracy. Its Dictator, too, reached power through crushing a General Strike. Here, too, the Dictator brought the throne into line with him. And here, once again, an independent armed force called the Somaten was created in emulation of the Italian Fascisti. In the shadows of each country's coup d'etat crouched grim and gibbering war.

Not that Spain, it is well to emphasise, was even a faint factor in the Great War, but that since 1909 she has had on her hands her own particular affair in Morocco in the apparently impossible task of subduing the unconquerable Moor. Long, long ago the great Isabella declared that Spain's future was in Spain, and not in Africa, but there seems something in Spanish blood obstinately bent on the conquest of the swarthy men of ages—old Morocco—while the fierce Othellos in turn are as obstinately unyielding. The conflict is one of the epics of bloody and costly struggle for the sake of struggle—and the prize of victory. Neither side is ready to give in—both are unbeatable. It is conceivable that in the end each will have killed the other as a feast for hovering crows.

At all events, Spanish Morocco drains Spain of enormous quantities of treasure and blood—and the Moors are invincible. It is true that the more thoughtful of the Spanish people do not want to fight on aimlessly and endlessly. The masses sometimes rise in protest against the sending of troops, but they generally receive sharp punishment for their pains.

But why does the war keep on keeping on? The answer is because war is the career and profession of the aristocracy and well-to-do. The sons of these can apparently turn to nothing else—in Spain. There are 25,000 officers to keep. These have banded themselves into societies for the protection of their interests—hence the Juntas, from whom we get a word now of all languages. The Juntas are well nigh all-powerful. The army is on top—in Spain.

To this fact is largely due the economic decay of the beautiful Iberian Peninsula, the land of great romance and great history. Cervantes the Celebrated surely had his eye whimsically on his own people when he wrote that "Every one is as God made him—and frequently much worse." The ruling Spaniards are ruining their picturesque peninsula. They have gone crazy in their fear of intellect. They put Thought into prison, and padlocks across the lips of those whose free speech could save them.

Only a few weeks ago H. G. Wells ventilated in the "Herald" of Melbourne the case of Dion Miguel Unamuno, a great writer, professor

of classical learning, "a man of undisputed eminence," who was banished to the Canary Islands—away from his books, his students, and current activities—because he uttered some reproofs to the King of Spain for conniving at the illegal usurpation of his government by "a dictator of straw, a sham Mussolini." Wells says that "an oaf in uniform has struck a great teacher in the mouth and silenced him," even though "no country was ever in such need of drastic public criticism as Spain at the present time." The "dull, bad Government," of which Mr. Wells tells, is the creation of the military Juntas. These objected to "the politicians"—the feud between them is old and deadly—and made Primo de Rivera boss of Spain, which, by the way, has a huge deficit that increases every year.

The King, Alfonso XIII., the last of the Bourbons, is said to aim at the absolute power of the old kings of Spain. His father was placed on the Spanish Throne by a pronunciamiento, as military revolutions are called.

The latest pronunciamiento—whatever its cause, and you have doubtless observed how hard it is to adequately sum up any foreign situation—this particular pronunciamiento took place on September 13, 1923. General Primo de Rivera and other generals were at the head of a rebellion against the Government's "misgovernment," and the Cabinet demanded their dismissal, and the summoning of Parliament to arrange for a general punishment. The King refused these demands, and the Cabinet resigned. General Primo de Rivera, Marquis d'Estella and Captain General of Barcelona, was sent for by the King and entered Madrid. He at once formed a provisional Government of Generals. This was soon afterwards displaced by the Directorate, whose rapid decrees made it omnipotent. It is composed of General Primo de Rivera, President, and Generals Alfonso Vallespinosa, F. Ruiz del Portal, L. Navarro Requena, F. Gomez Jordana, Mario Muslera, L. Hermosa Kith, Antonio Mayandia and the Marquis of Magaz.

Parliament was dissolved, martial law proclaimed, the formation and recognition ordered of the Somaten (a unit similar to Mussolini's fascio), a censorship established making it impossible to publish anything unfavourable to the present regime, and trial by jury ended. As the Directorate won to security, its decrees become numerous, and went largely into matters of detail, many of the new laws—to do the Directorate justice—being of a reformatory character, even the Abolition of the Juntas being decreed.

The notable thing about the revolution was that no bloodshed accompanied it, and that at first (according to "Spain To-day") "every shade of opinion was agreed upon one thing—that the Directorate could not be worse than the Government of recent years."

The bloodshed and tumult would appear to have temporarily exhausted itself by the time Primo de Rivera embarked upon his adventure. Writing last December, Frank B. Deakin said: "Meanwhile, the Constitution of

30th June, 1876, has been torn up, and there is not yet a Parliament to draw up a new one. The old gang are becoming restive. The position of the King is not safe, even with the present Government, and the military Juntas have not yet ceased to exist, despite their official abolition. It is not improbable that we shall hear more of the Juntas—they are powerful enough to cause the fall of the Directorate, as they have caused the fall of several Constitutional Governments."

Frank B. Deakin is the author of "Spain To-day," to which fine volume the reader can be referred for a fairly full treatment of Spanish records and outlook. The author was Press Attache to the British Embassy in Spain, where he has spent most of his life. His book is an amazing account of the inefficiency and corruption which have undermined Spanish institutions and ethics, and which foretell disaster and decay.

Mr. Deakin laments the terroristic activities which have reigned in Barcelona of late years, but points out that to end terrorism by the use of force does not remove the cause of terrorism. He says that "a landlord in Spain is probably more powerful than one in any other European country at present." From other sources we learn that the Directorate filled the prisons in Catalonia with industrialists. Prima de Rivera, as a matter of fact, won his spurs by his harsh methods towards the working people of Barcelona. He was the man who stamped out the transport strike of last year. Yet, at the hour, he has with him a considerable body of trade unionism. Indeed, Spain is a very mixed land.

* * *

British Railway Experts in New South Wales

Two British railway experts have been brought to Australia by the New South



Sir Sam Fay

Wales Government to investigate the system of working the railways in our sister State. These experts, Sir Sam Fay and Sir Vincent Raven, have already done



Sir Vincent Raven

a lot of touring over the various sections of railway with a view to making themselves familiar with conditions, and Australian railway men are looking forward with keen interest to the day when their conclusions will be presented to the New South Wales Government. The Commission has had a wide experience on railway matters, and their reports should be of value, not only to the Government but to railwaymen generally.

Sir Sam Fay was for 20 years general manager of the Great Central Railway, one of the most progressive lines in the United Kingdom. In addition, he was Director-General of Movements and Railways during the war. He is a director of two South American railway systems.

Sir Vincent Raven was for many years chief mechanical engineer of the North-Eastern railway, and latterly was technical adviser to the London and North-Eastern Railway.

Mr. Charles Travis, Secretary to the Commission, is the editor of the British "Railway Gazette" and the "Railway Engineer," and served during the war as railway traffic manager.



The LADIES.



Woman and Her Arts

(By Housewife)

Choosing a husband is a popular sport among young women, and I suppose even those who are destined never to become married women get some fun, and, perhaps, a little romance out of it. But, speaking seriously, it seems to me, and also to my husband, John (who always thinks as I do, which is peculiar, but mighty convenient) that young women do not, in thinking of and planning for matrimony, consider sufficiently the classes or kinds of young men who would suit them for life partners. I really believe that many unhappy marriages are the outcome of ignorance of the qualities of the contracting parties. They neither knew themselves nor the persons they chose as partners for life.

For instance, many a young woman physically attracted by a young man, knows very little about him until a few weeks after marriage. She may be a gad-about, and he may be a thoughtful fellow, who likes to stay home evenings and read real books, such as those dealing with Nature subjects. She will become impatient with him, and think that he has ceased to love her, just because he does not care to hasten with her on a round of pleasuring. Should both be tolerant, there would be a chance of them doing each other good; but in such a case the woman would usually be selfish and self-willed, and there would be disaster ahead.

I am watching the married careers of my two girls very anxiously, but I think they will get on all right, for I had their young men constantly under my eye in the engagement periods, and judged that they were ordinary young men who were going to marry young women, who would know how to please as well as how to rule them quietly.

There must be mutual tolerance and forbearance if marriages are to become successful. An unsuccessful marriage is tragic, and may become horrible.

THE INNER MAN.

Raisin Omelet.

$\frac{1}{2}$ cup seedless raisins, 1 cup hot water, 4 eggs, $\frac{1}{2}$ teaspoon sugar, 1 tablespoon butter or other shortening.

Put the raisins and hot water into a saucepan and cook for fifteen minutes. Beat eggs until creamy. Put a smooth frying pan on the fire. When it is hot add a tablespoon of butter or other shortening. As soon as it is melted pour in the eggs. As it cooks, pick up or lift back with fork or spatula the cooked

portion, and tip the pan to allow the uncooked portion to flow over and take its place. When all is cooked to a creamy consistency, spread the raisins on half the omelet, and with a flexible knife fold the other half over it. Turn on a hot platter, sprinkle top with castor sugar, and burn with hot iron and serve at once.

Raisin and Apricot Pie.

1 cup raisins, $1\frac{1}{2}$ cups cold water, $1\frac{1}{2}$ cups dried apricots, 2 tablespoons flour.

Soak apricots in water and sprinkle a teaspoon of carbonate of soda over them, drain off after one hour and soak overnight in cold water. In the morning add raisins and cook five minutes in same water. Mix sugar and flour. Add to apricots and raisins, and stir until well mixed. Fill pastry lined pie tin, and lay strips of the pastry across top, lattice fashion. Put into hot oven. After ten minutes reduce the heat, and bake 25 to 30 minutes longer.

Baked Apples with Raisins.

5 apples, 5 tablespoons brown sugar, $\frac{1}{2}$ cup seedless raisins, 1-8 teaspoon cinnamon.

Cut around the apples just through the skin, half-way between the blossom and stem ends. Remove the skin from the upper half and core the apples. Mix sugar, raisins and cinnamon, and fill the centres. Put apples in a baking dish, and pour water around them to the depth of $\frac{3}{4}$ in., and if there is more than enough of the sugar mixture to fill the centres, add it to the water. Bake in a moderate oven 35 to 40 minutes or until apples are tender. Serve hot or cold, plain or with cream.

Apple Custard.

Peel, core, and slice a pound of apples. Put them into a stewpan with the juice of a lemon and a little water. Cook until soft and sweeten to taste. Turn out into a greased pie-dish. Make a custard with a pint of milk, 2 oz. sugar, 1 oz. cornflour, and 1 egg. Pour over the apple, and bake slowly about 25 minutes. Serve hot or cold.

Mock Strawberry Cream.

Take six bananas and mash them to a pulp with a fork. Beat well with an egg whisk, adding by degrees a little castor sugar. Continue beating till the whole is like clotted cream, then add a tablespoonful of strawberry jam and a little lemon-juice, and beat again. Beat a gill of thick cream to a stiff froth, add to the banana pulp. Colour with a little cochineal, and pile lightly on a glass dish. Serve with wafers or sponge cakes.



Personal.



Mr. R. Boan, C.E., A.A.C.I., Engineer of Tests, has for several weeks been engaged in Sydney at a conference of the Cement Committee of the Australian Commonwealth Engineering Standards Association. This Association has been engaged preparing standard specifications for paints and oils, varnishes and enamels, and in the co-ordination of methods of physical testing, sampling and chemical analyses. Mr. Boan was honoured by being requested to represent at the Conference not only the Railways Commissioners of this State, but also those of Western Australia, South Australia and Tasmania.

Mr. C. G. H. McDonald has been appointed assistant to the Chief Electrical Engineer. He was born at Laura, South Australia, 31 years ago. At the Adelaide University he obtained a Diploma in Applied Science for the electrical engineering course, also the Degree of Bachelor of Engineering, and a Fellowship of the South Australian School of Mines. He gained engineering experience in the Railway Engineering Department of the General Electric Company; in administration as superintendent of the testing department of the General Electric Company at Erie, Pennsylvania; and in field engineering for the General Electric Company on the Chicago, Milwaukee, and St. Paul Railroad, U.S.A. He has had practical experience with the Adelaide electric tramways; the testing department of the General Electric Co.; and with the Columbus Railway Power and Light Company of Columbus, Ohio.

Mr. J. Fitzpatrick, District Superintendent, Seymour, is enjoying a busman's holiday. He is on annual leave, and, not content with his everlasting pilgrimages by train throughout his district, is doing a good deal of travelling to interesting spots in the State. He is being relieved by Mr. J. G. Lee, Relieving District Superintendent.

Mr. J. S. Rees, President of our Institute, we are sorry to learn, has not of late been in the best of health. Influenza trouble has been bothering him a good deal. May he soon be himself again.

Mr. W. E. Martin, Stationmaster, and **Mr. R. Ransom**, Acting Assistant Stationmaster (now at Lyndhurst) are to be congratulated on the great results achieved at Moriac, and we have no doubt that Mr. Martin will be ably seconded in his good work by **Mr. S. J. Fletcher**, who has succeeded Mr. Ransom.

Our many readers will join with us in extending to **Mr. J. A. Russell**, Time-tables Office, very sincere sympathy in the loss of his wife in sad and tragic circumstances. On Sunday, 25th May, Mrs. Russell was summoned by telephone to visit some very old school girl friends at Middle Birghton, and set out unaccompanied for that suburb. After spending a pleasant afternoon, the lady was accompanied by her friends to Wellington-street, to join the tram for St. Kilda Station. Failing to observe a tram approaching in the opposite direction, Mrs. Russell stepped on to the tram track and was thrown heavily to the ground. She was removed at once to St. Andrew's Private Hospital, and without regaining consciousness succumbed to her dreadful injuries on the 27th May.



Mr. Geo. Brown

Mr. Geo. Brown has been appointed Secretary of the Victorian Parliamentary Standing Committee on Railways, in succession to Mr. Gilchrist, who is now Clerk-Assistant of the Legislative Assembly. This Committee inquires into all proposals to construct new Railways and Tramways in this State, and also into any contemplated expenditure by the Railway Department exceeding £20,000. Mr. Brown had charge of the V.R. Institute Shorthand Classes from their inception in 1910 until 1922. He entered the Railway Department in 1901, left in 1913 to join the staff of the Government Shorthand Writer, and was made Chief Shorthand Writer in 1918. His Railway experience should prove of great value in his new duties, and we heartily congratulate him upon his promotion.

Mr. Gordon Peart, baritone, a young Railwayman, and member of the Claims Agent's Staff, made his grand opera debut with the Dame Nellie Melba-J. C. Williamson Grand Opera Company during their recent Melbourne season. He played Wagner in "Faust," in which cast he was fortunate in being associated with such great artists as Dame Nellie Melba, Gustave Huberdeau, Alfred Maguenat and Dino Borgioli. He also appeared as Wagner in Dame Nellie Melba's Gala Performance on Monday, June 16th. Mr. Peart was initiated into grand opera work by Mr. Frank St. Leger, under whom he studied six different parts, including Silvio, "Pagliacci," and Morales "Carmen," and under whose baton he sang in "Faust." He was the only Victorian male singer to appear with the company in Mel-



Mr. Gordon Peart

bourne. Dame Nellie Melba expressed herself in very appreciable terms on Mr. Peart's work, and Mr. Frank St. Leger congratulated him on such excellent first season performances.

Mr. J. Wallace Ross, A.I.C.A., A.C.A.A., L.C.A., formerly of the Stores Branch, and now partner in the firm of Wilson, Ross and Company, Public Accountants and Auditors, of 34 Queen-street, has recently been appointed by the State Executive Council as one of the six Official Assignees in Insolvency for the Melbourne District. Mr. Ross, who will also be remembered as a member of the Council of the Victorian Railways Institute, has also been appointed as a Commissioner of the Supreme Court for Taking Affidavits.

Wedding Bells

Mr. R. A. Stephens, Relieving Stationmaster, was married to Miss Ivy Beavis, at South Melbourne, on June 3rd. After the wedding breakfast the party spent a few very pleasant hours at Middle Park. The bride and bridegroom left by the 4 p.m. express for Sydney and the Blue Mountains, where the honeymoon was spent.

Mr. Stephens is popular with his fellow Railwaymen, all of whom wish the happy pair the best of luck.



Mr. and Mrs. Stephens

Mr. Leo. D'Arcy, whose photograph we publish, was the recipient, on Monday, 23rd June, of a beautiful black marble clock, presented him by the officers of the Accountancy Branch on the occasion of his marriage. The Chief Accountant, Mr. T. F. Brennan, made the presentation, and was supported by the Assistant Accountant (Mr. A. Williams), and the



Mr. Leo. D'Arcy

Auditor of Disbursements (Mr. D. Macdonald). The groom is a comparatively recent acquisition to the Accountancy Branch, but the good wishes of his fellow-officers are none the less sincere on that account.

Retirements

Good-bye to Mr. Miscamble



On the 28th July we said good-bye to Mr. C. Miscamble, Victorian Railways Commissioner, who left by the "Loon-gana" on 29th diem for Tasmania, where, on 1st inst., he assumed office as Commissioner of Railways at a salary of £2000 per annum.

We are certain that not only has Victoria lost one of its most capable railwaymen, and a most able railway administrator, but that the men of the Victorian Railways have parted with a friend whose memory they will always keep green in the warmest corner of their hearts.

Mr. Miscamble's record in the Department is an epic of achievement. Starting at Spencer-street on 1st January, 1883, at the age of 21, on the lowest rung of the ladder, he worked his way to the position of signalman, in which capacity he served in the Fish Market Signal Box, Flinders-street, the St. Kilda and Port Melbourne Junction Box at Clarendon-street, South Melbourne, at Glenferrie and at Princes Bridge.

By this time he had reached the conclusion that his career did not open up enough possibilities for him, and in order to get into a field



Mr. C. Miscamble

of activities having wider scope, he accepted a reduction of 2s. 6d. per day and went to Traralgon as Senior Clerk. From there he was transferred to Nyora to open that station and take charge.

It was not long before he graduated as block and signal inspector, and subsequently he was attached as traffic inspector to the district

superintendent at Spencer-street. Then when the metropolitan area was constituted he was placed in the same capacity under the control of the metropolitan superintendent at Flinders-street.

By this time he had covered a big field, and his experience was very wide, and it seemed the most natural thing in the world that he should later become Superintendent of Melbourne Yards. Subsequently he was appointed



Mr. Miscamble inspecting by motor.

Reading left to right, he is the fourth person of the group

Superintendent of Goods Train Service, from which position he was elevated to the Commissionership.

While Superintendent of Goods Train Service, Mr. Miscamble travelled about the country very extensively on official business, and when he became Commissioner he did not modify this practice. Instead he travelled more, and he and his little petrol rail motor car have been a familiar sight in every corner of the State.

In this way he has kept very intimately in touch with the whole system, with the men of the Service, and with patrons of the Department, and has assisted very materially in attaining the high standard of administrative efficiency which is so characteristic of the present time.

The retired Commissioner has been closely associated with the development of the electrification of railways in Victoria, and has served on the Electrification Committee as well as on the various sub-committees formed to carry out the electrification of the suburban system.

He was chairman of the Metropolitan Yards Committee, which has in hand the evolution of the big works in the yard out at Tottenham and elsewhere, designed to maintain the Department's carrying efficiency. He was also Chairman of the "Reso" Train Committee, and from the inception of the "Reso" trains took an important part in their planning and running.

One of his most important activities was in connection with the improvement of goods and passenger train services, and evidences of his handiwork are to be seen in the improved schedules of passenger trains on the Bendigo and Northern lines, in the south-west, the south-east, the eastern and north-east, and, in fact, all over the State; while on line after line, the superior goods transit which is now the order of the day, and the reduction of wasteful standing time and unnecessary over-time, bear eloquent testimony to his attention to the goods transportation services.

Mr. Miscamble left the service with a heavy heart because he knew that behind him he was also leaving thousands of good friends in all ranks, from the lowest to the highest, and shortly before relinquishing office he spoke most feelingly and with deep appreciation of the wonderful help Victorian Railwaymen had given him at all times, not only as Commissioner, but previously in the various positions that he occupied; and that help had been always given in such a way as to make him realise that his own advancement had not prevented him from remaining, as they say in America, "one of the gang."

Mr. Miscamble goes to a State that is beset by serious railway transportation problems, but we have no doubt that his unusual knowledge and monumental capacity will enable him to effectively grapple with them, and achieve the greatest possible amount of success; and let us hope that now and then, with reasonable frequency, there will come a little interlude when he will be free to delight in the magnificent scenery for which our sister State is so notable, and while away a passing hour with golf or fishing.

Mr. Miscamble, the Railwaymen of Victoria wish you the best of good fortune, and assure you of the warmest welcome whenever you come amongst them again.

Mr. W. R. Rennick, Assistant Chief Engineer of Way and Works, retired on 28th July, after 35 years' service.

Mr. Rennick is a nephew of the late Mr. F. Rennick, for many years Chief Engineer for Railway Construction in Victoria. He had a distinguished course at the Engineering School of the Melbourne University, passing in civil and mining engineering, and gaining all possible exhibitions and scholarships except one.

He joined the engineering staff of the Melbourne Harbour Trust, and became Assistant Chief Engineer. He left the Trust to become contractor's engineer for the construction and erection of the Railway Bridge across the Yarra at Flinders-street Station, and the approach bridges on the south bank as far as and including the Clarendon-street bridge, South Melbourne. For the same contractor he built the adjoining road bridge across the Yarra (now called Queen's Bridge).

He then joined the Railway Department, and was placed in charge of contracts which included the engine sheds and coal stages at North Melbourne, Bendigo and Ballarat East; the station buildings at Maryborough; the station buildings on the "down" platform at Ballarat, and the coal canal at North Melbourne.

He designed and supervised much of the re-grading works on various lines which began in 1894, and which proceeded for several years, with the object of reducing ruling grades to enable engines to take heavier loads, and introducing vertical curves, to prevent unduly severe bumps and jerks in goods trains.



Mr. W. R. Rennick.

He proposed and designed electrically-driven belt conveyors for installation on the narrow space between the tracks and the edge of the railway pier at Williamstown, to deliver bags of wheat from the trucks on the piers to the ships' holds. These, which gave great satisfaction, were afterwards purchased by the Victorian Stevedoring Company, and transferred to Geelong.

He was one of the original members of the Melbourne Suburban Lines Electrification Committee, which had in the first instance to collect data of all kinds for the consulting engineer, and afterwards to study every detail to secure thorough co-ordination of the activities of Department and contractors; also to be sure that everything worked properly and that nothing was overlooked.

He is well known to the Railway staff generally as a past president of the Victorian Railways Institute. For over five years from soon after the establishment of the Institute he filled the office of president. For the Institute he did fine work and never spared himself.

Outside the Department he is known to a wide circle of professional engineers. He was one of the very early members of the Victorian Institute of Engineers, of which he was honorary secretary for 14 years, and before which he has read very important professional papers.

He was for many years an honorary co-examiner in the final year of the Engineering Course at the University, and about four years ago was appointed by the Faculty of Engineering at the University to represent the Railway Department on the Faculty.

We trust that in his retirement Mr. Renick will enjoy all that happiness and good fortune which his fine services to the State have so well earned.

Mr. Arthur R. W. Rolfe. Telegraph Censor, retired on 15th July, 1924, after spending 41 years in the Service. Mr. Rolfe joined the Postal Department in 1878, and transferred to the Railways in 1883. He opened and took charge of Seymour Telegraph Branch, and occupied various positions as a telegraphist in



Mr. A. R. W. Rolfe.

many parts of the State. He was regarded as a skilful operator, and was placed in charge of the telegraph at Little River at the time of the great railway smash, in connection with which he was commended for his good work. He was subsequently stationed at Ballarat, Bendigo and Geelong, and in charge of the Flinders-street and Spencer-street Telegraph Offices. Mr. Rolfe was a keen sportsman, and is well and popularly known in the cricketing and bowling world.

Mr. E. J. W. Warren. Clerk, District Engineer's Office, Bendigo, having reached the age limit, retired from the Railways the other day, after 44 years' service. His colleagues presented him with a clock for Mrs. Warren and a wallet of notes as a token of the esteem in which he was held, and, judging by the remarks made by various speakers, he was a most popular officer. Mr. B. F. Lamb, of the District Engineer's Staff, made the presentation in the absence of Mr. Fletcher, District Engineer, and his remarks were supported by

Messrs. Swann and Dean, Loco. Branch; G. Earl, Transportation; E. Bright, D. Flynn, Works Branch; S. C. Ellis, of the District Engineer's Staff; and Messrs. J. Cummins and F.



Mr. E. J. W. Warren.

Oakley, retired comrades, and old workmates. Mr. Warren suitably responded. Mr. Warren was a noted footballer and cricketer, having played in senior games in Melbourne, and had the unique experience of having played on every ground in and around Melbourne.

Mr. Alfred E. Coope. Travelling Foreman, Rolling Stock Branch, recently retired from the Department, after 45 years' service. A number of his Railway colleagues met him in the office of the Superintendent of Loco. Run-



Mr. A. E. Coope.

ning, to bid him au revoir, and give him a present as a token of esteem. Mr. W. H. Deasy, Acting Supt. of Loco. Running, presided. Apologies were made on behalf of Mr. Smith, Chief Mechanical Engineer; Mr. Harris,

Assistant Chief Mechanical Engineer; and Mr. Ryan, Chief Clerk, who were unavoidably absent. Short speeches were delivered by Mr. Dickinson and Mr. Heffey, in support of the chairman's remarks. Regret was expressed that Mr. Coope was severing his connection with the Department, but they were pleased to see him looking so well, each expressing a wish that he would be long spared to enjoy his pension. The presentation took the form of an 8-day clock and some plateware for Mrs. Coope. Mr. Coope, in returning thanks, spoke of the good feeling that had always existed between himself and officers of the Department; he was pleased to be able to say he was feeling very fit. He would always remember their good wishes, and would only be too glad to make it his business to drop in now and then to keep in touch with his late fellow Railway officers.

Mr. August Hansen, paint grinder, Newport Workshops, having completed a service in the Department extending to forty years, recently decided to retire from the Railways and follow the occupation of a fisherman. His many friends and comrades in the Shops gave him



Mr. A. Hansen

a most enthusiastic send-off, and as a token of their esteem presented him with a handsome leather suit case, a beautiful split cane bream rod (both inscribed on silver plates), a bream reel, a suit of Oshkosh overalls, and a thermos flask. One and all were deeply sincere in referring to Mr. Hansen as one of the best of men.

Mr. W. McConnell, who has been stationed at Cheltenham for the past five years as Yard Porter, resigned from the Department on 28th June, in order to enter into business in Tasmania on his own account. Mr. O'Connell saw

service in the R.A. Navy for a period of five years. He was deservedly popular with the officials and townspeople, by whom he was suitably farewelled on the eve of his departure. We join with his many friends in wishing him success in his new venture.

Mr. H. D. Hopkins, Shift Electrician, Power House, Newport, who leaves the Service to take up a remunerative position in the outside engineering field, was made the recipient of a chased gold fountain pen, suitably inscribed, from his comrades, before they parted with him. Judging from the remarks which a number of them made at the presentation ceremony, Mr. Hopkins has been highly esteemed and very popular.

On Extended Leave

Mr. J. Breayley, who has been Assistant Stationmaster at Harcourt for the past twelve months, has been granted six months' leave of absence to visit the Empire Exhibition. He sailed by the "Esperance Bay" on the 28th ult. Mr. L. B. Kelynack, A.S.M., from Malmsbury, is now at Harcourt, vice Mr. Breayley.

Sick Leave

Mr. W. A. Enderby, of the Betterment Board Staff, we regret, has not been in good health for some time, and was recently obliged to undergo an operation for appendicitis, from which he is now convalescent. It is sincerely hoped that he will soon be among his many friends at the office.

Mr. W. J. Ward, Clerk in the Secretary's Branch, we are glad to hear, has recovered from an illness which necessitated his absence for several weeks. We trust he will soon be entirely restored to good health again.

Mr. Reg. Wunderly, Clerk, Electrical Engineering Branch, we regret to learn is at present very ill, having recently undergone a serious operation. At the time of going to Press, however, he was as well as could be expected.

The Last Mile Post

It is with deep regret that we report the death of Mr. J. Temby, late Indicator Porter, Flinders-street. Mr. Temby was in his 57th year, and entered the Service in 1890. We extend our sincere sympathy to his bereaved wife and family.



He Got One.—Pat had been told by the sergeant that unless he made an arrest of some kind he couldn't keep his job in the force. So, early one morning, Pat came into the station with a little man in tow.

"Well," said the sergeant, "I see you got somebody. What's the charge?"

"He's charged with bigotry, yer honor."

"There's no such thing as 'bigotry.'"

They proceeded to look over a list of charges, but could not find "bigotry."

"It's not here," said the sergeant. "What's he been doing?"

"Doing?" said Pat. "Why, the runt has three wives."

"Why," said the sergeant, "that's not 'bigotry,' that's trigonometry."

Ergo.—The daughter of a certain strict principled old deacon had attended a dance the previous night much against her father's wishes. When she appeared for breakfast the next morning he greeted her with the words:

"Good morning, daughter of the devil."

To which the maiden respectfully replied: "Good morning . . . father."

Yep, in a Minute.—"Mother, shall I run out and post this letter?" asked a little girl of six years.

"No, child, certainly not," was the reply. "It's pouring in torrents, and not fit to turn a dog out of doors. Let your father go."—"Railway Maintenance of Way Employees' Journal."

A Great Loss.—"Madam, you lost your thumb in this trolley accident all right, but how can you prove it was worth the 3000 dols. you are suing the company for?"

"Judge, it was the thumb I kept my husband under."

At Least, Never in School.—"Pop, I got into trouble at school to-day, and it's all your fault."

"How's that, my son?"

"Well, you remember, when I asked you how much a million dollars was?"

"Yes, I remember."

"Well, teacher asked me to-day, and 'helluvalot' isn't the right answer."

Wasted Energy.—The steamer was only a few feet from the quay when there was a sudden commotion and a man came running madly from the dock gates, shouting to the officials to wait a moment. Without pausing in his stride, he flung his bags on the boat, took a desperate leap and landed on the deck with a crash.

"Good," he gasped, as he was assisted to his feet. "Just did it. A few seconds later and I should have missed it."

"Missed it!" exclaimed one of the passengers, "this boat is just coming in!"

Rotten Luck.—Jack: "You say you fell from a ladder and was painfully injured? Why don't you file a claim on your insurance company?"

Clarence: "I would, but you see it wasn't exactly an accident. I was planning to elope with Mabel, and I mistook her father's room for hers."

Where Ignorance is Bliss.—Owner of Property (sternly): "Don't you see that notice. 'Trespassers will be prosecuted?'"

Tramp (calmly): "No, I don't see it, for I can't read."

Owner of Property: "Well, you know what it is now, so go."

Tramp: "Hexcuse me, mister, but I don't know what it is. I've only got yer bare word for it, and you're a puffet stranger to me. For what I know to the contrary, the notice may be, 'New milk sold 'ere, or 'Apples, tuppence a pound,' or 'Welkim, weary wanderer.'"

Can't Fool 'Em.—Two colored gentlemen were engaged in conversation, when one of them became very much annoyed by the persistent attention of a large fly.

"Sam, whut kin' a fly am dis?"

"Dat am a hoss fly."

"What am a hoss fly?"

"A hoss fly am a fly whut buzzes 'roun cows an' hosses an' jackasses."

"You ain't makin' out for to call me no jackass?"

"No, I ain't making out for to call you no jackass, but you can't fool dem hoss flies."

—"Santa Fe."

Good Service Brings Appreciation

Cape Explosives Works Ltd.,
Collins House,

Melbourne, June 25, 1924.

The Railways Commissioners,—

Dear Sirs.—On the eve of my company's retirement from Australia, you will, I trust, permit me this opportunity to express to you, and through you to your staff, and more particularly to Mr. W. Bunker, of Room 10, to whose care is the freighting of explosives, our very genuine satisfaction and lively appreciation of the courtesy, promptness and efficiency with which our freighting over your railways has at all times been conducted, and it is with pleasure and respect that we record that on no occasion have we ever had the slightest cause whatever for irritation or complaint.

With renewed thanks and appreciation, I am, yours faithfully,

(Signed) KIRK O'BRIEN,
Attorney.

Tresco Fruitgrowers' Co-operative Association
Limited,

Tresco, 2nd July, 1924.

To the Chairman of Railways Commissioners,—

Dear Sir.—I am instructed by my directors to inform you that they wish to express their keen appreciation of the manner in which the Doradillo crop from Tresco was dealt with by your staff; the season went through without a hitch of any description, and we were never waiting on trucks at any one time, which, considering that there was some 1,500 tons of grapes despatched, is certainly worthy of praise.

Trusting you will accept this small token of appreciation in the manner in which it is given.

For and on behalf of the Board, yours faithfully,

(Signed) J. P. GREENWOOD,
Manager.

Gordon, 12th July, 1924.

Mr. Clapp,—

Dear Sir,—Yours of the 4th to hand, for which I thank you. I also take the opportunity to thank yourself and the officials who have been supplying trucks to Llandeilo, during the last fifteen months. I have been loading wood at Llandeilo for about fourteen years, and I am pleased to state that during the last twelve months or so the supply of trucks has been more satisfactory than for any term during my fourteen years' experience.

While not wishing to impose on you, or waste your valuable time over trifles, I would deem it a favour if the above could be conveyed to the officials concerned.

I am, yours faithfully,

(Signed) H. NIGHTINGALE.

Mildura Grand Carnival,
Mildura, 26th April, 1924

Mr. Williams, Stationmaster, Mildura,

Dear Sir.—My Committee desire me to convey to you and your staff their thanks and appreciation for the manner in which you handled the traffic at Easter, and also for the obliging manner in which the Carnival officials were received and treated at all times in connection with Railway matters.

I might add that, personally, I have never met with better treatment from the Department than that received at Mildura.

Yours faithfully,
(Signed) S. A. O'NEILL.

Secretary.

Merrigum Orchardists' Association,
Merrigum, 3rd July, 1924.

To Mr. Clapp,—

Dear Sir.—The members of the above Association have instructed me to convey to you their appreciation of the assistance which was given to them by the various branches of your service during the fruit season just closed, which helped to make a success of the venture of selling fruit in case lots from the truck while the train was in the station. While unable to mention the names of those who helped so willingly, because their names are unknown to us, the local S.M., Mr. King, gave special help in the arranging of the schedules, etc., which made for success, and because of this we would like to bring his efforts under your notice.

On behalf of the above Association, I am, yours faithfully,

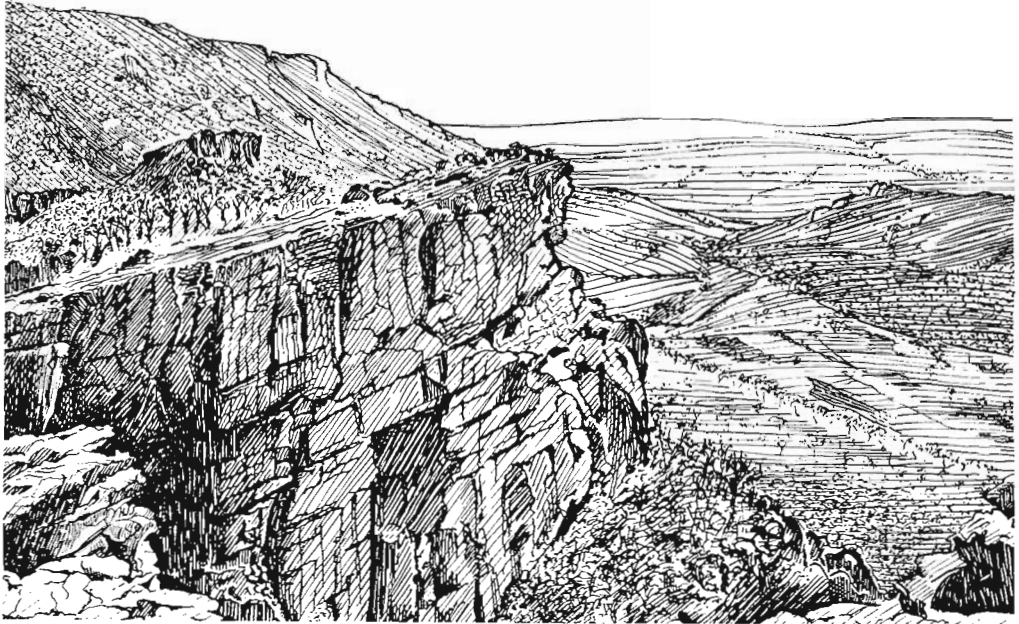
(Signed) EDGAR F. PITTS,
Hon. Secretary.

The Editor, "V.R.M."

Sir,—I desire through our ever-growing popular magazine to convey my best thanks to Mr. Penrose, S.M., at Golden Square, for the prompt despatch of my furniture from his station, also Mr. A. Smith, Superintendent, Melbourne Yards, and his staff together, for the quick and careful handling while in their charge; also the transfer staff at Upper Fern-tree Gully. Every article arrived at Emerald in perfect order, just the same as when it was packed; this alone speaks for itself as to the efficiency of the Department in the handling of this class of goods. Trusting that all concerned will accept this as my very best thanks to them collectively.

Yours sincerely,
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Acting A.S.M.

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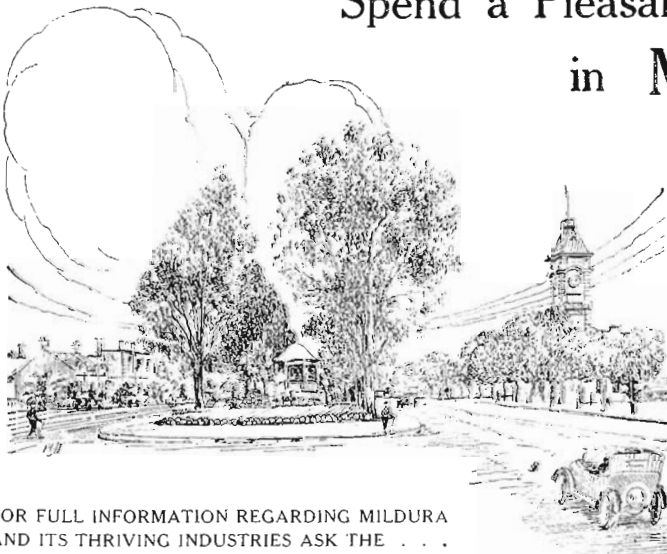
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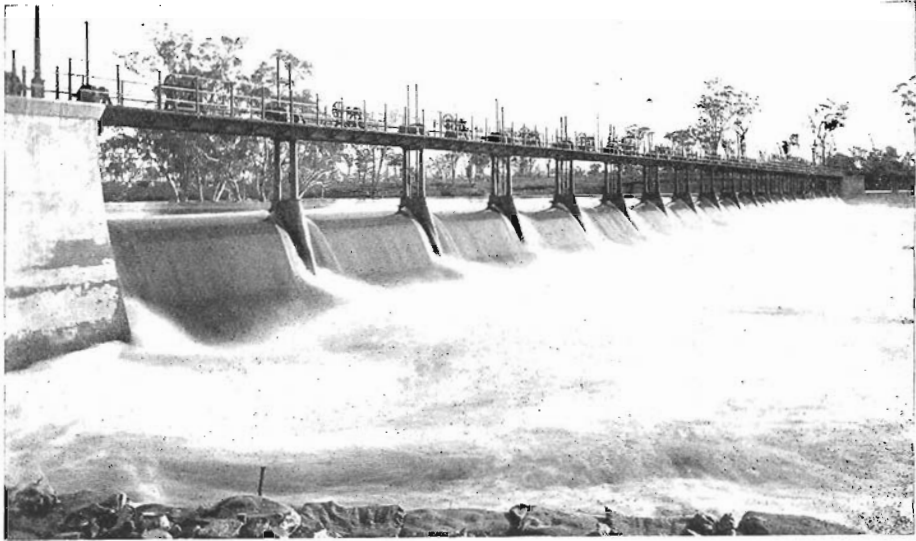
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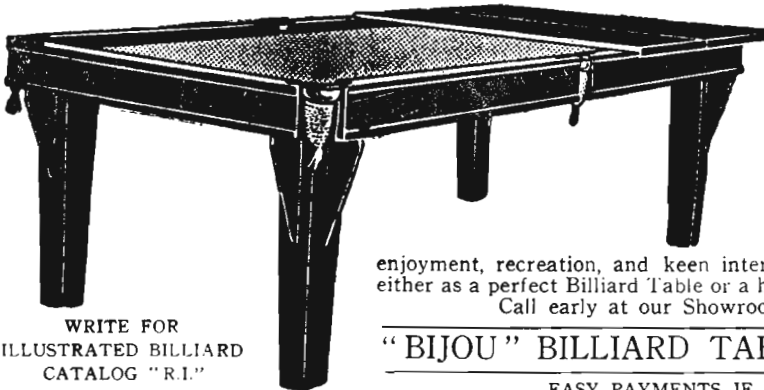
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SEPTEMBER, 1924

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No. 9

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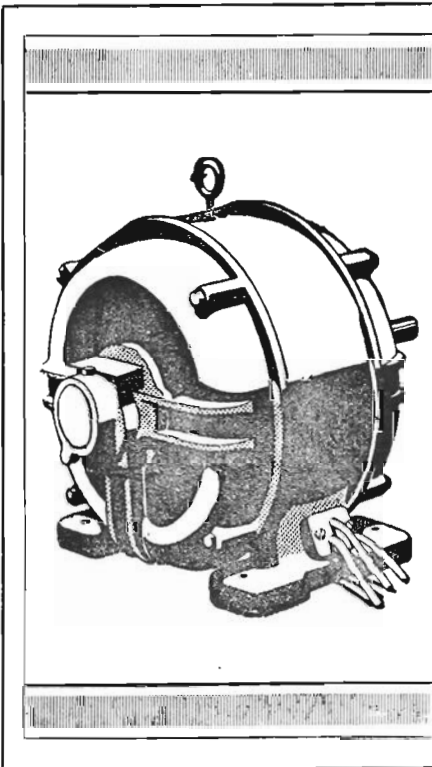
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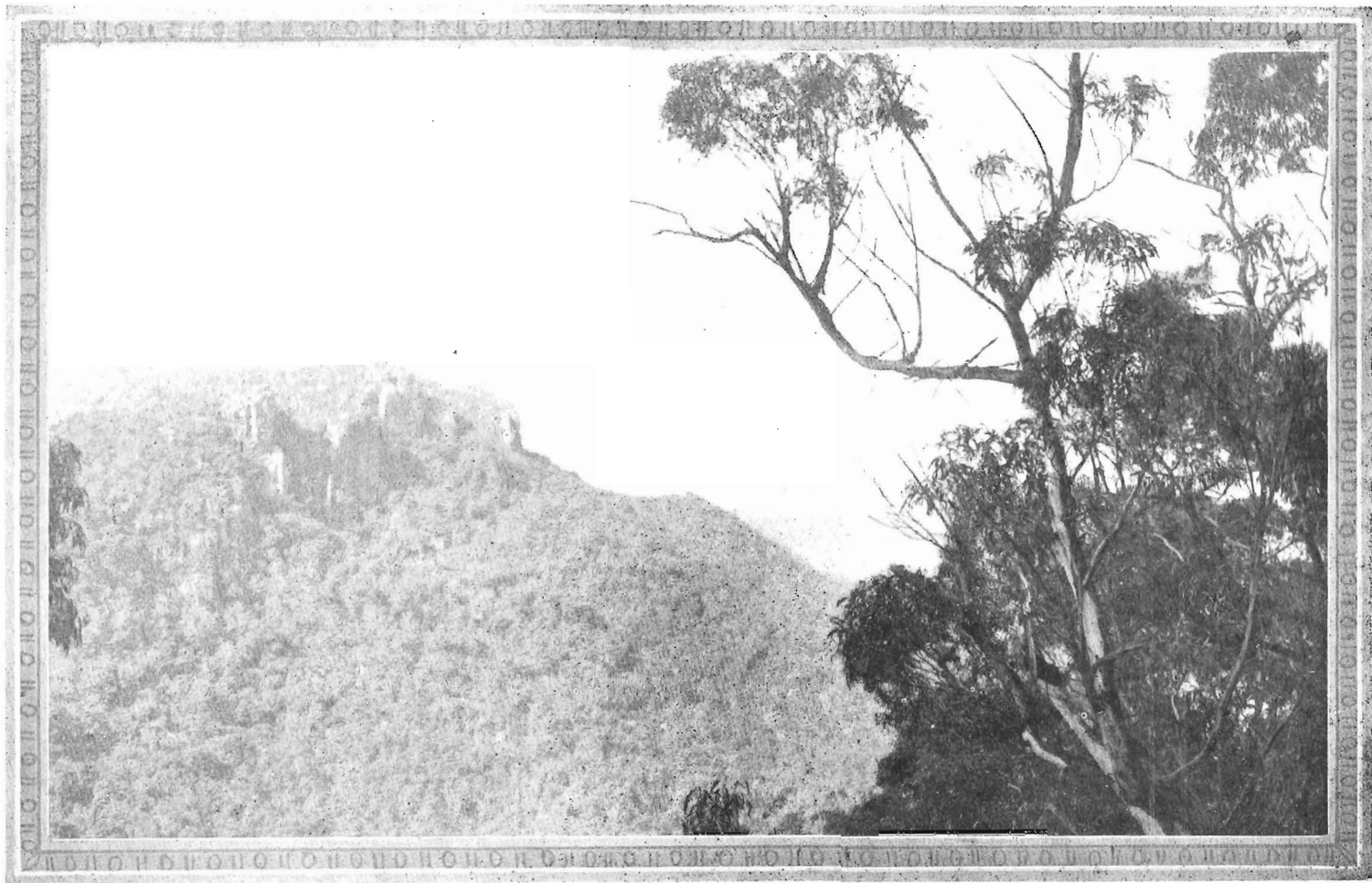
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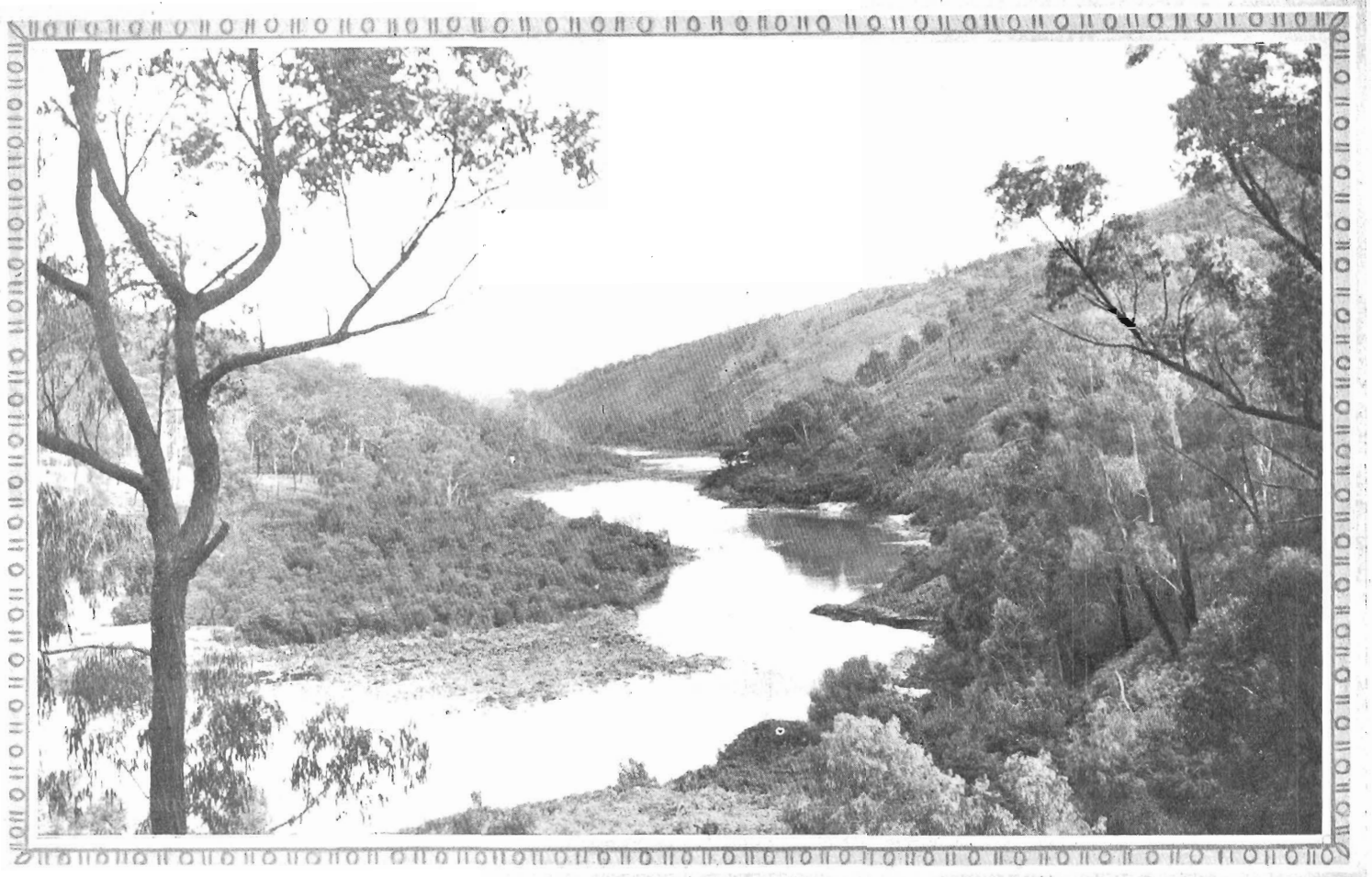
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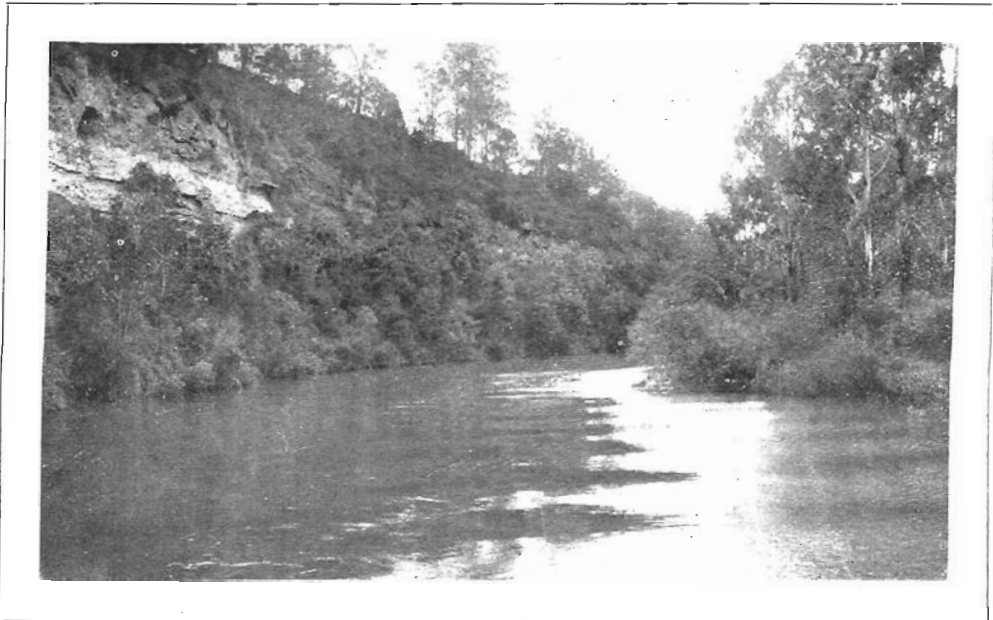
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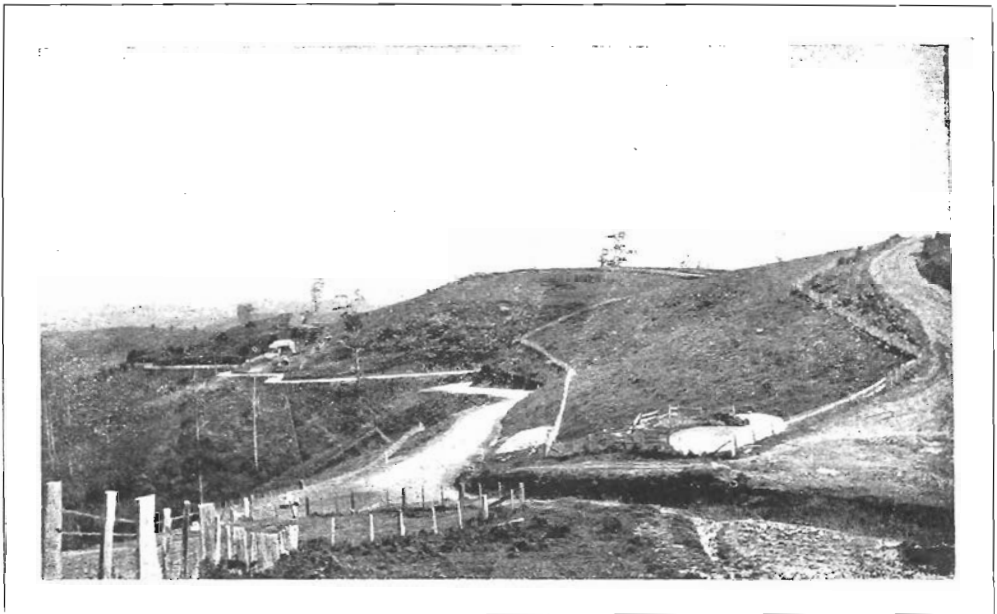


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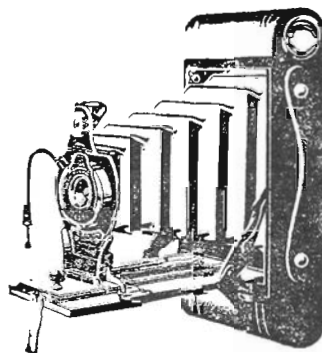
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Double Oval Maple Bedroom Suite, best quality (guaranteed 5 years)	...	21	10	0
4-Ply Roll-Edge Springs, 45"; 5 in. Kapoks (full size), 65"; Maple Bedsteads	...	4	15	0
English Linos, heavy quality, per yard	...	0	7	3
Glass Door Dressers—quality	...	4	15	0
Oval Blackwood Sideboards	...	7	5	0
5 ft. Barrel Front Blackwood Sideboard	...	12	10	0
Oval Blackwood Breakfast Room Tables 5 ft. 6 in. x 3 ft. 6 in. £5; Ex. 6 ft. x 4 ft.	...	7	5	0
Best Quality Cabriole Leg Dining Tables, Moulded Tops—Our Price	...	9	10	0
Real Hide 3-Division Lounge Suites, Queen Anne Chairs, Loose Cushions	...	32	10	0

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The Victorian Railways Magazine

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Business Announcements

TERMS to Subscribers. (In advance only.)
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* * *

Articles and reports on matters of interest to employes, short stories, verse, etc., photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

* * *

All enquiries, except on advertising matters should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

* * *

For advertising rates, etc., application should be made to the Railways Advertising Division, 4th Floor, Railway Offices, Spencer-street, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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FLINDERS STREET STATION, MELBOURNE

Critics, Criticism and Railroading

It is remarkable what wonderful critics we are. It does not matter whether we know much or little about a subject, we are always prepared to express an opinion; and frequently, the bigger the subject, the more ready we are to say much to the point, possibly because we realise that very few others know more than we do, and so there is less risk of contradiction.

Associated with our bent for criticising, however, is a vein of cowardice, which is a very sad commentary on the human race. We hesitate to freely air our scathing comments concerning the conduct of individuals, because we know full well that what we say only needs to get around to the other fellow to provoke him to an acknowledgment of a violent kind.

But in the case of large organisations like the Railways, whose honour or reputation does not possess a pronounced individuality, it is different. Here there is perfectly safe ground, and one may let loose a stream of adjectives, which more than compensate for the enforced abstinence in relation to personal friends. The whole railway works—messenger to commissioner—fishplate to engine coal—may be consigned to the worst place to be thought of. The observer may show exactly how things should be run, and no one may say him nay. Thus comes content.

It may not unreasonably be said that railway operation is one of the most highly

specialised and complicated businesses that the modern world knows. In a big concern like the Victorian Railways, railroading is really a profession requiring an expert knowledge in all its branches, which include most professions and trades, embracing doctors and chemists, carpenters and plumbers, engineers, fitters, painters, cooks, laundresses, administrators, clerks, and goodness knows how many others. A successful transportation expert has to serve years and years before he becomes proficient. It would be disastrous to put a signalman in a busy box, or a shunter in a huge complex yard, without long training.

Now, the non-railway railway expert, who knows all about the highly organised scientific business of railroading, and who says just how railways should be run, and just how every defect should be rectified, is, sad to reflect, frequently one whose genius has never permitted him to rise above the humdrum routine of some minor occupation.

We know we do make mistakes, and such mistakes may mean hardship or inconvenience to our patrons, whom we are here to serve, and, in addition, they may result in injury to that good name which it should be our greatest pride to guard. The railwayman is in a position of great responsibility, and it should be his constant endeavour to do his duty in a manner as nearly perfect as possible.



The Victorian Railways Commissioners and Heads of Departments. This cartoon came too late for publication in our last issue. Mr. Molomby's appointment as third Commissioner, vice Mr. Miscamble, took place after the block had been made.

Things We Are Talking About

Increasing Consumption of Raisins

Remarkable results have been obtained from the propaganda instituted by the Commissioners early in the present year with a view to increasing the local consumption of raisins.

The slogan "Every day in every way—Raisins," backed up by pamphlets, posters, and leaflets, has become very widely known.

Most remarkable has been the demand created for raisin bread.

This is reflected by the output of raisin bread from the Department's bakery at Spencer Street.

The baking of raisin bread departmentally was commenced in October, when 157 loaves were turned out.

The propaganda was not, however, actively proceeded with until the month of January, when the output increased to 18,000 loaves, then to 23,500 in February; 30,500 in March; 27,000 in April and May, and 22,000 in June—the decline in the quantity purchased from the Department evidently being due to private suppliers coming into the market with their products.

Raisin bread has for many years been a purchasable commodity, but there has never been the demand for it in Victoria that has been created by the raisin propaganda.

The manufacture of raisin bread is now being undertaken by bakers supplying normal household requirements. At the present time 120 bakers are baking the bread in Melbourne, and it is being retailed in about 1,500 shops. Sydney and Adelaide have lately begun to cultivate the trade with equally encouraging results.

The raisin contained in raisin bread is the *lexia*, and the outcome of this increased appetite for raisins in this form

is that whereas about 80 per cent. of the *lexia* crop of nearly 5,000 tons had to be exported last year at heavy loss, the margin for export this season has been fixed at 50 per cent., thus allowing for an increase in the local consumption of *lexias* by 30 per cent.

Many retail merchants in Melbourne also report a remarkable increase in the demand for raisins. One firm has trebled its sales in the last 12 months, and is now selling on an average two tons per week.

The benefit of this great increase in local consumption to the grower is incalculable.

The Australian grown *lexia* has been confronted on London markets with the competition of the Spanish *Valencia*, which, owing to the proximity of the country of origin, can be put on the market in a vastly superior condition, and has consequently proved to be an invincible competitor. Our *lexia* has a high percentage of sugar, and in transit rapidly becomes sugar coated, and though its nutritive value is not diminished, its comparatively unattractive appearance beside the Spanish product prejudices it in the eyes of the overseas consumer.

The more *lexias*, therefore, that can be consumed in Victoria, the fewer the anxieties to the grower.

Turning now to the sale of sultanas in packets, ranging from 1½ oz. to 16 oz., at railway refreshment rooms, and by retail shops of all descriptions, it is readily apparent that equally beneficial results have been achieved. In this State, the Victorian Railways set the example in the selling of sultanas, muscatels, and raisins in cardboard packets. This example has been followed by others, and there are now several suppliers packing sultanas and raisins in this way.

During the period November to June, no less than 37,049 packets of dried fruits were sold at refreshment rooms.

the figures month by month being as follows:—

November	33
December	2,941
January	8,383
February	6,473
March	6,122
April	4,058
May	4,456
June	4,583

Inquiries from outside suppliers indicate that during the first three months of this year 75,000 1½ oz. packets were sold, while in the course of a period of 5 weeks, from the middle of June to the end of the third week in July, 89,000 packets were sold by one firm alone.

This is a most striking testimony to the rapid expansion of the demand.

Now, why are the railways endeavouring to promote the sale of dried fruits?

The answer is a simple one.

The financial success of the railways depends upon the prosperity of the primary producer. The greater the market there is for primary products the greater the amount of fruit the Railway Department has to carry. The bigger the market the larger the monetary return to the grower. The larger the return to the grower, the greater the amount he may expend upon his ordinary requirements. Therefore, the Railway Department obtains not only the benefit of the increased amount of freight on the larger volume of raw products, but carries in addition a larger volume of the farm and household needs required by the primary producer for himself, his family, and his farm.

If every household in Australia consumed a pound of dried fruit a week, the entire crop would be disposed of, and there would be no export problem, and consequently, no losses, and the future of the industry, in which the Commonwealth hopes successfully to establish many hundreds of thousands of settlers from overseas, would be assured.

The plight of the industry at the moment is very grave indeed. This year it is expected that between 15,000 and 20,000 tons of dried fruit will have to be disposed of abroad. Two years hence, unless effectual measures to stimu-

late home consumption are continued, there will be an export surplus of at least 30,000 tons, and if we are to receive that large influx of population, which is essential to the financial success of the Murray irrigation scheme, and to the security of the Commonwealth, that figure must be substantially increased in a comparatively short period.

The people of this State are shareholders in the industry to the amount of £2,517,000, representing the cost of irrigation and land settlement for the growers, to say nothing of the millions invested in the Murray scheme. This fact alone should impel them to apply themselves to the aid of the industry by the very agreeable method of eating more of its products.

Raisins are among the most nutritious of foods, as they are among the most delicious.

It is the considered opinion of those who have studied the problem that in the light of the achievements of the last eight months, home consumption could at least be trebled, leaving the small surplus of only 20 per cent. for export on a payable basis. The men who grow the fruit, nearly 2000 of them, are mostly returned soldiers.

Capital Costs Keep Increasing

A Railway Truck Costs £400 to Build.

A feature of successful railway operation is the full loading of trucks, because, apart from the obvious economical advantages of limiting the number of trucks in service, and the desirability of conserving the available truck supply, extreme waste in haulage costs results from the haulage of trucks with a low weight of contents.

We must secure the co-operation of loaders, and follow the methods of loading indicated on the loading diagrams. We must also review each day the loading, and, if lightly loaded trucks have been dealt with, consider at once the action necessary to get better loading on future occasions.

Efficient goods transport is bound up in full truck loads, and attention to

this point is attention to a factor vitally important to the well being of the Department, and of every man in it.

Train Describing Indicators for Signal Boxes

A New and Improved Type.

Before the advent of automatic signals it was possible to have only one train at one section at a time. The increased capacity of tracks, while maintaining complete safety, made possible by the use of automatic three-position signals, is remarkable. A better method of describing trains en route from one signal box to another is, however, necessary. The signalman in advance must know the character of each train, its destination, and the order in which it is on the section, in order to expeditiously handle the traffic.

An electric train describing indicator, designed to meet this need, is now being tried out, and will shortly be placed in operation in connection with the new island platforms at Spencer Street. It is expected that this indicator will eliminate many difficulties so often in evidence at Spencer Street under the old order of things.

Transportation of Live Stock

Decrease in Livestock Traffic.

Comparative figures of the number of trucks of stock loaded for year 1922-23 (133,308), as compared with those for 1923-24 (106,275), show, in the latter period, a decrease of 27,033 trucks, due chiefly to drought conditions during last autumn and well into winter. Graziers generally were afraid of the prospects ahead, and many sold the greater portion of their stock at a loss rather than risk a larger loss in the event of the drought continuing. Fortunately, the winter rains saved the position somewhat, but they came too late to prevent a 50 per cent. decrease in lambing.

The prospects for the coming season in Victoria are, thanks to autumn rains and the heaviest lambing known for years, very bright, and railwaymen may look forward to a busy traffic in stock during Sep-

tember to January period. More particularly will this be so if good rains fall over the Northern Riverina, from where large quantities of stock are sent to Melbourne for sale and export.

Conversion of Sliding Door to Swing Door Cars

Some time ago the Department constructed sixty-two special sliding door cars, known officially as "A.P.L." (first class) and "B.P.L." (second class). These cars have been run for excursion and for heavy ordinary traffic, and have given very fair service, although not so satisfactory as our fine express stock, which must be amongst the best in the world. The sliding doors were found to make these cars draughty, so they have been replaced with swing doors; and the visit to the workshops has been taken advantage of to fit the first class cars with arm rests also at a cost of about £22 per car. The standard of comfort in these cars is now pretty high.

Telephone Switchboard Installed at Bendigo

In the railway telegraph office at Bendigo a new telephone switchboard has recently been installed, and has been the subject of very favourable comment by those who have seen it. We are very pleased to say that this switchboard was made in the Department's own workshops, and it is just as efficient as it is attractive.

Caterpillar Pest

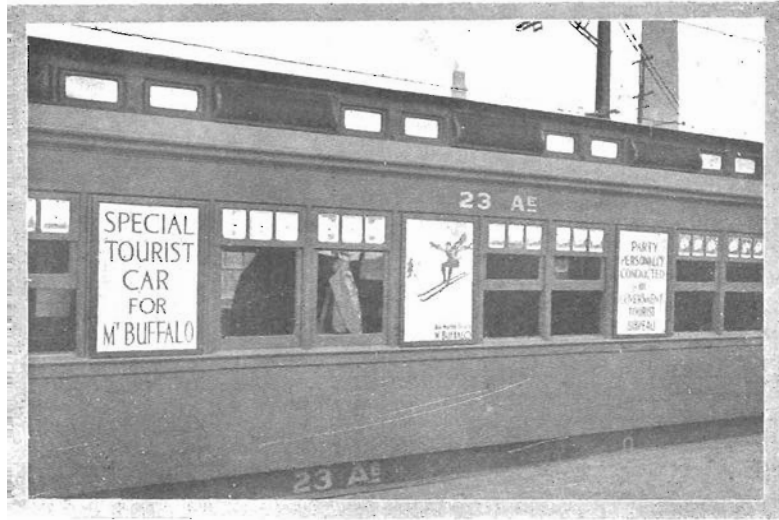
Owing to dry-weather conditions, the crops in the Kerang district were threatened with severe ravages from caterpillars. The late copious rains, however, which fell when this pest was beginning to assume alarming proportions, destroyed the insects, thus saving the wheat and other crops.

Personally Conducted Tours

Tours personally conducted throughout by the Railway Department are becoming very popular in Victoria. The Department spares no effort to provide every

comfort and enjoyment for those who participate in these tours. The passengers are met at the station by an experienced officer from the Government Tourist Bureau, who takes charge of luggage, and makes all detailed arrangements. At the destination this officer maps out all local tours, assists in arranging sports, and so on, and is always ready to advise and give information on matters of interest.

The photograph depicts a car ready to leave Melbourne for Mount Buffalo, on a personally conducted tour. The car is filled by a happy holiday crowd.



The Mt. Buffalo Car.

Railway Revenue

The revenue for the new financial year (1924-5) promises to constitute a new record if the satisfactory earnings for the month of July last are maintained.

A comparison of the approximate returns of traffic for July, 1923, and 1924, is shown hereunder:—

	Aggregate from 1st July, 1923. £	Aggregate from 1st July, 1924. £	Increase. £	Decrease. £
Bookstalls	—	5,603	5,603	—
Passengers	384,692	404,643	20,551	—
Parcels, H. C. & D., etc.	49,840	40,431	—	400
Mails	4,923	4,962	39	—
Goods	304,981	271,200	66,219	—
Live Stock	35,971	38,308	2,307	—
Refreshment Rooms & Dining Cars	23,426	30,277	6,851	—
Power	21,495	16,180	—	5,315
Telegraphs, Rentals, Miscellaneous	9,997	10,381	384	—
Advertising	1,350	2,592	1,240	—
	827,077	921,637	103,285	5,724
Less Decrease	—	—	5,724	—
			97,561	
St. Kilda-Brightham Electric Street Railway	4,296	4,321	25	—
Sandringham-Brightham Electric Street Railway	870	968	98	—

Goods business contributed largely to the increased revenue, and represented heavy increases in wheat, export flour, and dried fruits, slow traffic and general business. Passenger revenue showed a satisfactory expansion; the live stock traffic showed signs of recovery.

The decrease in power is due to the progress of the Electricity Commissioners' works at Yallourn, rendering the supply of bulk electricity direct to consumers possible this year, whereas it was retailed by this Department in the corresponding month last year, with a consequent increase in revenue.

Moving the Harvest

Records prepared and recently issued by the Railways Commissioners show that the work of transporting last season's harvest is well advanced.

Up to the 15th ult. 9,706,725 bags of wheat had been shifted to the seaboard, compared with 8,124,373 at the same date last year.

At the various railway stations in the wheat area, 903,101 bags were stacked, compared with 762,942 on the same day last year.

Transportation District Notes

Metropolitan District

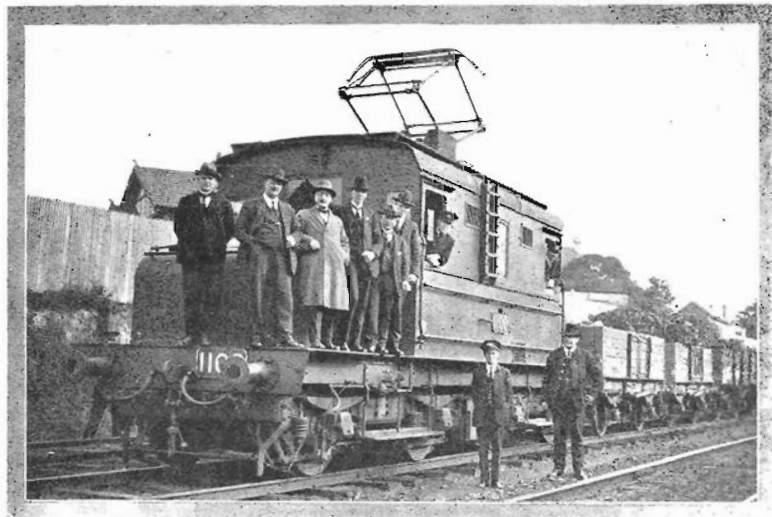
Mr. F. P. J. Moloney, Metropolitan Superintendent, reports as follows:—

Electric Locomotives. — On Wednesday, 6th August, an electric locomotive was utilised for the first time in the Suburban Goods Service, the results being highly satisfactory.

The 9.45 a.m. Sandringham Goods was hauled from the Melbourne Goods Yard to Flinders Street by a steam locomotive; here an electric locomotive was substituted for the journey between Flinders Street and Sandringham.

On the Down journey the train left Flinders Street at 10.4 a.m., with 27 vehicles—494 tons, arrived at Elsternwick at 10.21 a.m. and after placing the loaded vehicles and removing the empties, left for Sandringham at 10.57 a.m., reaching there at 11.11 a.m.

It left Sandringham at 12.30 p.m., with 11 empties, arrived at Elsternwick at 12.45 p.m., attached 38 vehicles, departed at 1.4 p.m., and reached Flinders Street at 1.20 p.m.

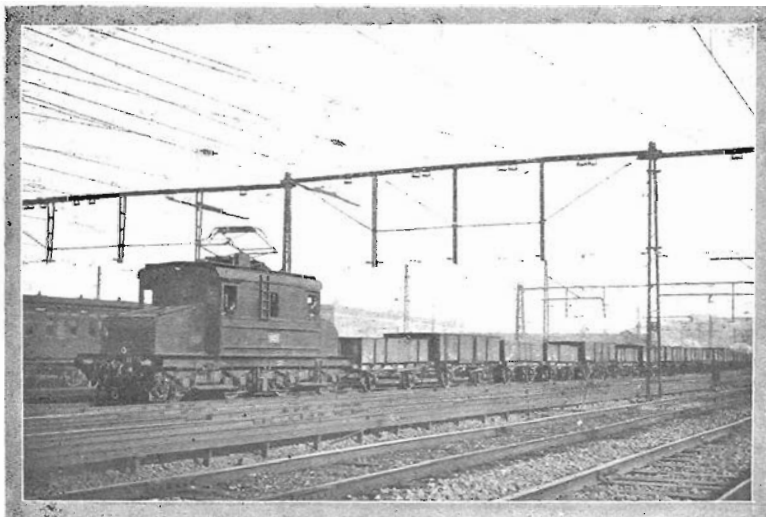


Standing on Loco. (left to right)—Messrs. T. O'Halloran, Yard Foreman, Jolimont; J. Rist, Chief Motorman; J. F. Cunningham, Electrician; H. N. May, Manager, Jolimont Shops; Jas. Conlan, Supt. Goods Train Service; G. Rogers, Traffic Inspector; At Windows—Motormen J. G. Mathieson, H. Barker; Standing on ground—Yard Porter McQuillan and Guard Barnes.

Fifty shunting movements were necessary at Elsternwick and Sandringham to place the loading and clear the empties.

The acceleration of the locomotive was smooth and uniform, the accelerating rate being approximately 0.17 m.p.h. per second. It moved off with the load on the first step of acceleration, the current value at that point being 140 amps.

The temperature of the compressors was normal throughout. They maintained an average train line and main reservoir pressure respectively of 55 and 85 lbs. to the square inch, and were in operation for approximately



The Train.

30 per cent. of the time the locomotive was in use. Subsequent trips have been run with equal success.

The average time taken to run this service by the steam locomotive during the month of July was $4\frac{3}{4}$ hours, whilst the electric locomotive only took $3\frac{1}{4}$ hours.

A number of roads in the Melbourne Yard are being equipped with overhead conductors in order to obtain the full benefit of these locomotives, and it is anticipated they will be in general use in the Suburban Area within the next few years.

Healesville Line. — The work of constructing the new Storage Reservoir at Maroondah, about three miles from Healesville Railway Station, is progressing satisfactorily. All the material used in the construction of this gigantic work is conveyed to Healesville by train from Marshall, near Geelong, and thence by an aerial railway, constructed by the Metropolitan Board of Works, to the reservoir site.

The aerial railway facilitates the conveyance of sand, lime, and etc., which would be difficult to transport by teams owing to the heavy country and bad state of the roads.

When this reservoir has been completed, it will considerably augment the supply of water for Greater Melbourne.

Ballarat District

Mr. T. W. J. Cox, District Superintendent, reports that there has been a heavy increase in the area under crop this season. Taking the County of Karkaroc (Hopetoun and surrounding districts) for example, the acreage last year was 611,000, this year it totals 682,000. It is anticipated that proportionately less will be cut for hay this season, so that, given good yields, the prospects for heavy wheat tonnage are distinctly good.

Until quite recently, the crop and pasture prospects were disquieting. August has, however, so far been a wet month, which has quite changed the outlook. Farmers everywhere are looking forward to sufficient grass for stock, and to good wheat yields. Generally there is an optimistic feeling all through the Wimmera, and, unless something entirely unexpected occurs, anticipations should be fully realised.

Balmoral.—The first agricultural show for the season was held at Balmoral on the 14th ult., and, despite a somewhat wet and cold day, was well attended. The district is noted for its merino wool, and there were some fine exhibits of that class of sheep. The principal attractions at the Balmoral show are the sheep pens. It is interesting to watch the ladies dividing the fleeces on the sheep's back and discussing the length and fibre of the wool.

The domestic and school children's exhibits were also a feature of the show, and each reached a very high standard. The local Station Master, Mr. R. Stanistreet, is a general favourite, and as he has charge of the whole of the line from Noradjuha to Cavendish he is well known. Many of the visitors to the show took the opportunity to let the District Superintendent know that they were anxious to keep their S.M. There is splendid co-operation and a fine feeling between the residents of this cross country line and the railway staff, which is helpful all round, particularly to the administrative officers.

The monthly meeting of the Karkaroc Shire Council was held at Hopetoun on the 12th ult., and was attended by the District Superintendent, who received a hearty welcome. Councillors, many from parts of the shire 30 miles distant, were very glad of the opportunity to meet their railway representative, and discuss with him matters of mutual concern. On the other hand, it gives a railway man pleasure to meet these fine pioneers of the Mallee and assure them that, although so far distant from the Metropolis, their requirements are not and will not be overlooked.

Considerable success has attended the efforts of Mr. C. Dunstan, Chief Goods Clerk, Ballarat, to win back our business from the road motors. His visits to local firms have been, almost invariably, favourably received, and traffic which had been lost has been regained. There is, however, still much to be done, as the motor proprietors are persistent and thorough in their efforts to get business. They make much of the fact that they deliver direct from warehouse to warehouse. There are indications also that motor passenger traffic competition is on the increase, and it may be necessary to meet this by alterations to our time tables.

There are still many thousands of bags of last season's wheat in the district, and it is being gradually transported to flour mills and to the seaboard. The comparatively slow movement of the wheat has provided useful loading during the winter months, and, as a consequence, the train tonnage statistics are unusually good.

The potato crop has been a record one, but, unfortunately for growers, prices have dropped below a payable price, and in consequence thousands of bags have been pitted to await more favourable demands.

The chaff output has been below normal, and there are many thatched stacks waiting to see what the future will bring. The exceptional summer and early autumn rains developed a luxuriant growth of grass in those districts which are usually the best chaff markets, and for the time being more hay is available than is required.

Bendigo District

Mr. W. Tredennick, District Superintendent, says that owing to the absence of rain, prospects are far from bright in the northern districts, the crops being in very poor condition. The recent light rains were not nearly sufficient to replenish supplies, and unless the required rains eventuate within a very short time many settlers will undoubtedly suffer severe losses.

In general business there has sprung up a new industry in Fibro Plaster Sheets, and from a few consignments despatched per week some months ago, this traffic has now increased, and many tons are sent weekly, principally to northern and Mildura areas. The establishment of this industry has in turn led to a very heavy inwards traffic in plaster and tow. Another feature, also, is that the raw material for the manufacture of the principal ingredient used in the production of these sheets is produced in the northern section, viz., gypsum, which is trucked in large quantities from Waitchie.

The Corona Paint Company, recently liquidated, has now been taken over by a new company under the name, "Corona Dazzel Paint Manufacturing Company."

The works of this company are situated at North Bendigo Junction, and the company is sanguine of finding a ready market for their multifarious products, which cover all classes of paints and metal cleansers.

Live stock traffic is very heavy for this period of the year, and is, no doubt, a further indication of the anxiousness that is being exhibited by graziers owing to the indefinite absence of beneficial rains to produce the necessary fodder to permit of areas being heavily stocked.

Only about 74,000 bags of wheat now remain on stations in this section for transport. When this is completed, the million bags will have been attained.

Dandenong District

Mr. H. T. Robertson, District Superintendent, reports that the district generally is looking very well. In some parts the rainfall has been abundant, but in the country from Traralgon on, right through Sale and Bairnsdale to Orbost, it has been scanty, the coastal rains not having penetrated to this belt.

Sawn timber traffic is good, although somewhat easier than it has been. Sleepers are coming from the Orbost line in large quantities; and logs and poles from the Walhalla line.

The beet traffic, which was a record this season, is now declining. The sugar beet factory at Maffra has been working continuously, but on account of derangement of machinery it could not cope with all of the roots we delivered on and about 18th July, and stations had to be asked to discontinue consigning. Loading was resumed on 21st instant.

On account of low prices, maize, of which the last harvest was abundant, is not yet coming forward in large quantities. Potatoes and onions are moving in response to market prices.

The coal mines at State Mine and Yallourn are producing as usual.

Live stock of all classes in the district are looking well.

Cereal crops generally are showing well.

Dairy and milk traffic keeps brisk, as also does that of the bacon business.

The construction of the Glenmaggie Reservoir is being pushed rapidly ahead.

Geelong District.

Mr. T. J. Lane, District Superintendent, reports that during the month of July a meeting of the local traders was held at Cobden, when the principal matter under discussion was the question of where the best interests of a country township lay, i.e., in supporting road motor transport or their own public railways. Representatives of the Department were present by invitation, in addition to the local stationmaster (Mr. Crowley), who is a live member of the local Progress Association. The viewpoint of the Department was concisely yet strongly advanced, and after considerable discussion, it was decided that a local township, such as Cobden, had everything to gain by supporting the public railways, and nothing to gain by giving their custom to road transport, the proprietors of which would simply take their earnings out of the township, and expend them elsewhere. It has since been observed that local traders at Cobden are loyally adhering to this decision.

This district is famed for its production of milk, and it is interesting to note the many uses to which it is put; local factories not only make butter and cheese in large quantities, but also Lactogen, Glaxo, Trufood, Sugar of Milk and Glue. In regard to the latter, it has the property of not being dissolvable by the action of water, and is extensively used in the making of articles which would, when in use, be exposed to the weather.

From Cobden a large supply of telegraph posts are being forwarded in connection with the State Electricity Commission, which are being obtained from Heytesbury Forest; in addition, a large number are being obtained from forests in the vicinity of Heathmere, Milltown, and Sinclair.

The onion traffic on the Alvie line has been very consistent during the past few months, but in consequence of the ruling low price the potato traffic has not been heavy.

The Trufood factory, situated in the Glenormiston district, about 7 miles from Terang, draws its supply of milk from one of the most fertile districts in Victoria. The milk, after being treated, is made into powder, which is canned on

the premises. The canning plant is capable of turning out 32,000 cans per eight working hours. Extensive additions are being made to the factory, and the company is in the happy position of not being able to meet the demand for its product.

During July, 5 coal boats were dealt with at the Geelong Pier, discharging 22,247 tons, as compared with 2 boats for corresponding month of last year, when 2684 tons were dealt with.

Seymour District.

The following is taken from "The Shepparton News," of 28th July, 8th and 11th August, 1924:—

MR. FITZPATRICK OPTIMISTIC.

Railways Expect Heavy Yields.

How to Sell More Fruit.

Mr. Fitzpatrick, the District Superintendent of Railways, is of the firm opinion that, despite a dry winter, there will be a good yield of all primary products this year.

Seasonal Outlook.

The agricultural outlook, said Mr. Fitzpatrick, is gratifying. It will be remembered that there was a partial drought throughout the Goulburn Valley and North-east and Riverina territory up to May, 1923, when the first heavy down-pour occurred.

Local Railway Management.

Mr. Fitzpatrick was loud in his praise of the very fine spirit of co-operation displayed by the users and owners of State railway properties and of their management. The spirit of co-operation was especially noticeable at Shepparton during the heavy fruit season, between the orchardists and the railway men. Each appreciated the others' difficulties, and the reciprocity displayed enabled the vast crop to be handled with efficiency and despatch. Mr. Fitzpatrick does not want anyone to nurse a complaint against the management, but to communicate with him at Seymour with a view to adjusting grievances.

Goulburn Valley Revenue.

The railway revenue in the Goulburn Valley is buoyant. There is a gradual and certain increase in production, and

with the improvement in the demand for fresh and canned fruits the Shepparton district is helping greatly in increasing the Goulburn Valley revenue.

Demand for Fruit.

There was never a period in the history of the fruit industry when the demand was so great. Propaganda for fruit consumption, instituted by the Railway Department, has had an enormous effect on the demand, and the public would not easily lose the habits resulting from such propaganda. The all-round benefits to the consumer were too marked for that to happen.

FRUIT-GROWERS' INTERESTS.

Railway Support Invaluable.

It is impossible to estimate the benefit accruing to the fruit industry by the co-operation of the railway management with the fruit growers in the disposal of their seasonal products. The work of Mr. H. Clapp, chairman of the Victorian Railways Commissioners, by the publicity campaign instigated by him in this connection, is now well known, and it is admitted that only for his efforts the industry would be in a very perilous state. Although increasing production means that overseas markets will have to be more fully exploited, the prospects in this respect, owing to the ever-growing reputation of Australia's canned products are also good. At the Shepparton railway station two new artistic posters are now on view, and copies are on exhibition at all stations. These deal with the "Eat More Fruit" campaign, especially in regard to citrus fruits, and they convey powerful suggestions which must have a marked effect on the citrus industry. In addition, an attractive pamphlet has been printed in thousands for distribution to the public. The pamphlet asks readers to order direct from the grower, and gives particulars of the centres where the fruit can be obtained.

WELCOME RAIN.

As we were going to press with this issue news came to hand that abundant rain was falling in all the wheat growing areas of Victoria, so that an excellent

harvest everywhere is now assured. This will mean millions of pounds to the State. The value of the rain, from the wheat point of view, is that it will give Victoria some 15,000,000 bushels of wheat to sell outside Australia.

This, at 5s. a bushel, would mean £3,750,000 new wealth to the country.

* * *

Railway Management

Not Always to Blame.

In a recent issue of the "News" there appeared a statement made by Cr. R. Roe at the last meeting of the Shepparton Shire Council about a very vexatious delay, to which he was put by reason of the non-delivery of certain plough feet and mould-boards consigned to him from a Footscray firm. Cr. Roe doubtless spoke in perfect good faith, but by what he said it would appear that the Railway Department was altogether to blame for the delay which took place in the transit of the articles referred to. We have been informed, however, on good authority, that the plough fittings found their way to Ballsdale, N.S.W., because of a blunder in the factory, which resulted in them being mis-directed to that place. If this is so, and we have no reason to doubt it, the officials of the Railway Department were not in any way to blame. In the interests of fair play, and on behalf of a body of men who, we believe, do their best to perform a very difficult duty, we make the statement. We think it only common justice to add that the station-master and staff of the Shepparton railway station are highly efficient and courteous, and that their constant aim is to discharge their duty alike to the public and the Department.

* * *

The happiness of your life depends upon the quality of your thoughts; therefore guard accordingly.—Marcus Aurelius.

To conquer one's self is the first and noblest of all victories.—Benjamin Franklin.

Area under Wheat in Victoria

Based on information furnished by farmers, the Government Statist estimates that there are 2,975,400 acres now under wheat in Victoria, compared with 2,617,493 acres last season. This includes the area that will be cut for hay. On the average of the last five years, this was 218,000 acres, but it is expected that the acreage to be cut for hay in the coming harvest will be somewhat less. The returns received from wheat growers show that 60 per cent. of them have sown Federation as their principal planting. The variety next in favour is Major, which has been planted by 9 per cent. of the growers. The following is a detailed list of the estimate:—

Counties.	Area Under Wheat, Grain and Hay.	
	1923-24. (Actual) Acres.	1924-25. (Estimated) Acres.
Grant	13,043	14,500
Talbot	12,962	17,900
Grenville	5,068	6,000
Hampden	9,610	10,600
Ripon	39,287	34,400
Lowan	139,735	198,200
Borong	387,240	444,900
Kara Kara	131,444	172,200
Weeah	195,293	192,600
Karkaroc	611,187	682,500
Tatchera	378,890	410,100
Gunbower	34,343	40,600
Gladstone	96,781	131,500
Bendigo	115,057	134,200
Rodney	79,322	94,200
Moira	293,779	305,100
Delatite	7,932	8,900
Bogong	33,897	39,200
Other Counties	33,073	37,800
Total	2,617,943	2,975,400
Grain Area	2,454,117	—
Hay Area	163,826	—

* * *

Pith of the Commonwealth Budget

The revenue for the last year was £65,077,810, which exceeds the estimate by £4,078,810. The Customs revenue amounted to £35,750,784, and is a record. The estimate was £29,650,000. Income tax yielded £11,057,555, instead of the estimate of £13,000,000. Postal receipts were £9,757,021. The total Commonwealth expenditure out of revenue was £62,484,169, or £1,532,321 more than the estimate.

The estimated expenditure for 1924-25 is £63,445,183, of which £28,344,033 is for war and repatriation services, including interest and sinking fund. In addition, there will be an amount estimated at £923,785 for interest on loans raised for the States. The Commonwealth interest bill for this year is estimated at £19,963,818, of which £17,782,143 is for war debts, and £2,181,675 for other. Moneys to be provided for sinking fund this year amount to £2,759,318. Income tax

exemption has been increased from £200 to £300, diminishing by £1 for every £3 by which the income exceeds £300. All persons having net incomes up to £1200, or 96 per cent. of the taxpayers, will benefit from the raising of the exemption. The tax on incomes will be reduced by 10 per cent. This will benefit 200,000 taxpayers. Profit from gold mining has been exempted from income tax until the whole of the working capital invested in the industry has been returned to the owners. The remission of tax involves a reduction in revenue of £2,000,000. Legislation will be introduced to provide that in the years 1918-1919 to 1921-1922, inclusive, live stock on hand at the beginning and end of each year shall be brought to account at market values. The Income Tax Act will be amended to validate past assessments on income earned in relation to assignment or transfer of leases. The Act will also be amended in respect to the deduction allowed for depreciation of plant and machinery. The gross debt of the Commonwealth at 30th June was £415,600,099, of which £351,997,516 represented war debt. The national debt increased by £4,603,783 during last year. The States' debts at 30th June, 1923, amounted to £306,855,745. Commonwealth expenditure out of loans last year amounted to £9,353,586. The estimate for the current year is £8,282,835.

* * *

Our Greatest Pest

That "calamity howlers" are the greatest curse with which Australia is afflicted was the declaration of Mr. E. J. Brady, the noted Australian author, in the course of an address at the last weekly luncheon of the Victorian Institute of Advertising Men. These "misery merchants," he said were men of low intelligence and imagination, and tried to hide their shortcomings by condemning everything. When it rained they saw nothing but the possibility of a flood, and when the sun shone they were sure that a drought was coming. No country had suffered more from this class of person than Australia. The first calamity howler was the navigator Dampier, who, after landing on the shores of Western Australia, and seeing only a very small portion of the continent, described it as the most miserable country in the world. If the voices of this and other "howlers" had been listened to, the Australia of to-day would never have been created. Australia needed men of faith and vision, and to counteract the work of the pessimists a healthy national publicity, both at home and abroad, was necessary. Our greatest need was for a larger white population. Six million people could not be expected to remain in undisputed possession of this great continent. We needed, not 6,000,000, but 60,000,000, and Australia could easily support as many as 200,000,000 people at the same standard of comfort as was now enjoyed by the small handful of people forming the present population. There were immense possibilities for settlement and development, but this great work was being hindered by the men who had no faith in their own country.

Research Work Performed by the Railways Laboratory

A Scientific Age.

Some years ago, when the Victorian Railways laboratory was founded, its functions were primarily to test stores and materials. Contractors did not always supply the best materials, and it was found desirable to maintain a stringent check. The laboratory more than justified its existence, and has paved the way for an important recent development—the formulation of standard specifications throughout the whole of the Commonwealth. This work is now being proceeded with vigorously by each of the States in collaboration.

In order to meet the ever increasing needs of the railways, and, through them, the community in general, it has for some time been necessary for our laboratory to conduct most important research work, for which new apparatus has recently been installed, principally to facilitate analyses.

The work of the laboratory is divided into four divisions. One handles oils and coals, as well as co-related subjects; the second deals with paints, varnishes, and allied products; the third attends to metals and metallurgical problems; while the fourth carries out physical tests of steel and iron, and conducts metallographic examinations with the aid of the microscope.

At present research work is being carried on with a view to improving specifications for lubricating oils, and to this end numerous investigations and original researches have been made. Some apparatus recently evolved is illustrated in the accompanying photographs. That marked A is designed to ascertain the

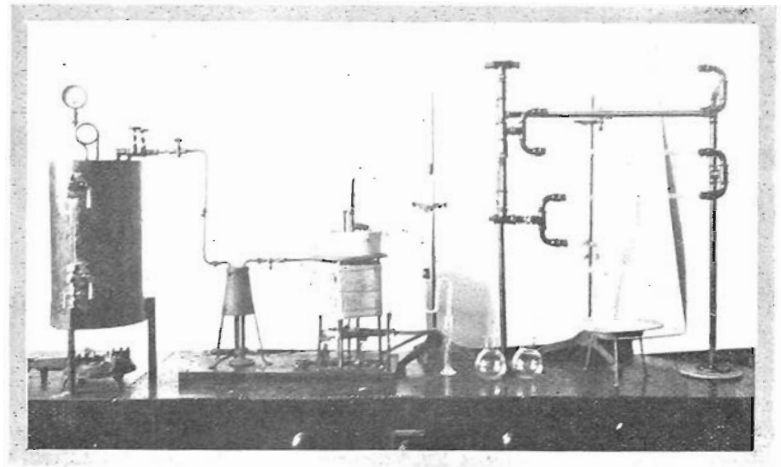


Fig. A.

effect of superheated steam on lubricating oils, and is capable of testing under conditions practically similar to those operating in a superheated locomotive cylinder. The idea is, of course, to subject the oils to tests under conditions like those met with in service.

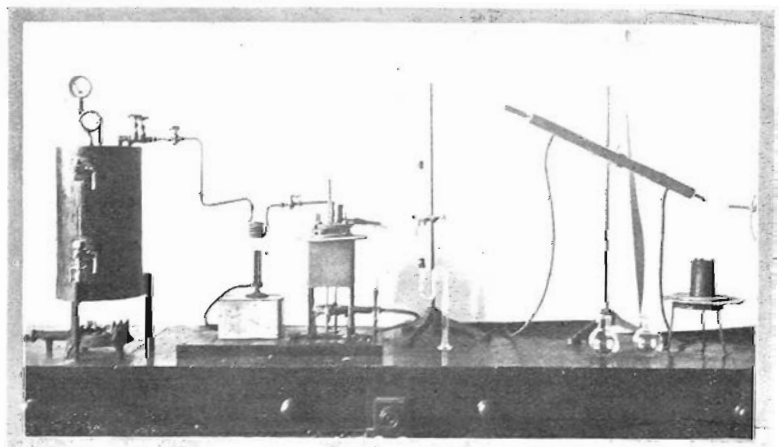


Fig. B.

The steam goes from the boiler and passes through tubes into a retort containing the oil, and fitted with thermometers. The volatile portion of the oil is then passed through a tube, and condensed in the condenser shown in the right-hand portion of the picture, and is afterwards collected at two different points. The heavy oil separates and comes out through the goose neck, while the lighter oil goes on, and is subsequently received in the beaker.

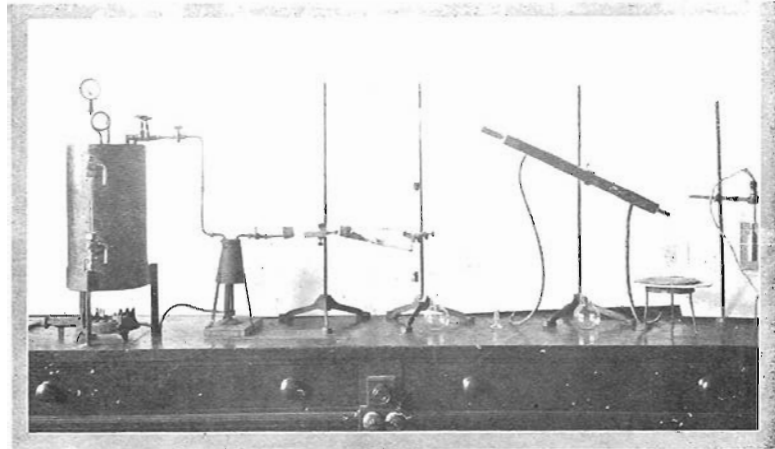


Fig. C.

Photograph B shows apparatus designed for testing ordinary cylinder oils, and can be operated for saturated or superheated steam. The steam passes into the retort fitted with thermometers, and, as previously, the condensate comes out at two points. This apparatus is used chiefly for saturated steam, which does not require such an extensive condensing system as superheated steam.

Photograph C depicts apparatus used for ascertaining the volatility of lubricating oils in general. The oil passes through a closed glass tube, and the outstanding feature of the apparatus is that the results of the test can be seen with the naked eye.

Research work is in continual operation in the different divisions of the laboratory with a view to deciding upon best methods as well as investigating new processes, and thus we keep our practice in line with the van of scientific progress.

* * *

Victorian Railwaymen Abroad

Under date March 10th, 1924, Mr. W. R. Scott, President of the Southern Pacific Lines, Houston, Texas, U.S.A., writes as follows:—

“Referring to your letter of October 6th, 1922, introducing Messrs. W. A. Boyd and E. E. Coleman.

“These two men reached Houston from the Pacific System, February 17th, and have been assigned to positions in our Transportation

Department in connection with general transportation work, train schedules, claim prevention, car handling, etc. In addition to their work in the General Office on these lines, they will be given an opportunity to make trips out on the line.

“I understand it has been arranged by our lines west of El Paso to have them return to the Pacific System some time during the month of May in order to be on the ground during the melon harvest and movement from the Imperial Valley.

“Supplementing my letter of December 20th, 1923, regarding Messrs. A. C. Embling and G. Eltringham.

“As stated in my letter, these men were placed in our General Shops at Houston on December 3rd, 1923, the date of their arrival



A. C. Embling.



G. F. Eltringham.

here, since which time they have been engaged steadily on general machine shop and erecting shop work. Our Superintendent of Motive Power and Equipment reports that both are proving to be very capable mechanics, and are progressing satisfactorily.”

This letter indicates how our young Victorian railwaymen are being received in U.S.A.

The first portion of the letter refers to Mr. W. A. Boyd, Assistant Station Master (Essen-

don Railway Station), and Mr. E. E. Coleman, Clerk (Essendon Railway Station). These two young men were some time ago granted extended leave of absence for the purpose of gaining railroad experience in America.



W. A. Boyd



E. E. Coleman

Messrs. A. C. Embling and G. M. Eltringham are in America for a similar purpose. They were employed as Fitters at the Ballarat and Stawell Locomotive Depots respectively.

Their first impressions of their reception in America are contained in a letter written from Houston, Texas, on 24/2/24. The text of this letter is:—

"After a very pleasant voyage we arrived at San Francisco, where we had a most enjoyable time. Whilst there we used your letter to Mr. Sproule, and was given a permit to visit the workshops at Oakland. The Master Mechanic took us through the workshops and round houses, and did his best to make our visit enjoyable as well as educational.

"Our next move was to Los Angeles, where we spent several days, then came direct to Houston, on arrival interviewed Mr. Scott, who gave us a warm welcome, and made arrangements for us to commence work the following day.

"We were first put to work in the machine shop, as it was almost impossible for the Foreman to keep changing his men off their regular work, and thus give us experience on all the lathes and machines, which we desired to work. We volunteered to work night shift, and worked this shift for two months. Then we were transferred on to day shaft in the fitting shop, where we are at present employed, and given every chance to gain a general knowledge of each department. We are working five days per week at present, as the workshops close down every Wednesday, but as this is the slack season we consider we are doing well.

"We have been furnished with an all lines pass in Texas and Louisiana, so you will see we are being treated very well by the company.

"As we are in the States on the six months basis, it will be necessary for us to apply to the immigration authorities for an extension of time very soon. Should we be forced to leave

the States, we intend going into Canada, and again returning to the States, if possible, from there.

"Mr. Lee was at Houston, but has left for some other railroad; we made his acquaintance on arrival."

They subsequently left America for Canada, and are now employed with the Canadian Locomotive Company at Ontario.

The Mr. Lee referred to, some readers will recognise as Mr. Ronald E. B. Lee, Clerk, formerly of the Bendigo Locomotive Depot. He left Australia on 31st May last year, spending some weeks in New Zealand, and entering the United States on 3rd July last.

A typical letter, received from him, written shortly after arrival, is of interest:—

"After having had a most enjoyable and very instructive journey via New Zealand, and Honolulu to Vancouver, B.C., I secured the necessary permit, and entered the United States on the 3rd instant, travelling here in stages through Seattle, Portland, San Francisco, Santa Barbara, and Los Angeles, in all of which places there was a stop of sufficient duration to see the principal sights.

"Houston was reached on the 'Sunset Limited,' Sunday, the 14th instant, and the following morning I communicated with the Southern Pacific Head Office, whence, from Vancouver, I had sent your letter of introduction to Mr. W. R. Scott. Unfortunately, owing to his being on an extended tour, I was not able to have an interview, but on his behalf Mr. O'Brien, the President's Chief Clerk, extended a warm welcome, and arrangements were made through Mr. Power, the Superintendent of Motive Power, for me to commence duty the next day in a clerical capacity at the Houston Workshops (Texas and New Orleans Railroad Company), so that I might study the S.P. system of Accounting accord-



D. J. Nolan



Ronald E. B. Lee

ing to the requirements of the Interstate Commerce Commission, as well as their system of general costing of labour and material.

"Respecting wages payment, the remark cannot be withheld that the present system of timekeeping in the Victorian Railways Rolling Stock Branch reflects much credit on our officers, as it compares in the matter of prompt payment very favourably indeed with the Southern Pacific method, under which time

worked to the 15th of a month is paid at the end of that month, and time worked in the second portion is paid at the following mid-month, which means that half a month's pay is always unpaid.

"'Safety First' is being preached now with as much vigour as ever before, and the records show that, as a result of the campaign on Texas and Louisiana Division of Southern Pacific Lines, up to June 15th, 1923, only four employes died in train service accidents, while in the industrial service fatalities were nil.

"The aim in truck mileage per day is now forty miles, and, from now on, 'Forty miles per day' has been adopted as the slogan of the traffic forces. All sections are asked to help in the new movement, track is to be kept in condition, and equipment, motive and power machinery in an increasing percentage of efficiency.

"The following are the rates paid to some of the grades here:—

Labourer, 30½ cents per hour.
Helpers, 47 cents per hour. (Assisting Artisans).
Artisans, 70-80 cents per hour.
Skilled Men, 63 cents per hour (men such as Car and Truck Repairers, etc.).
Foremen, 230 to 280 dollars per month.

"A suit of clothes, in good style, made to order, of best material, figures at about 30 to 40 dollars. Ready-made clothes are much cheaper—about 33 per cent. cheaper.

"Footwear costs from 5 to 8 dollars, and general clothing is about on a par with Melbourne prices. Board and room costs 10 dollars, as against 30/- to 40/- in Australia.

"From the above I hope to have given a rough idea of living costs here, so that, together with wages, some comparison may be made locally. The fact that the police department figures, taken from registrations in Houston city, show five automobiles for every twenty-five people seems to point out that the workers are enjoying good living conditions, and do not hoard savings, with the result that higher wages make more work by the mere increased demand for what were previously considered luxuries. Our workshops employing about 2500 men is like an orchard with a great crop of 'Do not park here' signs.

"In the matter of shop hands being allowed time to clean up and punch off, no trouble is experienced here; men work the full 48 hours, and are allowed one minute per hour for the necessary reporting—all washing and dressing is done after hours, in the men's own time, and 48 minutes is added to each week's pay.

"The work is very interesting, and the officers are very obliging indeed, giving information very willingly, and doing their utmost to enable me to gain the information and experience I need. The company is paying me 4.24 dollars per day of eight hours' working, 8 a.m. to 5 p.m., six days per week. The offices are clean and well ventilated, so that the work is done under the best possible conditions.

"On the whole, U.S.A. is a good country, with a warm-hearted people, willing to meet in friendly manner those who approach with goodwill and sincerity."

Mr. Lee has now transferred to the Chesapeake and Ohio Railway Company, in Richmond, Virginia, where he will gain experience under Mr. H. C. Pearce, Director of Purchases and Stores of that company. Mr. Pearce is the originator of the Service of Supplies Storekeeping System, upon which is based—as a result of the visit of Mr. Coleman, our Chief Storekeeper, to the Southern Pacific Company, of California—the storekeeping methods now being followed by the Victorian Railways.

In addition to these young men, the Victorian Railways are represented in America by Mr. D. J. Nolan, Assistant Engineer of the Electrical Engineering Branch. Mr. Nolan was granted extended leave of absence for the purpose of undertaking the Student Test Course with the International General Electric Company, at Schenectady, where he acquitted himself with great credit, being regarded by the engineers of the company as a young man of exceptional ability. Mr. Nolan, we are pleased to announce, returned during the past week to the Victorian Railways.

Never before have the young men of the Victorian Railways had such opportunities for broadening their knowledge of railway practices, and general affairs, placed in their way.

Any young man who would like to follow in the footsteps of those already in U.S.A. can obtain similar facilities, provided that he can show a record of good conduct, and indicate that he will worthily uphold the reputation of the Victorian Railways in America, though necessarily the number for whom employment can be arranged must be limited. To any such young man the Commissioners will grant extended leave of absence, and will guarantee employment with American railway companies at rates which will enable them to maintain themselves, not necessarily in the avocation which they have followed in the Victorian Railways.

Travelling expenses to and from America are defrayed by the applicant.

* * *

Costly Economy

A penny saved is a penny earned, so they say, but there is a flaw in this philosophy when the penny earned to-day means a pound lost to-morrow.

Indiscriminate saving is equally as harmful as careless spending. A sounder doctrine in industry is ten pounds spent to-day saves a hundred pounds to-morrow. The man who regularly walks a long distance to his work is robbing the railway or 'bus company to pay the bootmaker, in addition to which the time lost often far exceeds the money saved. This type of false economy is often as prevalent in the industrial world as it is in the domestic circle.—"S.A. Railways and Harbours Magazine."

Good Service Brings Appreciation

An Invalid's Journey—I wish to draw attention to the manner in which Mr Clapp made which seemed an almost impossible journey for my invalid mother in reality a very easy one. She had to travel in a bed from Spencer Street to Myrtleford. Mr. Clapp made all necessary arrangements of his staff to assist my mother in every way they could; and indeed, I must say, they did so; but especially Mr. Cavanagh, S.M., Spencer Street. He did everything he possibly could; also Mr. Johnson, Guard on Albury express, and Mr O'Brien, Operator at Myrtleford—From Mr. S. Moore, Coburg, to Mr. Clapp.

On Sunday, the 22nd June last, I walked on to Macaulay platform, late by 1 minute, to catch the 10.21 a.m. train to Flinders Street. This train happens to be the last one by which you may make connection with the 11.5 a.m. train to Berwick, my destination.

The Officer-in-charge, at Macaulay, Mr. Cuskelly, after expressing regret for my error of judgment, promptly ran down the ramp to the gates, and hailed a passing motor car.

He briefly explained to the owner, who seemed only too willing to oblige Mr. Cuskelly. Result: I caught my train, and completed my journey.

Local people assure me that this is but one of many gentlemanly acts performed by Mr. Cuskelly daily, in lightening the burdens of those less fortunately placed than himself.

Pressure of business prevented my reporting Mr. Cuskelly's promptness, efficiency and generosity before; but allow me to congratulate you, even now, on the general courtesy which I have received from the great majority of your employes.—From Mr. Hobart F. Kelly, Senior Master, Church of England Grammar School, Berwick, to Mr. Clapp.

Would you kindly convey to your staff, who were in charge of the Garden Vale Station on the morning of 9/7/24 and the evening of the 12/7/24, my best thanks for the good treatment my birds received, both going and returning from the Poultry Show at Sale?—From Mr. W. J. Hornidge, 15 Hamilton-street, Garden Vale, to Mr. Clapp.

We wish to offer, through you, to the Station Master at Swan Hill, and his staff, to various Station Masters who have been posted here, and to the train staffs, thanks for their cheerful and unceasing help throughout the packing season which has just closed.—From Mr. T. Kerr, Secretary, Woorinen South Fruit-growers Co-operative Co. Ltd., to Secretary for Railways,

I recently removed from Portland to Port Albert, sending a truck of furniture, which included a piano and a hooded buggy, other furniture was sent by a firm from Melbourne. Everything arrived without a scratch. I, with my wife and son, aged 12, followed a week later. The acting or relieving Station Master, who was very kind, booked us right through, also our luggage, and my son's dog. Naturally I kept an eye on the luggage and dog, but I need not have done so. We arrived without an ounce of trouble or discomfort. Many thanks to your Department and staff.—From Mr. Charles I. Tyers, Port Albert, to the Secretary for Railways.

I wish to take the opportunity of expressing my appreciation of the kindness and courtesy extended to me by railway officials on duty on 12th July.

The Station Master at Woodend, Conductor of train arriving at Spencer Street at 10.30 p.m. from Woodend, and Station Master and Assistant on duty at Spencer Street at that hour, have my especial thanks and good wishes.

On other occasions within the past two years, when travelling alone, I have had reason to be grateful to the officials at Flinders Street Station (No. 1 platform) for their kindly help and consideration.

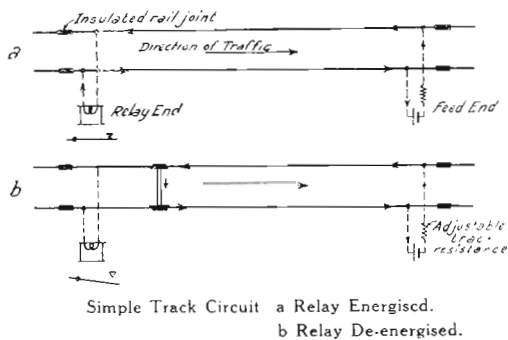
Please accept this slight acknowledgment with good wishes for welfare of your staff and its policy.—From Mrs. L. G. Callaway, Red Hill, to Mr. Clapp.

I wish to express my thanks to your officers for their kindness to me on July 6th. I had left my wallet, containing my tickets and some money under the pillow on the sleeper at Albury. The Station Master at Wodonga kindly phoned back to the Albury Station Master notifying my loss, and the Ticket Collector telegraphed from the first station after Wodonga and at Seymour we received a telegram from the Station Master at Albury giving the number of the ticket, and on presentation of this your officials at Spencer Street kindly advanced me a ticket to Adelaide, and acknowledged the telegram sent to engage my sleeper ticket. They have since received my ticket from Albury to Adelaide, and also order for a sleeper. Nothing could have exceeded their courtesy to me. I do not know their names, so I am sending the matter to you. With much gratitude.—From Mr. Geo. T. Walden, Foreign Missionary Committee of Churches of Christ in Australia, "Enmore," 74 Edmund Avenue, Unley, South Australia, to the Victorian Railways Commissioners.

The Track Circuit

The track circuit is the fundamental basis of power and automatic signalling. In earlier systems rail contacts and the like were used, but these have all made way for the track circuit, which is also used for other signalling and interlocking purposes.

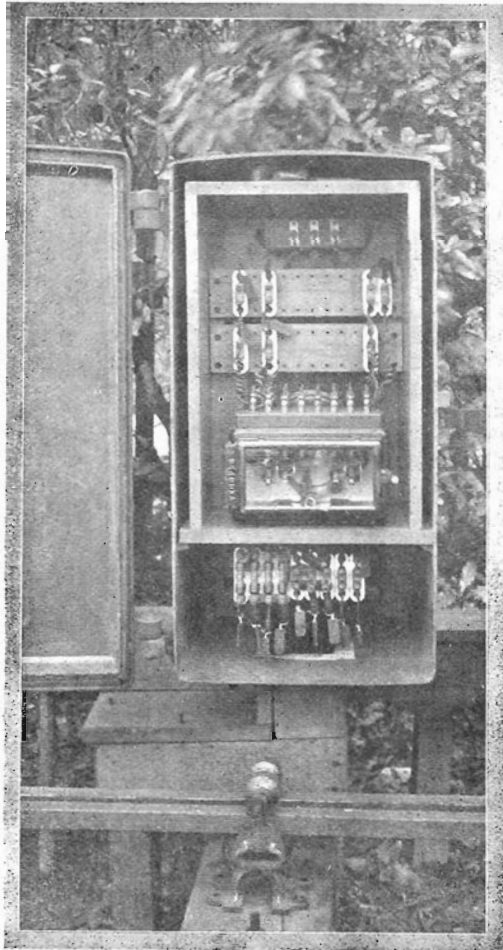
To the uninitiated, the path for the track circuit does not appear to be of the best. The usual electrical circuit is so prim and precise, and every precaution is taken to prevent contact with other bodies in order to minimise leakage of current, etc. The main path for the track circuit is the running rails, which are exposed to all weather conditions, and being fixed to the sleepers, which in their turn are embedded in the road-bed, all kinds of paths are provided to assist the leakage of current flowing away from its true object—the relay.



Nevertheless, although set in such unfavourable conditions, the efficiency of the track circuit is remarkably high. This efficiency, however, is obtained by the high standard of apparatus used in that portion of the circuit divided by the running rails. A sketch of a simple track circuit is reproduced to show the path of the current from the battery through one set of rails and through the relay coils, returning along the other set of rails to the battery. The rails are wire-bonded together to give electrical continuity, as rust prevents the ordinary fish-plates being satisfactory for this purpose. The circuits are insulated from each other by insulating rail joints, which are fitted to the rails and contain wood or fibre insulation. The length of each track circuit varies

according to circumstances of signalling arrangements.

In the sketch (a) the current is shown flowing right round the circuit, and the relay is energised. In (b) a pair of wheels with axle is shown to represent a train, and it will be noticed that the track current is "short-circuited," i.e., the current flows through the wheels and axle back to the battery. The current being thus prevented from reaching the relay coils, the relay becomes de-energised, and the relay contacts are



Track Relay in Case.

opened. As the signal and other control circuits are taken through the relay contacts when closed, these in turn are open-circuited, and current ceases to flow along such circuits.

The track circuit is a "closed" circuit; in other words, current is flowing through the circuit the whole time. It is only when a train passes over the circuit, or a break occurs in the continuity of the circuit, that the relay is de-energised. The operation of the circuit therefore has a distinctly positive action. In order to prevent excessive discharge from the battery during the time the track circuit is short-circuited, a resistance is inserted in the battery feed. A low voltage is used, and the relay operates with considerably less than one volt.

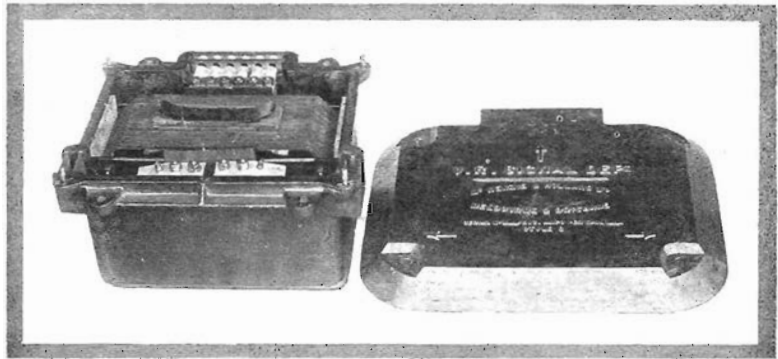
This, in brief, is the theory of the track circuit. Where steam traction is in service, batteries may be used; but when electric traction is involved, complexities arise, and alternating current is in most cases used for track circuit purposes.

When the Melbourne railway electrification was decided upon, one of the problems confronting the engineers arose from the decision to use the running



Impedance Bonds on Track.

rails for the return of the train propulsion current, after it had passed through the train motors, to the substations. This meant that direct current would be flowing continuously from end to end of the whole of the electrified railway system, and yet, for the purpose of power and automatic signalling, the

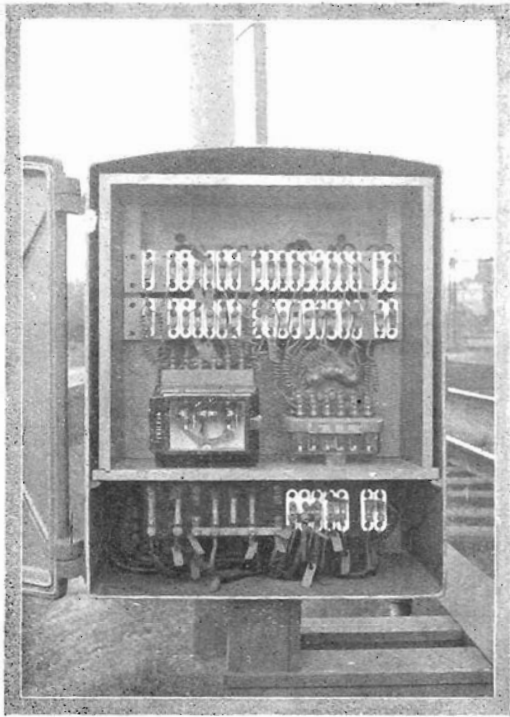


Impedance Bond.

rails had to be divided and insulated into sections. Fortunately, engineering science was able to overcome this difficulty by means of the impedance bond.

The impedance bond is designed to provide a continuous path for the direct current, and to provide an impedance to the alternating current track circuit, with the result that the direct current passes with practically no resistance through the impedance bond, but sufficient impedance is provided to force the alternating current to go through the relay coils. A view of two impedance bonds for adjoining track circuits is reproduced. This illustration shows the insulating rail joints, the bare copper cable from rail to impedance bond, the trunking containing the copper connections between the centres of the bonds, and the wires from the impedance bond taken through pipe to the relay or transformer, as the case may be. Another illustration shows the cover removed, disclosing portion of the interior. In passing, it is of interest to note that the first order for impedance bonds went to the United States, but all subsequent orders have been placed in Australia,

In a former article, "Power Signalling Transmission System," which appeared in the "Victorian Railways Magazine" for May, 1924, there were illustrations showing the transformer arrangements for feeding track circuits, and two photographs are now reproduced to show a one-way relay box containing a track relay and a two-way relay box, containing on the left-hand side a track relay. Relays require for signalling purposes



Track Relay and Signal Control Relay in Case.

are highly specialised in design and very delicate in construction, and will require an article to themselves.

F. Raynar Wilson, Engineer.

* * *

500 Miles of Railway

United States Total in 1832

A compilation of railroad mileage in the United States made ninety-one years ago showed that there was then in operation less than 500 miles of railroad in this country. This compilation has been uncovered in a recent find of a complete file of the Railroad Advocate, at Atlanta, Ga.

The extent of railroad building at the time of the January 19, 1832, issue is shown by the following compilation:—

“This is a list of railroads now constructing, several of which are in part finished, and in successful operation:

“Baltimore and Ohio.—Whole length, 250 miles; 60 miles completed and in use.

“Albany and Schenectady.—16 miles in length; 12 miles in use.

“Charleston and Hamburg.—135 miles in length; about 20 miles completed, upon which United States mail is carried.

“Mauch Chunk.—Completed and in use, 9 miles.

“Quincy, near Boston.—Now in use, 9 miles.

“Ithaca and Oswego.—29 miles.

“Richmond and Chesterfield.—12 miles.

“Camden and Amboy.—50 miles.

“Lackawaxen.—16 miles.”

Besides this was a list of about twenty other railroads that had been started or were “about to be commenced.”—“Southern Pacific Bulletin.”

* * *

Who Am I

I am more powerful than the combined armies of the world.

I have destroyed more men than all the wars in the world.

I am more deadly than bullets, and have wrecked more homes than the mightiest siege guns.

I spare no one; I find victims among the rich and the poor, the young and old, the strong and weak; widows and orphans know me.

I loom up in such proportions that I cast my shadow over every field of labour, from the turning of a grindstone to the moving of a railway train.

I massacre thousands upon thousands of wage earners in a year.

I am relentless; I am everywhere—in the home, on the streets, in the factory, at railroad crossings, in the mine, on the sea.

I bring sickness, degradation and death, yet few seek to avoid me.

I destroy, crush or maim, yet I give nothing.

I am Carelessness.

—“Coal and Coke Operator.”

* * *

“Hello, Central!”—Two girls were talking over the wire. Both were discussing what they should wear to the coming party. In the midst of this important conversation, a masculine voice interrupted, asking humbly for a number. One of the girls became indignant, and scornfully asked:

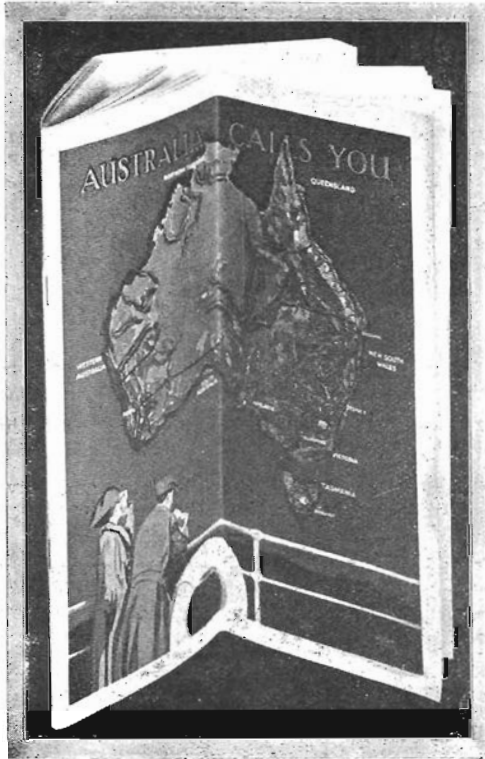
“What line do you think you are on, anyhow?”

“Well,” said the man, “I am not sure, but, judging from what I have heard, I should say I was on the clothes line.”

Advertising Australia Abroad

Railways Commissioners Publish Beautiful Booklet.

Returning from his recent trip abroad, the Prime Minister (Mr. Bruce) declared that the prevailing ignorance of Australia is "abyss-



mal." It will be no fault of the Australian Railways Commissioners if this continues much longer.

At the last annual conference of the Chiefs of the seven Railway Administrations in the Commonwealth, they decided to make a substantial contribution towards the enlightenment of people of other countries about the wonderful tourist attractions Australia offers by the publication of an illustrated pamphlet, descriptive of the innumerable charms of Australian scenery.

It was the express desire of the Commissioners that the All-Australian Tourist Pamphlet, which they authorised, should be the best possible production of its kind, and we are inclined to believe that this aim has been accomplished. The book, of which the covers are here illustrated, is a beautiful specimen of artistic printing. The tinted page decorations, which have as a delicately suggestive motive

the natural flora and fauna of Australia, the beautiful half-tone pictures, and the fine clear type, are entirely Australian work.

The production of the book, for which the Railway Publicity Officers of New South Wales and Victoria have been responsible, is something upon which the Australian Railways may congratulate themselves.



To Give Polarity to a Needle

The following information, extracted from the "Electrician," of 2nd November, 1894, might be useful to electrical students.

In a quaint looking electrical periodical published in 1845, namely Vol. I, of "Walker's Electrical Magazine," the following incomprehensible recipe for "giving polarity to a needle" is extracted from "Jesuits' letters from China":—Equal quantities reduced to a fine powder of cinnabar, realgar—male or female—and steel filings. Mix up with blood (from a cock's crest). Cover the needles with the mixture, wrap them in a paper, and put them in an oven, under which you will keep a charcoal fire for seven days and nights. This done, wrap them and carry them next your skin for three days; they will then serve for the mariner's compass."

What had the heathen Chinese been telling the missionaries? It reads like a blend of the witches' incantation in "Macbeth," with the cementation process for making steel.



THE SOUND OF THE WIND.

This is a good example of Christina Rossetti's little lyrics, teaching childhood to feel and think about the sights and sounds of the outdoor world.

The wind has such a rainy sound,
Moaning through the town;
The sea has such a windy sound—
Will the ships go down?

The apples in the orchard
Tumble from their tree.
Oh! will the ships go down, go down,
In the windy sea?

NELLY'S REWARD.

A Fairy Story.

By J. Curran.

Nelly was in difficulties.

Always a keen and interested follower of the doings of Fairies, good and bad, she was puzzled and vexed by the question that presented itself to her mind.

Her good Fairy, Joy, had promised her that, if she would only do one good deed every day, a great reward awaited her at the end of the year.

By dint of much thoughtfulness, she had managed to fulfil her share of the contract—but something was amiss with the denizens of Fairyland, for the year had passed, but no reward had materialised.

Helen Butler, her schoolmate, had laughed at her, and chaffed her over "being so silly as to believe in Fairies"—and a sad-eyed, rather doubtful Nelly had cried herself to sleep.

* * *

With a jingle of golden bells, and a clatter of tiny feet, the carriage of Joy drew up in front of Nelly's house.

"Poor Nell, I have kept her waiting for her reward. I must make it up to her now," said the beautiful Fairy, Joy, as she flew in through the window of Nelly's bedroom.

* * *

Nelly awoke with a start, and the first thing that greeted her eyes was a beautiful picture book, crammed full of stories of Giants and Gnomes, Knights and Ladies.

It fairly took her breath away, and, for a time, she was so engrossed in the pages of her book that she did not see a note by her bedside.

"Dear Nellie," it ran, "because you obeyed the wish of your Good Fairy, I bring you this

reward. I know you will like the picture book, but I want you to remember (especially when naughty children tell you stories about us Fairies) that the greatest reward I could give you for your good deeds is the feeling of happiness and joy which the deeds themselves bring. Remember, a joy shared is a joy doubled, and a sorrow shared divides the sadness and eases the pain. Do not forget your Good Fairy.—JOY."

With tears of happiness glistening in her eyes, Nelly vowed she would always be true to the ideals of the Fairies.

Happiness is its own reward.

LULLABY.

This well-known cradle song, by Tennyson, which has been set beautifully to music, is exquisite not only in the simplicity of its words and comfort of its thoughts, but in the swaying motion of its rhythmic flow, charming the little one to sleep.

Sweet and low, sweet and low,
Wind of the western sea,
Low, low, breathe and blow,
Wind of the western sea!
Over the rolling waters go;
Come from the dying moon, and blow,
Blow him again to me;
While my little one, while my pretty one,
sleeps.

Sleep and rest, sleep and rest:
Father will come to thee soon.
Rest, rest on mother's breast;
Father will come to thee soon.
Father will come to his babe in the nest;
Silver sails all out of the west
Under the silver moon;
Sleep, my little one, sleep, my pretty one,
sleep.

EVER BEEN THERE?

The Land of Upsidedownia
Is one-teen miles away.
Aunt Polly says we'll visit it
Some rainy Saturday.
There Cookies grow upon a bush,
And Doughnuts come in threes,
And Lollypops and Sugarplums
Hang from the Chestnut trees.
And toys do very funny things,
Aunt Polly says they do.
They will not let you play with them,
But they'll come and play with you.

—"Little Folks Magazine."



The Grampians

The Wonderful Craggy Heights of the Middle West

It is not very many years ago that the Grampians as a tourist resort was unknown to the vast majority of Victorians. There were then but two or three houses of accommodation in the valley, which runs north and south between the ranges that form a backbone in the centre of Western Victoria. The few residents grew crops on the sandy loam, well watered from the surrounding uplands, or grazed cattle on the luxuriant pasture.

Since then, the many beauties which lie concealed in the frowning rocky hills have become known to an increasing number of tourists, and the Grampians are fast coming into their own as one of the most healthful, invigorating and picturesque of Victorian holiday resorts.

First-class modern tourist accommodation is provided at the newly-erected hotel, and the several boarding establishments, where congenial companionship may be found in this romantic and picturesque setting.

The entrance to the Grampians is at Hall's Gap, fourteen miles over a good motor road from Stawell, an important mining and agricultural township on the main rail route to Adelaide, and it is through this gap that all tourist traffic passes to reach the various guest houses. The road from Stawell for the first few miles is comparatively flat and uninteresting, but as it approaches the Gap, the country becomes more heavily wooded, and wattles in profusion and varied forms of undergrowth fringe the track. Crossing Fyan's Creek, at the entrance to the Gap, the road turns abruptly south. To the left stands The Sentinel, the northernmost peak of the long Mt. William Range, while to the right are the higher Chatauqua Peak and other hills.

While it is in the valley that the guest houses are situated, it is on the crest and slopes of the western range that the majority of attractions to tourists abound, and though generally the approach to them from the western side is gradual and comparatively easy, the bold escarpments on the eastern front involve fairly steep, and, at times, difficult climbing. The vigorous tourist may find abundant enjoyment in scaling the heights, and the enthusiastic botanist may revel amongst the beautiful wildflowers and plants which grow probably in greater profusion here than in any other locality in Victoria.

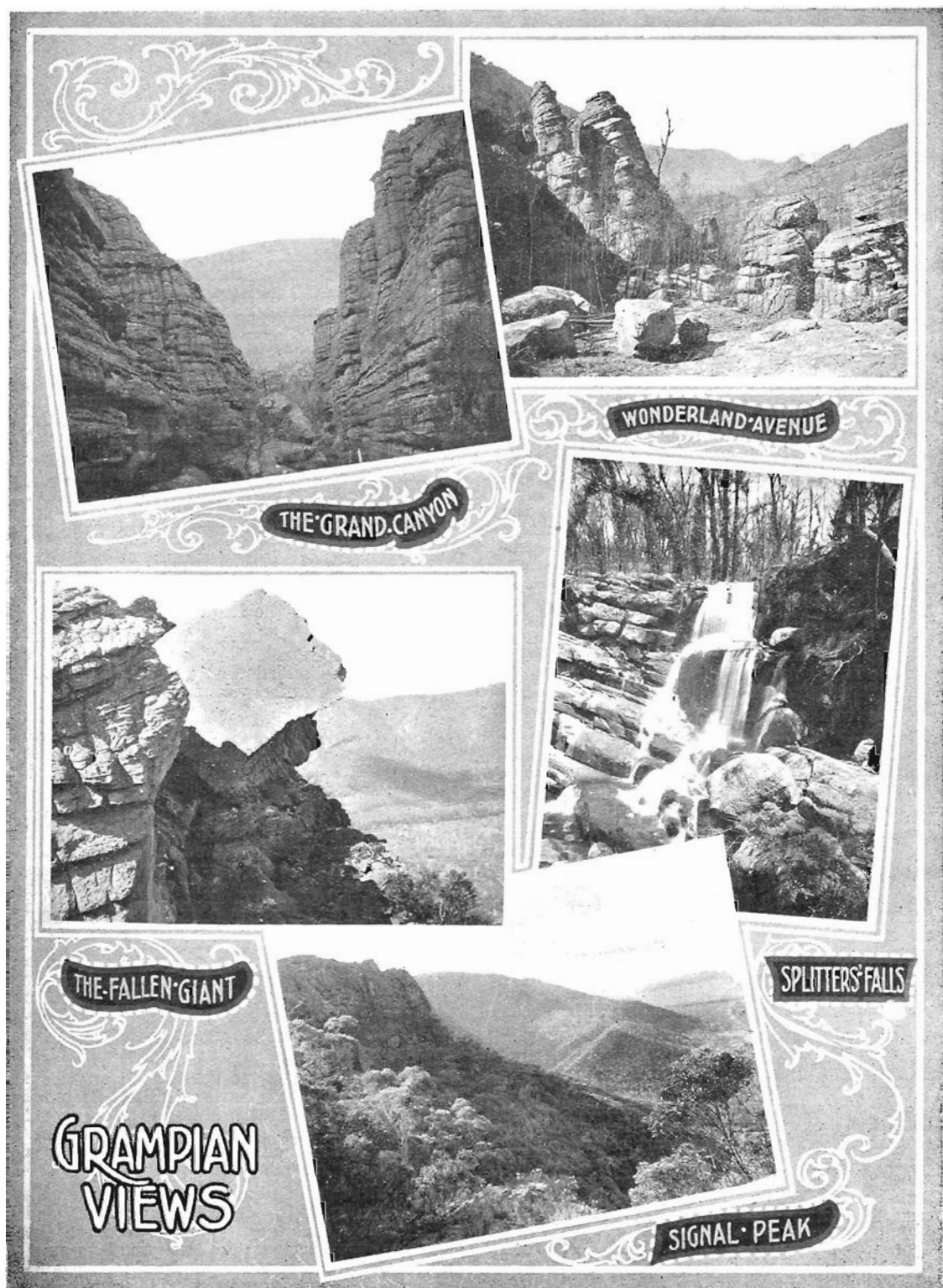
On the Stony Creek, in the vicinity of the picnic ground, are the Splitters'. Epacris,

Pansy and Turret Falls, and a lovely pool, known as Venus' Bath, one of the beauty spots of the mountains. On Dairy Creek are the appropriately named Silverband Falls, a band of silver glistening water, which stands out clearly against the dark background of rock for about fifty or sixty feet.

Wildflower Garden.

Although summer and autumn have their different attractions, the popular holiday season in these hills is the springtime, when the district is ablaze with wildflowers of graceful shapes and an infinite variety of colours. It is in the profusion of plant life that the Grampians as a resort claim pre-eminence. Probably two hundred species of flowering plants could be found in this region, many of them peculiar to these mountains. The native heath, common to most Victorian ranges, grows nowhere in such perfection. There are veritable gardens of it in pure white and several shades of red. Then there are the acacias, of which a number of varieties have found habitat here, the favourite thryptomene, with boronias, grevilleas, wild fuchsias, holly, and the regal-hued sarsaparilla, which blooms in masses yards square. The famous wildflower gardens cover a large area, and the flower seeker who wanders forth to gather blossoms will be surfeited and the botanist soon become the fortunate possessor of a well-filled vasculum. The flowers are found in various parts—behind Bellfield Peak, at the Borough Huts, and in the Devil's Garden behind Boronia Peak. Around the base of the "Rockery" the well-known Grampian plant, thryptomene mitchelliana, grows abundantly, and on the top of Boronia Peak, which has been appropriately named, the three delightfully perfumed boronias of the Grampians flourish.

The rugged eminences, precipitous faces, stairways, crags, and crevasses, which are characteristic of this region, and the innumerable pinnacles, deep fissures, and extraordinary rock faces, with their distinctive colourings, offer a happy hunting ground to those whose tastes incline to the study of geology. Others are content if they can organise a fresh trip for every day. With the well-defined and sign-posted tracks, the way is made easy for this to be done, and in order to view all its beauties a prolonged holiday would need be spent in this "Garden of Victoria."



You will enjoy looking at other pictures of this kind on pages v., ix., x., xiii. and xv.



Cupid Meets the Pope

By "Heraldo."

Old Dan Regan, of Yellowdine, was fond of Bill Pope, a bush contractor, who had a place in the hills, and did fencing and splitting for the cowmen and sheep graziers when he wasn't clearing his own ground. Wherever Pope camped was called by Regan "The Vatican," for any joke was better than none with Dan, especially if it were one of his own manufacture.

When Pope was away from his place in the hills, he camped alone, leaving a maiden sister in charge of his motherless family of two girls and a boy, named Eileen, Violet, and Jimmy, aged, respectively, 10, 8, and 5 years. Pope always tried to get his camp as close as possible to Regan's, because of the friendship between them, and the company at the homestead. Mrs. Regan often baked a few scones for the lonely man, and many a night he came through the bush to play a game of euchre.

Pope was a short, thick-set, bandy-legged man, with a serious face, light blue eyes, a shock of red hair, and a massive beard, which hid the forward part of him to the waist. Pope was never seen with a coat on, unless it were in the depth of winter. He always carried a rusty black coat under his arm on market days in the township. Regan said this was to show he had a wardrobe, but no particular use for it except on ceremonial occasions. Pope's usual attire was a coarse flannel undershirt, with loose sleeves, short at the elbows; a pair of brown moleskin trousers, liberally patched with white on the expansive seat, and held up by a twisted leather waist-belt; a soft, shapeless, felt hat, which had long ago parted from its band and leather lining, and a pair of rough hobnailed boots. He was a simple soul, but clean and dependable, and he worked from dawn to dark in order to fill the stomachs of his family.

One Sunday morning in the merry Spring-time, Bill was strolling through the bushlands towards Regan's, when his heart began to sing of love and a second Mrs. Pope. He had added to his usual attire by knotting a red handkerchief around his bull-like neck. He carried his rusty black coat under his left arm, and dangling from his right hand were two wild ducks he had shot on the lagoon the night before, and intended as a present to Mrs. Regan.

Bill was strangely stirred by the suggestions of the mating season. The sun shone brightly in a cloudless sky, and the air was scented by

the wild flowers, and made melodious by the calls of the birds courting in the blossoming trees. His thoughts turned towards Maudy-Alice and Mary-Ann Regan, but he was honest enough to admit to himself that Mrs. Regan had her eyes too firmly fixed on squatters and well-to-do farmers to approve of an alliance with a poor widower. Besides, Bill was too bashful, too sensible of his own shortcomings as an eligible, to lift his eyes as high as the Regan girls. They always laughed at him, and pulled his red whiskers playfully, but were careful to leave him alone with Dan whenever he chanced upon them in the township.

Bill's wife had been the eldest and the plainest daughter of a teamster, and though he remembered her with affection, and had been distressed almost beyond endurance when she died and left him with three young children, he knew well enough that she was not in the beauty class with the Regan girls.

Bill didn't dream when he lay down in the sunshine for a luxurious snooze before going on to the homestead that Cupid had already marked him down a victim.

And now I must introduce you to Miss Lydia Watson, a spinster girl of forty years or more, who hawked elocution around the country in exchange for board and lodging, plus some pocket money.

Lydia was tall and very thin, and had been described as resembling a hop-pole, padded here and there, and decorated to appear human and feminine. A very scarecrow of a woman, with a pasty face, a wisp of hair of the colour of old straw, a glass eye, and false teeth, which rattled in her mouth. She giggled, was alarmingly modest on occasions, but liked to tickle her male acquaintances in a kittenish fashion, and to laugh immoderately when they wriggled. But as this innocent amusement was always perpetrated in company, it passed for playfulness, and a desire to be sociable.

Lydia secretly longed for a man on whom to bestow the wealth of her maiden affections, but even Dismal Jimmy Morgan, a stingy old widower, who needed company at his lonely homestead, had declined to offer himself as a sacrifice on the altar of love.

For all this, Lydia was a cheerful soul, with a strong desire to please her patrons, and she would recite Shakespearian pieces on the slightest provocation. She had gone into partnership with the immortal bard (in which fashion she always referred to William the "Great") early in her elocutionary career, and fancied herself much in the role of Juliet. In speech, she was, as may be imagined, highly affected, and invariably stagey.

Lydia liked staying with the Dan Regan's, because, for one thing, Mrs. Regan was a famous cook and provider, while Dan was the joker of the countryside, and had plenty of company coming and going. She loved to dazzle the bush people with her powers of elocution.

The Spring day which turned Bill Pope's slow mind to thoughts of a second wife found Lydia in an exalted mood. She had a premonition that something fateful was to happen, and bring her good fortune. So she decked herself in blossoms, and grew strangely tender and emotional as she inhaled the scents of the wild flowers plucked dreamily as she sauntered through the leafy glades of the bushlands.

So, in this exalted mood, Lydia came upon the sleeping Pope. Bill even, in an unlucky attitude, seemed to the love-starved woman a mate to be secured hastily, and before he had time to reflect upon the consequences of a marriage above his station. Lydia knew about Bill Pope and his three motherless children, but had not seen him in person before. She admired his rugged strength, while his loud snores were in her ears but joyful expressions of a brute force which she would be glad to make subject to her will. At any rate, Bill was a man, secondhand as a prospective husband, but a faithful, industrious creature, who would not be found too exacting.

Spreading her thin arms over the prostrate body of William Pope, our heroine began to recite softly selections from her partner's stock-in-trade. Bill slept on, but after a little while his snore became a snort of inquiry.

"Romeo, Romeo, wherefore art thou, Romeo?" sounded strangely in his ears.

Bill, coming slowly awake, thought he had passed from a dream into a nightmare. Who on earth was this strange female, who, almost kneeling on his chest, was speaking in a foreign language?

"Romeo, Romeo, wherefore art thou, Romeo?" cooed Lydia, letting her good eye fall suddenly upon the red beard, and then to travel lingeringly up to Bill's blue and astonished eyes.

Lydia was now thoroughly enjoying herself. Her dramatic sense was even overcoming her desire for a husband. She would fool this rugged bushman until he believed himself bewitched. And then she would marry him, if it pleased her to so ring the curtain down on the romantic comedy.

"What merry gentleman is this, who comes stealing through my garden at noon?" improvised Lydia, sinking upon her knees beside the astonished Bill, and laying her bunch of wild flowers between his knees. "Tell me, prithee, who art thou, and whence came ye upon this merry day?"

Lydia laid one bony hand on Bill's sweating forehead, and began to brush back gently his unruly hair. His old felt hat had fallen aside while he slumbered, and a ray of the sun shot through the greenery on to Bill's faint blue eyes. He pinched himself to discover

by this means if he were awake. The sun made his eyes water freely.

"Wilt not speak to me, beloved?" asked Lydia. "Art bashful, my lord and master?"

Bill, trembling under the influence of a fear that he was still struggling in a nightmare, hit himself violently on the nose, and was then sure that he had awakened to a scene in which a mad woman was playing the principal part, while he might be strangled at any moment. The sight of the wild ducks on a branch overhead was somewhat reassuring, and near-by he saw his old briar pipe where it had fallen from his nerveless hand.

He sat up in the effort to dislodge Lydia, who, however, dropped by his side, and placed her bony arms around his neck. Bill softened, for it was long since a woman had shown him affection. He sat up hard against the trunk of the tree, and, in doing so, felt compelled to place an arm around Lydia's waist and to pull her up with him.

"Unhand me, villain!" commanded Lydia, but not at all roughly. And she did not remove her arms from around Bill's hairy neck.

Bill, intoxicated by the Spring atmosphere, and the unwonted proximity of a female, squeezed Lydia's waist till she thought privately it would break noisily, and disastrously.

"Who are you, ma'am?" queried Bill, in a hoarse whisper; "I ain't seen you about here before. You are not a loony, are yer?"

"Mad! Naughty creature! What strange fancies agitate your brain! I am not mad, unless I be madly in love."

"Who's the gent, ma'am? I don't know any bloke hereabouts who's driven any woman mad in your way."

"You are the gentleman, Mr. Pope, for whom I sigh to-day. You start, of course! I know you are Mr. Pope. I knew you by your beard. It is a beautiful ornament."

Lydia stroked the beard as if she were stroking the back of a Persian cat.

"I must be dreaming, ma'am," said Bill, bewildered again by this delicate tribute to his manly beauty.

"No, my dear Mr. Pope, you are not dreaming. You are one of Nature's gentlemen, and I loved you at first sight. Do you not know that you are noble and beautiful, and a kind-hearted gentleman?"

"I'm only a poor settler, ma'am, earning a hard living."

"And you live alone, dear Mr. Pope?"

"I'm a widower, ma'am, and my three youngsters live at my place on the hills."

"Sweet little angels," muttered Lydia, clinging hard again around Bill's neck, and nipping his left ear with her artificial teeth. "Little angels! I adore children, Mr. Pope."

Both Bill's brawny arms were now around Lydia, who seemingly swooned, but clung close to his side. The violet perfume she affected stole into Bill's nostrils and completed her victory. Strange as she was, this was a

woman, and had come to Bill at a time when he was enjoying an amorous mood. He kissed Lydia roughly, smothering her with his red beard.

"Who are yer, ma'am?" urged Bill. "Tell me, quickly; I must marry you, or—"

"Or what? Naughty Mr. Pope," said Lydia, coming out of her swoon, as if she were playing a part on a theatrical stage, and had received her cue. "Of course. I'll be your wife, William, as soon as you like."

And that's how Bill became saddled with Lydia. I'll hand it to that bundle of bones that, despite her unflinching vice of dramatising her life, she is a good wife to Bill, and a fond step-mother to his children. Her only son she has named William Shakespeare Pope.

The End.

❖ ❖ ❖

Commonwealth Bank of Australia

The Melbourne office of the Commonwealth Bank was recently transferred from the Equitable Building to a new



Commonwealth Bank—New Building

handsome building, specially erected for the bank, in Collins-street, opposite the Stock Exchange. The new premises rise 118ft. from the pavement, and consist of six storeys and basement.

The building is one of Melbourne's finest architectural works, the outstanding feature being its massive dignity and symmetrical grace. The front is a huge facade, 53ft. wide, 118ft. high, and the floors go back 315ft. to Flinders-lane. The architectural scheme of the building is of the Ionic order. The vestibule consists of four large pillars, supporting an Ionic entablature to the height of the second floor. On this is a bronze representation of the bank's coat of arms.

The vestibule is executed in trachyte and Orbost granite. The whole of the freestone marble used in the building is Australian. There are three high-speed passenger elevators inside the main entrance, and another in the centre of the building used for both goods and passenger traffic.

The wonderfully spacious ground floor is the banking chamber. On the fifth floor is a splendid and finely equipped dining-room for the staff.

❖ ❖ ❖

Absolute Safety .

What a queer world this would be if everybody in it were of the same opinion. Without darkness there would be no light; without wrong, no right. Summer would never be were it not for winter, nor good times except for bad times.

So it is in everything—simply a relation, comparison or contrast with one another. There could be nothing beautiful were it not for the ugly; and, saddest of all, but true nevertheless, there can be no joy without sorrow, no happiness without misery.

With absolute safety, we could cast out of our language the words "danger" and "hazard." There will probably always be accidents and injuries, but if we act well our part they can be reduced to only those beyond human control. These are even now but a small portion of the total.

It is the avoidable, the useless, the unnecessary loss of life and limb, with its accompanying pain and suffering, that we really must prevent, and for this end we strive. — "The Staff."

❖ ❖ ❖

Wow!—Frank: The doctor tells me I have to cut out eating sugar.

Bill: How come?

Frank: He tells me that it makes me lazy.

Bill: What kind of sugar do you use?

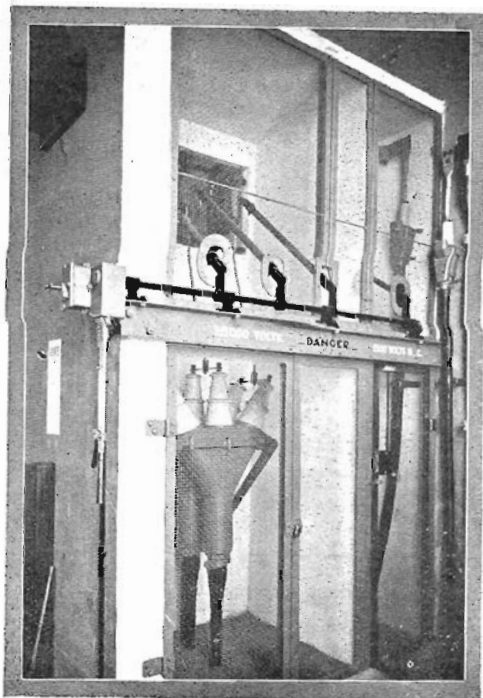
Frank: Loaf sugar.

Automatic Substations

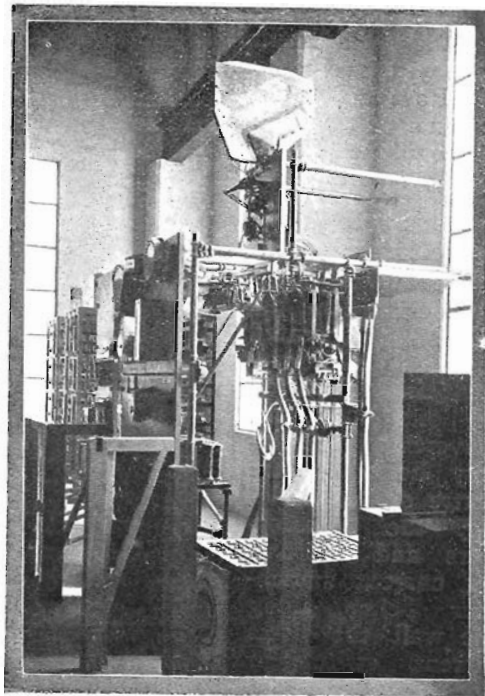
The great advances made in the field of electrical engineering have never been more strikingly exemplified than in the application of automatic methods of control to the various switches and machines employed in connection with a modern electrical system.

Developed originally to provide an economical and rapid means of operating small isolated service switches, automatic control possessed so many inherent advantages, that its application was soon extended to the entire control of substations, supplying light and power for industrial purposes.

More recent improvements have enabled railway traction substations to be fitted with electrical equipment which to all intents and purposes is endowed with reasoning power, capable of starting machinery when required, carrying out the intricate switching movements usually performed by an attendant, and finally shutting down (with everything left ready for another start) when the demand for power no longer exists.

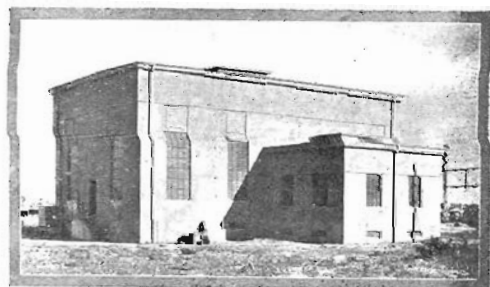


High tension and 1500-volt cable cells and isolating switches, Rosanna Automatic Sub-station.



Instrument panels, showing high speed circuit breaker, D.C. line contactors, main D.C. circuit breaker, relays and current limiting resistance grids in background.

The original scheme covering the distribution of power for the suburban system made provision for all substations to be manually operated. The rapid development of automatic traction stations in America (due primarily to economic



Springvale Automatic Sub-station, showing auxiliary and signalling annexe.

consideration), and the increased cost of labour in Victoria, led to a change of programme, and it was finally decided to provide five of the more outlying substations with complete automatic equipment.

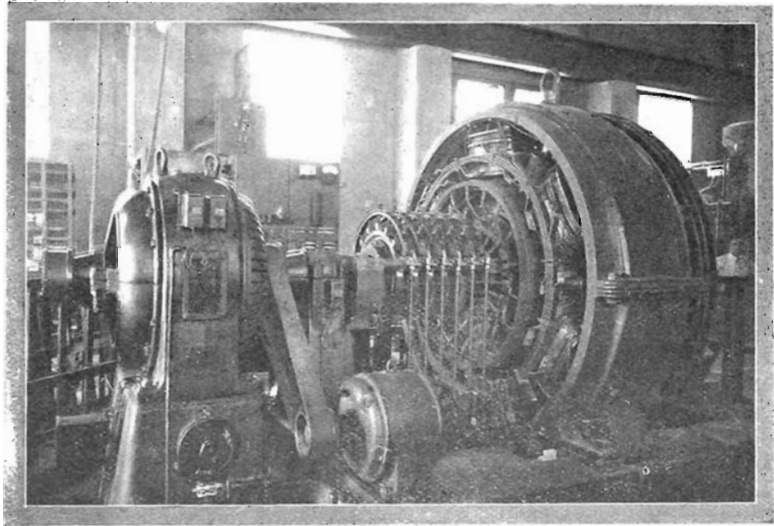
Three of these, located at Springvale, Mitcham, and Reservoir, are each provided with two complete units, while two at Rosanna and Greenborough are equipped each with one unit.

The buildings are of reinforced concrete, but of simpler design than the manually operated stations. All equipment is located on the one floor, the converting machinery being in the centre of the building, the transformers and alternating current switchgear being along one wall, the direct current switchgear along another, while the various measuring and controlling instruments are mounted on slate panels carried on steel framing.

Each converting unit is complete in itself, and consists of a 1000 k.w. rotary converter and step-down transformer, alternating and direct current switchgear, and the instruments necessary for the satisfactory operation of the unit. A separate high tension feeder is also supplied for each unit, and no high tension bus-bars are therefore required.

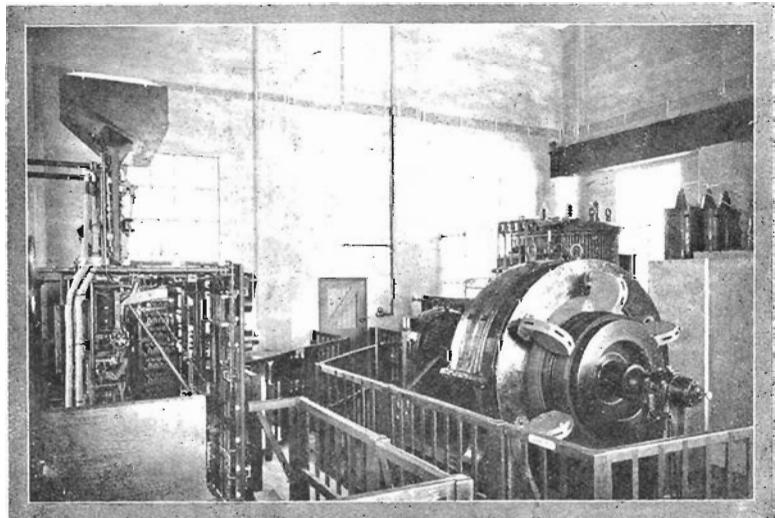
Briefly speaking, it is the function of the automatic sub-station equipment to perform all the duties usually carried out by an attendant, that is, to start up the rotary converter, when required, by correct sequence, at the right instant, to connect the rotary converter to the 1500

volt overhead line when the correct voltage and polarity have been attained, and finally to shut the machine down



1,000 K.W. automatically operated Rotary Converter. Slip ring end. Showing Pony Motor and small D.C. Exciter Instrument Panel and current limiting resistances in background.

when the demand for power no longer exists. In addition, reliable means must be provided to protect the machine from all abnormal occurrences such as the overheating of bearings or windings, short



General view of Automatic Sub-Station Rotary Converter, commutator end in centre. Converter commutator and panel and high speed circuit breaker at left. Power transformers and current transformers in background.

circuits, overloads, or flashovers. Both normal operations, and operations made necessary by faults, are carried out

through the medium of delicate instruments commonly known as relays, which are mounted on the slate panels previously referred to.

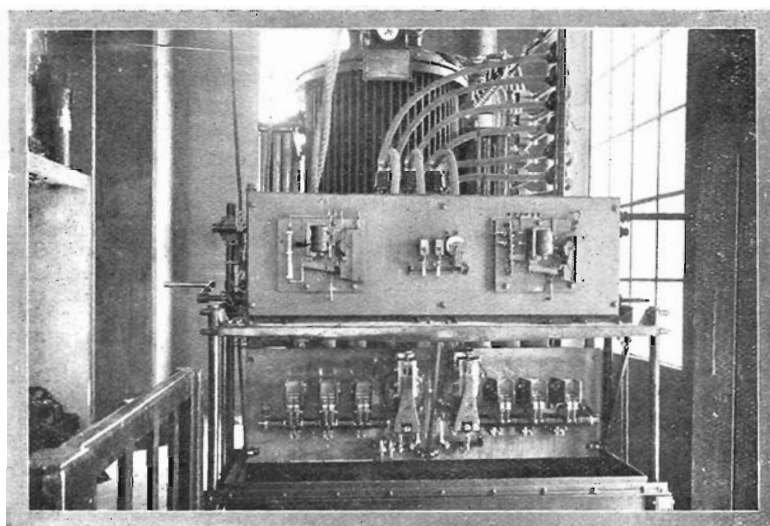
Automatic substations may be controlled either by load demand, by time switches set to operate at definite times, or by remote control switches located at some control point away from the station.

On the Melbourne suburban system the automatic substations are controlled by load demand on the system, although provision is made for remote control when required. Under normal conditions the automatic substations operate as auxiliaries to the larger manual stations, which maintain the voltage on the 1500-volt overhead line when the automatic stations are not in operation. With a train on the section normally supplied by the automatic substations, the demand for power causes a drop in voltage on the section, which, through the action of a Master Starting Relay, sets a motor-driven controller in operation. The controller closes the high-tension oil switch

and the starting switches in correct sequence, and the rotary converter, assisted by its starting motor, then starts up. When full speed has been attained a synchronising relay cuts out the starting motor, and a few seconds later, when correct voltage and polarity have been obtained, the converter, through the action of other relays, is connected to the 1500 volt overhead line. The connection is made first through a cast iron grid resistance, which limits the load if for any reason a fault exists on the system. If the current taken is not above a predetermined amount, the grid resistance is cut out step by step until the machine is directly connected to the line. The existence of a fault, however, causes the resistance to heat up, and when a certain

temperature is reached the converter is automatically stopped until the resistance cools sufficiently, when a fresh start is made.

With everything normal the rotary converter continues to operate until the expiration of a given time after the load current ceases to flow, and it is then shut down until a further lowering of voltage indicates that power is again required. In the substations equipped with two units the second unit is not started until the power demand exceeds the capacity of one machine, and when the load is reduced the second machine shuts down. By



Oil immersed starting and running contactor switches, showing oil tanks lowered.
Main power transformer in background.

means of a hand-operated 4-position controller, the order of precedence of the two machines can be altered at will, and either machine can be kept out of service if required. By this means the work performed by the two machines can be equally divided.

Complete protection against abnormal occurrences is provided by the installation of various protective relays. If the 3-phase high-tension supply is not normal the rotary converter will not start up. If any irregularity occurs in the switching operation, or if the converter comes up on the wrong polarity, the machine is permanently shut down again while the same action takes place, unless all operations are carried out in a predetermined time.

Machine bearings and main windings are protected against overheating by thermostats, which, when heated to a certain temperature, develop sufficient vapour pressure to actuate the protective relays. The overheating of a bearing causes a permanent shut down, but with heated machine coils the converter shuts down temporarily, till the windings cool off, when a fresh start can be made. Protection is also provided against external faults, and to comply with the conditions of modern practice, the protective relays used must be able to discriminate between moderate and severe overloads. Protection against moderate direct current overloads is afforded by the opening of a high speed circuit breaker, which, on opening, inserts the previously mentioned grid resistance in the circuit, thereby limiting the current to a safe value. If the overload persists the resistance heats up, and a temperature relay shuts the machine down till the resistance cools, when a fresh start is made. If the overload, however, disappears, the resistance is cut out step by step, the high speed breaker closed, and normal operations resumed.

Moderate alternating current overloads up to 300 per cent. of normal load are controlled by a relay, which, if the overload persists for 20 seconds, disconnects the machine from both the alternating and direct current lines, but leaves it ready to respond to another demand for power.

More severe overloads, up to about 400 per cent. of normal, are dealt with by a separate relay, which, after half a second's delay, causes the main oil switch to open and to shut down the machine permanently.

Experience has proved that automatic equipment can satisfactorily deal with all the situations likely to be met with in practice. The absence of attendants reduces the cost of operation, and in addition the relays are capable of carrying out the starting and stopping alterations in a minimum of time, the average required for a complete starting operation being 1 minute.

The inspection of the equipment is carried out approximately once every eight days, and comparatively few renewals are required.

Flight Around Australia

Colonel Brinsmead, Controller of Civil Aviation, who left Melbourne, August 7th, 1924, at 10.30, on a flight round Australia, accompanied by Capt. Jones as pilot, and Mr. Buchanan as mechanic, has safely returned.

The D.H.50 aeroplane, which made the flight, underwent thorough preliminary tests before starting on the journey.

Colonel Brinsmead's mission was to survey proposed air routes, and study the operations of the air fleets already flying over the Charleville-Cloncurry route in Queensland, and the Derby-Perth route in Western Australia. Much valuable information was gained as to the practicability of aerial services in remote parts of the continent.

Careful preparations were made to ensure the success of this flight. The organisation of supplies of petrol, lubricating oil, and distilled water, available at all points along the route where stops were made was carried out by the Vacuum Oil Co. Pty. Ltd. Plume Aviation Motor Spirit and Gargoyle Mobiloil served as the fuel and lubricating oil respectively for the aeroplane engine.

The recent Round-Australia Flight by Wing-Commander Goble and Flight-Lieutenant McIntyre, has already given world-wide prominence to Australian aviation.

The flight marks another important page in the history of flying.

VALUE OF NEATNESS.

Nobody likes to look at a slovenly man or woman. Cleanliness and neatness are virtues, which attract general attention. A clean-shaved, neatly dressed trainman, adorned by a pleasant countenance and saying what he has to say in a pleasant manner, is a joy and inspiration to his passengers. This equipment helps him to sell himself to a public that wants to be friendly.

Outside appearances are frequently indicative of the nature of the contents of the package.

To Correspondents

S. Boyd, S.M., V. Lewis, J. K. Blogg, Dissident.—Many thanks; will use later.

There is something depressing, something wholly heart-breaking in the thought that people will always and inevitably begin too late to make reparation for their neglect. --- Ibsen.

“Who Has Oil Has Empire”

An All-Round Survey of the Universal
Supremacy of Petroleum.

By “Delta.”

“Who has oil has Empire.” On this burning phrase an eye-opening book begins—on this note it scaldingly ends. Between its Alpha and Omega blazing pages set the reader on fire with interest and fear.

The terrible book is “The World-Struggle for Oil,” by a French publicist, M. de la Tramerye. It has had three editions in the original French, and last year was put into English.

It is a terrible book because it leaves its reader crushed with the impression that whatever of good there be in a world wishful to end war, it cannot prevail against economic forces and the mighty competition to control those giant forces.

As though the world was not now sufficiently topsy-turvy, we are told that, “We are just entering upon an economic period which will turn the whole world upside down—the Revolution in Fuel, with its far-reaching consequences.” There is also added this striking thought: “The most far-reaching revolutions have begun with a technical invention. The unknown monk who first mixed charcoal with sulphur and saltpetre razed feudal castles and created the great modern States. And he who balanced a magnetised needle on its pivot was the real founder of colonial empires.”

It is not here proposed to review this book. A bald idea of its contents can only be given. The parts cover—“The World’s Oil,” “The Struggle of the Trusts,” “The Struggle Between the Powers,” and “France’s Part in the Struggle Between Great Britain and the United States.” A selection of sentences will tell much:—

“But for the catastrophe of 1914, Germany would have ended by dominating European oil. Probably the United States and Great Britain would not today share between them the lordship over oil.”

“The war which has just ravaged the world, proved that the country which controls oil will one day control the earth.”

“The history of oil is as old as the world, since there is already mention of it in the Book of Genesis.”

“The Chinese have used oil for lighting from the most distant times; Europeans, since the fourteenth century.”

“The earliest settlers found oil in America, or, to be more exact, recognised the wells which had already been dug by the Indians. But it was only in the middle of the nineteenth century that the real importance of the oil-fields scattered over the globe began to be realised.”

“It is Mexico which saves the world to-day, for the United States—the greatest producers in the world—do not even supply enough for their own consumption, and are obliged to call in the help of Mexico to make good their deficit.”

“The total production in 1921 was 759,000,000 barrels of 42 gallons, against 684,000,000 barrels in 1920. It exceeds 100 million tons, easily beating the records of the preceding years. If we remember that half a century ago it was only 60,000 tons, and that between 1913 and 1920 it has almost doubled, we shall see what a tremendous stimulus the great world war has been.”

“Fears are increasingly felt. Will it be possible to satisfy the dizzy increase in the consumption of oil? And do not certain countries already fear to see the reserves contained in their soil exhausted?”

“The United States consume twice as much oil as the rest of the world, while their resources do not amount to more than one-seventh of those of the world.”

“France, having neglected to obtain her share in the division of the world’s oil, is to-day in a position of dependence upon Britain and America.”

“Before the war, France consumed more than 400,000 tons of oil a year. To-day she requires 1,560,000 and the oil wells of Alsace, which the Treaty of Versailles has restored to her, produce only 60,000 tons, and Algeria 300,000 tons. Thus, she is obliged to pay the foreigner nearly 2,000 million francs a year in order to obtain the oil which she lacks.

“Great Britain,” Senator Phelan pointed out, “holds one-half of the world’s oil, and produces only a quarter, while the United States, owning one-sixth produce three-quarters.”

“Though Russia, which held first place in the world’s production for a few years at the beginning of the twentieth century, has now dropped back to the third place, the reserves contained in her soil still exceed 1,000 million cubic metres, almost equaling those of the United States and Alaska together (1113 million cubic metres). Persia and Mesopotamia, Mexico itself, as well as the north of South America, rank after her. All other countries are behind. The time will come, perhaps in less than twenty years (exceptional circumstances apart) in view of the terrific rate of consumption, when the reserves of the United States will be exhausted; then Russia will play a big part in the world.”

“But, in spite of everything, I believe in the future of the British people, one of whose leaders was not afraid to say, twenty years before Germany had begun to dream of European hegemony: ‘I believe in this race, one of the greatest governing races the world has ever known, this Anglo-Saxon race, proud, tenacious, self-confident, and which will infallibly be the predominant force in future history.’”

“The struggle for oil is no longer a rivalry between great trusts; it is a struggle between nations.”

Those excerpts are vital, and do indeed lend support to the view that just as the British Empire was built up on coalfields, so the Empires of the future will be founded on the possession of oil. That is why the oily odour is all about the international relationships of the time.

However effective oil be when poured on troubled waters, the old saying now has a new and different signification in economic and diplomatic affairs. The process, when “the troubled waters” are not literal, but metaphoric, may easily produce conflagration stupendous. From the days when our imagination was first seized by oil through worship of Maggie Moore, in “Struck Oil,” it is a far cry to Admiral Sir Edmond Slade’s recently-expressed opinion that there is hardly a country to-day where there is not an oil question latent or active.

From the Admiral’s article in the “Journal of the British Institute of International Affairs,” we learn that, whereas fifty years ago petroleum was a drug in the market, the sale of petroleum products to-day amounts to over 100,000,000 tons a year.

* * *

Remarkable figures are also to be found in Davenport and Cooke’s “The Oil Trusts and Anglo-American Relations,” written to urge that the British Government clear out of the

international oil business. Three oil combines fix the price of oil to the British consumer. The consumers' petrol pays the retailer 2½d. per gallon, and has to pay a distributing cost of about 7d. a gallon in addition to the combines. The profits are enormous. In 1922, the Standard Oil Company, of New Jersey, declared a stock dividend of 40 per cent.; the Standard Oil Company, of New York, one of 200 per cent.; the Standard Oil Company, of California, one of 100 per cent. And yet Standard Oil's control of U.S. production is only 20 per cent., of refining 40 per cent. But it controls pipelines and marketing to the extent of nearly 70 per cent. Its huge profits are earned not on production, but on distribution.

Reviewing Professor Scott Nearing's "Oil and the Germs of War," Upton Sinclair makes these arrestive deductions:—

"The British Empire began with ships made of oak, and England had that material, and also the seamen, who boasted that their hearts were of oak. Then came the discovery of steam, and the British Empire grew bigger upon the basis of an unlimited supply of fuel coal. But twenty or thirty years ago the internal combustion engine was discovered; it was found that oil as a fuel for ships enlarged the cruising radius about 50 per cent, and reduced the bunkering space by 30 per cent. That meant that ships burning oil were about twice as good as ships burning coal, and an empire based upon coal would perish. So the British capitalists, who know that their lives depend upon ships, proceeded to grab all the oil they could find. In order to do it secretly they organised companies, under foreign disguises, such as, for example, the Royal Dutch and the Shell groups, which are British-owned. They now control most of the oil in Mexico and Central and South America, in the Dutch East Indies, and many other parts of the world. Germany wanted a place in the sun, Germany wanted to have an oil-burning navy, and the Germans tried to build a railroad from Berlin to Bagdad so as to get the oil of Mesopotamia and Persia and the Caucasus. The British and the French and the Russians and the Italians combined to prevent this, and so we had a great world war for oil. Now France is trying to get the oil of the Near East, and England is combining with Italy to bar France. The United States has shoved its way into Mexico and Central and South America, and also Mesopotamia and other far-off parts of the world. . . . The next war is coming quickly, and it will be an oil war between Britain and France, Italy will be in it, and Russia and Germany and Poland, and all the Central European States. The United States of America will sit on the fence and watch it until such time as the Standard oil capitalists decide which group of contestants will offer them the biggest price."

One need not endorse either the cynicism or the philosophy, and yet be intrigued by both.

It is another author who "rounds off" one of the perfect torrents of present-day writings on oil with the epigram that "you can keep Governments from controlling oil companies; you cannot keep oil companies from controlling Governments." Nevertheless, the policy of the party behind the British Government of the hour is the ending of the oil war by rationing the oil supplies of the world.

* * *

And now Australia. Our readers may remember that, when in last March, there arrived from Persia the first consignment (8000 tons) of crude ore for the Commonwealth Oil Refineries Ltd. (with nearly three million tons to follow), the "Melbourne Sun" wrote against

what it termed the Anglo-Persian Monopoly, claiming that the arrangement to treat at Laverton (Vic.) 100,000 tons a year for the Australian market was an incentive to prevent discovery in Australia.

Our magazine, of course, gives this statement as information quite impartially. It is not the purpose of this article to argue on the manifold matters associated with oil, though it is not easy in the quest for facts to escape the politics of the problem. However, when "Smith's Weekly" quoted the geologists of the States on the "Oil Boom Bubble," it objected to the public being asked to subscribe two and a half millions towards "purely speculative oil propositions," pointing out that since 1920 twenty-five oil companies had been registered in Victoria.

On the other hand, Dr. H. J. Jensen, formerly chief geologist, Northern Territory, as recently as last May, wrote in Queensland that "there is sufficient justification for both big business and the State joining in the quest for oil." He claimed that—

"We are importing into Australia from foreign sources about 16 million pounds' worth of oil annually, and before the expiration of another 12 months our bill for oil and oil products will be at the rate of £12,000,000 per annum. That money is going out of Australia, and we have good reason to think and hope that in a few years we will supply not only ourselves, but other countries as well, with oil. Oil is daily getting more essential to civilised industry. It should be our aim to make ourselves self-sufficient in this commodity, as well as in salt, chemicals, iron and manufactured metals."

* * *

We have seen that, as a factor in modern warfare, as much as a thing essential to the development of industry, petroleum has an economic importance greater than any other raw material. Possibly the historians of posterity will treat of our times as the Oil Age.

* * *

Who Am I?

- I am the foundation of all business.
- I am the source of all prosperity.
- I am the parent of genius.
- I am the salt that gives life its savour.
- I have laid the foundation of every fortune.
- I can do more to advance youth than his own parents, be they ever so wealthy.
- I must be loved before I can bestow my greatest blessings, and achieve my greatest ends.
- Loved, I make life sweet, purposeful and fruitful.
- I am represented in the humblest savings, in the largest block of Investments.
- All progress springs from me.

I AM WORK.

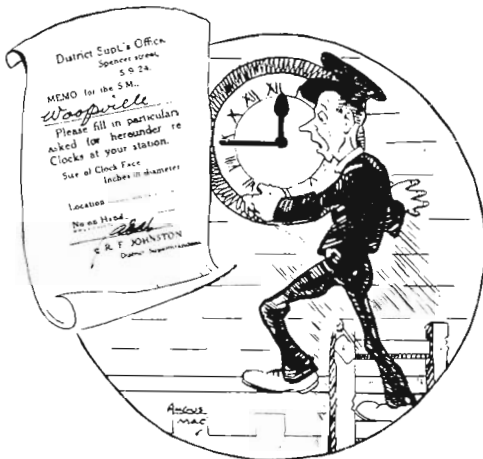


She: Yesterday you passed me in the street without even looking at me. You know you did.

He: My dear girl, if I had looked, I couldn't have passed!

Tootles (who has just had his photo. taken): Well, what do you think of it?

Wife: Beautiful, dear. I wish you would look like it sometimes!



Porter (to S.M. below): "Hanged if I can see any number on hand."

"I can't see why they speak of the wisdom of the serpent."

"Well, you never heard of a serpent getting its leg pulled, did you?"

"Grandpa, are there any coloured angels in heaven?"

"Why do you ask, my son?"

"'Cause, every Sunday when the minister's preachin' he says, 'Angels and dark angels.'"

She: My father's been put on the Jury List.

He: Pooh! Mine's got on the Black List.

Nellie: I wish I had that sixpence back that I spent for chocolates.

Mother: What would you do with it?

Nellie: Buy more chocolates, of course.

Teacher: Now, Billie Spriggs, supposing your father was to give your mother fifteen shillings on Friday, and ten shillings and sixpence on Saturday, what would she have?

Billie: Hysterics.

Teacher: Why was the Bible given us?

Intelligent Pupil: To tell us what to do on Sunday.

"I left my money at home," said the lady to the conductor. "You will have to trust me; I am one of the directors' wives."

"I am sorry, madam," replied the conductor, "I can't do that even if you were the director's only wife."



A Few Parting Words of Advice. — Father (to son who is just going out in the world): And remember one thing: never you marry a girl as is richer than you. When I married your mother, I 'ad thirty bob, and she 'ad two pun' ten, and she's never ceased to throw it in my face ever since.

Safety First

Below are given brief particulars of personal injuries that recently befell Victorian Railwaymen.

Could these men have escaped their injuries if they had kept in mind the motto, "Is It Safe?"

A **Vanman** at Dimboola rested his hand against the edge of one of the sliding doors of a van. As the train stopped, the other door closed, and crushed his finger.

During shunting operations, a **Shunter** at Korumburra placed his hand on a buffer guide, and as the trucks came together, it was crushed between the guide and the buffer tip.

A **Porter** at Richmond, whilst crossing the pit, knocked his knee against the kerbing of the platform when getting up.

A **Guard** at Dandenong, when pushing a slow-running truck clear was caught between it and a following truck, and badly crushed on shoulder.

A **Porter** at Glenhuntly, who was hurrying from office to attend to a train, fell over barrow, which had not been left clear.

A **Shunter** in the Melbourne Yards, when walking between two tracks, sprained his ankle, through stepping on the end of a sleeper.

A **Shunter** in the Melbourne Yard, whilst uncoupling on a crossing, was struck on the foot, which was on the rail, by the coupling as it fell.

A **Shunter** in the Melbourne Yards was running across roads to signal his Driver when he was knocked down by a truck being dropped out on Gravitation Yard.

A **Shunter** in the Melbourne Yards, whilst standing on a "K" crossing, giving a signal, had his foot caught and severely wrenched himself in getting free.

A **Labourer** in the Melbourne Goods, when discharging goods, walked backwards out of the truck, and fell into the pit.

A **Shunter** at Maryborough, whilst uncoupling a truck of chaff from another truck, was struck on the head by a bag of chaff which fell off former truck. He received a cut over right eyebrow and bruises on scalp and forehead, and was compelled to go off duty.

A **Lad Porter** at Toorak, who jumped off the Up Through Platform with the intention of crossing to the Down Through Platform, stepped in front of a Down Electric Locomotive, and was run over. He was badly injured, and died whilst being taken to the hospital.

A **Supernumerary Shunter**, whilst walking across Passenger Lines at Spencer Street, tripped over a signal wire, and sustained injury to hip.

A **Supernumerary Operating Porter**, whilst engaged in placing foot warmers in cars at Geelong, allowed one of the foot warmers to fall and injure his right hand.

A **Supernumerary Shunter**, when getting off buffer of truck, stepped on a loose piece of metal, and received injury to foot.

A **Shunter**, whilst walking towards Shunter's cabin after detaching unit from 7.47 a.m. train, tripped over a brake block which was lying on ground between Nos. 57 and 58 roads, Flinders Street Yard. He sustained injury to left ankle.

A **Supernumerary Shunter**, who was standing on buffer of truck during shunting operations at Port Melbourne, fell under wheel of truck, and was run over and killed instantly.

A **Supernumerary Porter** at Sandringham stepped on a loose piece of metal when getting off platform on to line. He received a sprained ankle, and was off duty for some days.

A **Signalman** at East Richmond was walking from the Up platform along line towards the signal-box when he was struck by a Down suburban train, and seriously injured. He subsequently died in the Melbourne Hospital.

A **Block and Signal Inspector**, whilst walking along edge of platform at Tallangatta, slipped and fell on to the permanent way. He sustained ankle and injuries to back.

A **Repairer** at Winton, using beater to pack sleepers, got a splinter in his thumb from handle of beater. He did not regard same as serious, and condition later became septic, which necessitated his absence from duty for a period of three months.

TO ALL VICTORIAN RAILWAYMEN.

We are for Safety in this work
all the time.

We want your help.

A **Repairer** at Buckley was pulling new sleeper into position by means of a pick stuck into sleeper. Pick pulled out, causing him to fall back and strike his head on running rails.

A **Skilled Labourer** at Colbinabbin, engaged adzing rails for gates, when a chip adhered to blade of adze, causing adze to slip and strike him on the shin, inflicting deep wound.

A **Night Gang** was engaged discharging metal ballast from plant train. Employees were standing on top of metal in trucks when the train gave a jolt, causing one of the employes to lose his balance, and fall between trucks, sustaining general abrasions.

A **Gang**, engaged loading rails into truck at Flinders Street, when a **Repairer** complained, when assisting to lift rail, that he had strained himself, causing a rupture.



Horticultural Notes

Those who have followed the advice given in these columns should have a good deal to show for their labours, and with the arrival of Spring a lot of more interesting work may be undertaken. All land that is not already fit to be utilised should be made ready as quickly as possible for the reception of flowering plants or the more necessary side of gardening, that of vegetables for household use.

Flower Garden.

Roses will require a great deal of attention this month, for at this season aphides make their appearance in large numbers. These should be kept down by spraying frequently with Niquas or Benzole Emulsion. Thin superfluous and useless branches, cut back rank or struggling shoots, and remove suckers that make appearance from roots of budded kinds. The planting of Japanese, Chinese, and other varieties of Chrysanthemums must not be overlooked this month. Liliams and Gladiolus bulbs may yet be planted for Spring and Summer flowering, the former requiring cool, sheltered positions so that the blooms are not scorched by the hot rays of the sun. Continue to divide and transplant plants of Perennial Phlox and Penstemons. Sowings of all hardy and half-hardy annuals should be made, chief amongst these being Asters, Zinnias, Phlox Drummondi, Marigold, Cosmos.

Vegetable Garden.

As the vegetable supply is not very plentiful, and high prices ruling, all uncultivated ground should be utilised for the production of household crops.

Tomato.—It is now safe to plant Tomato plants. The best position for these is against a fence, or where they can obtain substantial support, for if left to trail on the ground, the greater part of the fruit is damaged. Abundance of room and a deep rich soil is all that is needed for this prolific vegetable.

Pumpkins, Vegetable Marrows, Etc.—Plants of these should be hardened off in shelter houses ready to be transplanted this month.

Cultivation.—Select a rich piece of land, and, without any additional dressing, sow

seeds (or plants) four or five feet apart; and at the same time a few grains of maize should be sown either in drills or broadcast, which will both shade and increase the crop, as well as keep the fruit cool when ready for cutting. Seeds of these may be sown in the open this month.

French or Kidney Bean.—This variety of Bean requires a warm, well-drained soil; cold soils do not suit this vegetable. Kidney Beans pay for generous culture, so see that the soil is well dug beforehand. For early crops, the best position is the north, but in all cases full exposure to the sun is necessary.

Manures.—In very light, sandy soils a liberal dressing of well-decayed stable manure forked in before sowing is essential if good results are desired. Where the soil is of a very heavy nature, fork in plenty of vegetable refuse, stable manure or road grit, or anything that will lighten and enrich the soil. The use of artificial manure is beneficial to this crop, and the best to use is Superphosphate or Nitrate of Soda.

How to Sow.—If good seed is obtained, seed should be sown six or eight inches apart. In dry weather, it is advisable to cover the seeds with a mixture of decayed refuse or manure to preserve the moisture. In the dwarf varieties the best are "Canadian Wonder" and "Magnum Bonum," and climbing, "Epicure" or "Empire."

Make sowings of all vegetable seeds, such as Beetroot, Summer Lettuce, Carrots, Parsnips, Spinach, Turnips and Swedes.

Fruit Garden.

The planting of Oranges, Lemons, and other members of this family should be finished as soon as possible. Newly-planted trees should be well-watered until they are established. The pruning of Citrus should be proceeded with as quickly as possible. If trees are affected with scale, the trunks and main branches should be painted with "Lime Sulphur," or sprayed with Harbas.

Strawberry beds should be looked over and runners and weeds removed, as they must be kept clean so as to ensure a good crop.



BOOKS AND NEW BOOKS.



The Function of the Film

Notelets on Novels

By DELTA

A critical writer in the almost classic London "Nation" raises the question of whether of necessity the moving picture is a toy, and will remain a toy, however gigantic it grows. He remarks that "the cinema is the most tantalising of all modern forms of dramatic entertainment. It seems always to flicker on the verge of genuine art, never to unwind steadily on that level." Though, he argues, you may sometimes even find a complete film which reasonably satisfies your artistic conscience, as yet "there is nothing like artistic security." Inquiring into the causes of this, he concludes that it will not do to say that the cinema is a mechanical instrument, incompatible with art. For, if the living actor can be the vehicle of art, the camera, if it did no more than reproduce him, would at least be able to transmit his achievement.

That is a pregnant point. All things considered, "the cinema does not fail because it is inherently incapable of success." Nevertheless, that it does fail, his standards of judgment admitted, the critic proceeds to prove. His chief point seems to be that the film has taken over some of the worst elements in the traditions of the ordinary theatre. It received a warp from its primitive association with vulgar showmanship.

The more suggestive phases of the critic's reasoning will be found to be the analysis of "The Four Horsemen of the Apocalypse," the latest of "great film productions" and "in many ways the most interesting." Fine as is this testimonial, the photo-play is termed "grandiose," and the critic wonders that its organisers did not see "the ludicrousness" of "the grotesque stage figures" of placing German moustachioed officers into "military scenes of a most moving realism." The apocalyptic portion of the film he condemns strongly, paying, however, a tribute to the horseman representing famine and pestilence. On the other hand, amid plenty of critical censure—and again the critic's standard of artistry has to be borne in mind—the critic rates highly the realistic, as distinct from the imaginative, part of "The Four Horsemen of the Apocalypse."

There remains, when all is said, a vast panorama of the world in both hemispheres and of war. Then follows this unstinted

praise:—"Military experts must appreciate the technical accuracy of the battle scenes; from the artistic standpoint, it is enough that these creeping columns of infantry, these detonating batteries, these villages crashing down in shell fire, these gaunt, soaked warriors in the mire of the trenches, strike home as the real thing." The critic senses the propaganda value of such a presentation, and adds that "displays of this kind must do something to bring responsibility home to democracies."

One believes "The Four Horsemen" may do this. At the same time, it appears conclusive that the film, whatever its wonders, will never be, even in this special line, as greatly efficient as the legitimate drama. To mention in this connection "My Lady's Dress," in which Emilie Polini and Frank Harvey show their versatility of genius, no picture could possibly leave so abiding an effect. It can yet be said in very truth that increasingly "the movie" is designed to take an additionally important place as educator and propagandist. Certain people have not been slow to see this. It is to be regretted also that, broadly speaking, the qualities of filming detested of our critics are probably the popular qualities; and we have little doubt that to most spectators those particular qualities of the apocalyptic horsemen are richly appealing.

Of the picture singled out by the critic of the "Nation," it counts for much that, in the critic's view, the picture "is perhaps only a step in the right direction, but it is a step, and, as such, deserves recording." To that critic the final view of his problem is that "it is evident that realism and mass effect are the chief, if not the only, lines upon which the cinema-drama can vindicate its artistic importance."

It is not surprising, I think, that "The Red Redmaynes" has got into several editions. The appetite for the detective order of fiction seems all the time a-growing. Eden Phillpotts has contrived to make his Redmaynes not only red in the sanguinary sense, but suggestive of the Rosicrucians and their heritage. It is a mystery story, packed with excitement, finishing with a series of surprises. It has the merit of "prolonging the agony," in other words, providing a good fat read of more or less breathless zest. To tell the plot of such

a story would be to spoil it. This much may be said, however, that in the unravellings of "mistaken identity," Phillpotts gives us something new as a case. It begins with a murder, and keeps at it.

* * *

"Daughters of the Seven Mile," by Zora Cross, raises the level of Australian fiction considerably. Here is a novel splendidly in the company of the best English and American stuff of the popular sort. Indeed, as an absorbing yarn well-told, it ranks among any modern novelising in the field of sheer entertainment. So many stories by Australians have been "slender" to the point of being barren that it is a treat to be able to say of "Daughters of the Seven Mile" that as a fictional effort it is altogether worthy. It holds the reader from page to page. I know a man who sat far into the darkness in order to finish it. The characterisation is alive, and not dead; the descriptive passages are gripping. Zora Cross is a novelist of power as much as she is a poet of distinction. More stories such as the one under notice will presently have us all talking as much of Australian novels as we do of the imported article.

* * *

Of the wonderful output of the H. G. Wells, there is no end. Book succeeds book with marvellous rapidity, and in between—nay, all the while—the contributions to periodicals pour forth cleverly. "The Dream" is the latest novel by the great author. It shows no decline of strength or of talent. Projecting us two thousand years ahead by making a reincarnated human of then talk of now, we are given a remarkably striking comparison of life and ways of looking at it. True, we only get glimpses of that far future, but they are mountainous in their meanings. In the main, "The Dream" is a castigation and satirisation of our modern society and times. Most of our institutionalised things and thoughts come under the lash. The story proper deals with the love affairs of Henry Mortimer Smith and his sister. Naturally, modern marriage is pretty drastically handled. But, there, so is almost everything. Funny that human relationships go on being much the same, despite all the tremendous efforts to make changes!

* * *

"Love Us All," by Neil Lyons, is that exquisitely bright satirist and humorist at his gripping best. Neil Lyons, in "Simple Simon," "Sixpenny Pieces," and "Arthur's," has given us very shining cleverness. He repeats the performance in the volume of stories and studies under notice. Nor is pathos the minus quantity you might think. As realist in the haunts of the hard-up, our author is as versatile and varied as he is genial and sympathetic.

* * *

Thus "Tay Pay": How do authors come by the ideas for their novels. I imagined, before asking some of them, that a plot first developed and then the characters carried it out. But a popular serial writer told me that she actu-

ally looked out names in the Telephone Directory, and afterwards wrote the story which these suggested. Two authors I know always go to the Bible for ideas. A third traces journeys on a map with his finger, then starts romantic travel yarns!

* * *

Classics of a Nation

When we turn to a modern nation—France, for instance—as the one that has, more than any other, taken seriously the Greek attitude, we are struck by the same paradox. Here is a people traditionally worshippers of form, symmetry, the philosophy of "neither too much nor too little," who yet throughout their history have been much given to revolution. They have produced in Hugo one of the most excitedly romantic geniuses in the literature of the world, in Balzac one of the least classic of novelists, in Rousseau the greatest name in romanticism itself. And yet the authors whom they themselves choose as most intrinsically "French" are not these, but such as Racine, whom the other nations have never been able to appreciate, and Moliere, whom the other nations have admired rather than emulated.

Such illustrations at least indicate that the great classics of a nation represent, not only its finest aspirations, but in a sense its dreams. At bottom, the Greek, the Chinese, the French, believed in the same ideals, whatever their superficial history may have been. They might reject their prophets, as the Greeks did Socrates, but the teaching of the prophets persisted in their history and they cherished it as a guide. The history of the ancient Hebrews offers a most interesting study of the same sort.

Perhaps that of modern America does so, too. The future historian will judge us, not by our "Main Streets" and "Babbitts," but by whatever nobility our best literature may disclose. This is perhaps a better destiny than we deserve at their hands; and yet, perhaps not. We judge the men and women we know by their best traits, if we are wise; and surely we may be at least as generous toward nations.

* * *

Fog

Flowing in its sombre, sluggish beauty,
The river lay under the spell of the mist;
Squatting barges, squarely-built and sooty,
Lost their angles in the amethyst
That veiled the ancient, long-enchanted sun.
Bridges spanned the stream like things untrue,
Or spiders' webs glittering with the dew.
A ship returning from its far-flung run
Crept up the river as though it had been
 snared;
Doleful sirens sounded through the haze
As though the fog had crept into their throats.
Why does this beauty come so unprepared
To break into the pattern of the days—
Forgetting men, to drift among the boats?

—Milton Raison.



Woman and Her Arts

(By Housewife)

I have been interested greatly in the care of children, for I have reared five of my own, and I am now a grandmother. Besides, though, in some degree a literary woman, fond of reading and writing in my leisure hours. I have established a small reputation as a domestic economist. John, my husband, says I am the Little Mother of our neighbourhood, which is very nice of him, and indicates that I meddle in the affairs of other women in a kindly manner. And so in this number of the Magazine I have decided to offer my readers some advice in the feeding of children.

I am always telling my young married friends that ample fat in the daily food is specially important in childhood. I have always preferred dripping to butter for my young children, for butter, which is always more expensive, has practically no advantages as regards nutrition and health over the much cheaper dripping . . . or suet used in cooking. Personally, I still like dripping toasting. The good, meaty dripping from a roast of meat.

I have always encouraged the use of carbohydrates in their natural association with such materials as fruit, vegetables, and wholemeal, rather than in cakes and manufactured sweets. There is practical unanimity among medical and dental authorities that the present excessive use of manufactured sugar, sweets, chocolates, biscuits, cakes, and so forth between meals, or at bedtime, is the most potent cause of indigestion, malnutrition and dental diseases among children. The practice of sweet-eating by children should be condemned without reservation as to the quality of the sweets. As a choice of evils, no doubt, "boiled sweets" are less injurious than soft, sticky sweets, such as chocolates, and those new-fangled sweets one sees in the Melbourne shops; but the common idea that boiled sweets are harmless is quite erroneous.

Meals which contain the whole of the grain, such as wheatmeal and oatmeal, are better foodstuffs, especially for growing children, than their highly refined products . . . such as white flour and the refined oatmeals. Corn-flour, sago, tapioca, arrowroot, macaroni, and so forth, are all highly refined products. The modern tendency to extreme refinement of cereal and other farinaceous foodstuffs is a serious mistake; and in view of the large quantity of bread consumed, the quality of the meal or flour from which the bread is made is of the very greatest importance. I ask you mothers to promote the more general use of wholemeal bread.

I agree thoroughly with the slogan of Mr. Clapp, "Eat More Fruit." The greater use of fruit, especially raw, ripe fruit, should be strongly advocated. The regular taking of fruit (more or less acid) at the end of each meal, especially at the end of the last meal for the day, is one of the chief means of preventing dental decay, and also of preventing the tendency to tonsillitis, rheumatic fever, and other diseases. The use of fruit conduces to healthy activity throughout the digestive tract, and the establishment of normal microbic flora in the intestine. You will notice that I have had medical assistance in writing this article. My family doctor is a very wise man, and we often discuss food-values.

We are not vegetarians, but we do eat plenty of vegetables, cooked and uncooked. We always grow as many vegetables as we can in our kitchen garden. Do not use much soda when cooking vegetables, and do no unnecessary peeling and paring. Overcooking in excessive water is bad for vegetables.

Children should not be encouraged to drink much tea or coffee, and I ask you to note that excessive drinking of milk is bad for infants and growing children. There are too many milk faddists in the community.

Rice Pudding.

$\frac{1}{2}$ cup seeded raisins, $\frac{1}{3}$ cup rice, 3 cups milk, 2 eggs, $\frac{1}{2}$ cup sugar, 1 cup water, $\frac{1}{4}$ teaspoon nutmeg (may omit).

Wash rice and place in double boiler with one cup water. Cook until water is absorbed. Add two cups milk, cook with rice until tender. To the remaining one cup milk add the sugar, nutmeg and well beaten eggs, combine with rice, add raisins, pour into pudding dish; set in pan of hot water, and bake until custard is set. All measurements for this recipe are level.

Raisin Custard Tart.

2 eggs, 2 tablespoons sugar, $\frac{1}{2}$ tablespoon salt, $1\frac{1}{2}$ cups hot milk, $\frac{1}{2}$ teaspoon vanilla, 1 cup raisins, nutmeg.

Beat eggs slightly; add sugar, salt, hot milk, vanilla and raisins. Mix well. Pour into pastry lined pie pan, and sprinkle with nutmeg. Put in hot oven. After 15 minutes reduce heat, and bake until custard is firm.

Raisin Custard Pudding.

2 cups milk, $\frac{1}{2}$ cup sugar, $\frac{1}{4}$ teaspoon salt, 3 tablespoons flour, 2 eggs, $\frac{1}{2}$ cup seedless raisins, $\frac{1}{2}$ teaspoon vanilla.

Heat $1\frac{1}{2}$ cups milk. Mix sugar, salt and flour with remaining $\frac{1}{2}$ cup cold milk. Add to hot milk, stirring constantly, and cook in double boiler until mixture thickens. Remove from fire. Add beaten eggs, raisins and vanilla. Pour into greased baking dish and bake in slow oven 30 to 40 minutes—until pudding is firm. Serve hot or cold, with or without whipped cream.

Cocoa Cake.

Take $\frac{1}{2}$ lb. of flour and sugar, $\frac{1}{4}$ lb. of butter, 3 eggs, 1 teaspoon of cream of tartar, $\frac{1}{2}$ teaspoon soda, $\frac{1}{2}$ cup of milk, and 4 teaspoons of cocoa.

Bake in sandwich cake tins, and put the following mixture between the layers:—Mix $\frac{1}{2}$ cup of icing sugar to a paste with butter and a few drops of vanilla.

* * *

"An Orange a Day"

Authentic Story of Its Nutritive Properties.

How eating a daily orange caused certain children in a nutrition class to gain more in weight than any other members of the class is told in a report of an experiment made by Miss Margaret S. Chaney, M.A., at Berkeley, California.

According to this report, which appeared in a recent number of the American "Journal of Diseases of Children," an experiment was made with various foods, given as a mid-morning lunch to several groups of underweight children. This experiment lasted through two test periods of eight weeks each, one during the autumn months and one during the spring. Of the groups of children compared, one group was given an orange of medium size and two Graham crackers apiece as a mid-morning lunch; another group received one-half pint of milk and two Graham crackers; a third group received one-half pint of bottled orangeade, with two Graham crackers; and a fourth group, which was only experimented with during the first test period of the experiment, received one-half pint of milk, one orange of medium size, and two Graham crackers daily. The results of the experiment contained a surprise for the investigators in that the group receiving the orange showed the greatest gain in weight, with the orangeade group ranking second, the milk and orange group third, and the milk group fourth. All the children receiving a mid-morning lunch made a greater gain than the children in the check group, who did not receive any lunch at that time.

Several reasons were advanced for these results. One point considered is that the under-nourished child frequently has an indifferent appetite, and the milk produces a satisfying effect, making the child lose appe-

tite for the regular noon meal. The orange, on the other hand, while it has some food value, is also tonic and appetising for the next meal.

It is fully admitted that milk is a very essential food for the child, but the children in this experiment were most of them receiving sufficient milk at home, according to a questionnaire sent to the parents, and it is therefore likely that the orange supplemented the milk in the child's regular diet and caused more rapid gain.—"Age."

* * *

"Poisoned" by Good Plain Food

Deficiency Diseases.

The idea that a diet may be "poisonous" or injurious, not because of something harmful in it, but because of the absence of something necessary to health, is more or less novel, and is not yet widely accepted. It is difficult to believe that a diet of such "good" foods as beefsteak, potatoes, white bread and jam can under any circumstances cause damage to the consumer; yet there is good reason to believe that it can.

Knowledge as to what food-materials are necessary to make up a complete diet, that is, to maintain human beings or any animals in perfect health, has recently advanced by leaps and bounds. The notion of "vitamines" and of the importance of balance, freshness and variety in a diet is new-fangled and strange—and rather a nuisance. Yet rickets, and scurvy, and malnutrition are old, and worse than a nuisance. The idea that many people who have had plenty of "good plain food" have suffered from lack of something in that food is absurd—but true.

Medical men have searched long, and in vain, for the poisons in food that have maimed or slain thousands with rickets, scurvy, beriberi, etcetera. There was no "poison" there, but the foods were "poisonous," nevertheless! It is impossible here to go deeply into this kind of food-disease. Let it suffice to say that food-deficiency is more important than food-poisoning proper, that it is the duty of those responsible for the feeding of others, children in particular, to learn what a proper diet is, and finally that the matter is not so difficult and complicated as it may seem at first sight.—By John Dale, O.B.E., M.D., B.Sc., Health Department, Perth, in the Bulletin of the Health Association of Australasia, June, 1924.

* * *

The Mother

In the great canvases which made immortal the names of the artists who painted them, the subjects of universal appeal have invariably been in some way associated with motherhood. It is a universal language or no language at all. It can be expressed in a single glance; in a voiceless whisper. But the world gives back the echo in deathless song.

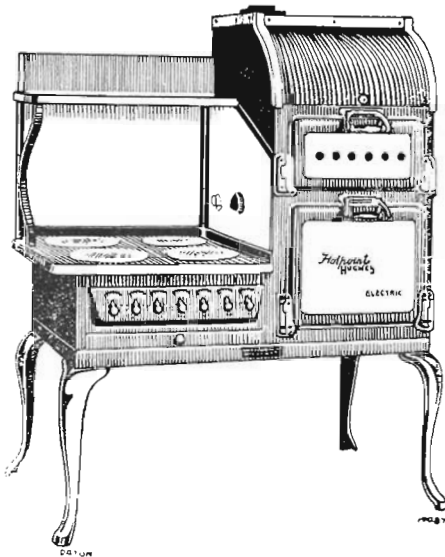
Making a Servant of Electricity

How It Helps the Housewife.

It is surprising to note how electricity is creeping into the modern home. The past few years have seen the invention and perfection of electrical appliances for doing practically all kinds of household work in both the large and the small house. In the former they greatly increase the usefulness of servants, and in the latter sometimes entirely eliminate them, as well as reduce drudgery and shorten hours.

Electrical appliances are tireless servants for all work, always to be relied upon. The electric iron was one of the first electrical home appliances, and its use is now general wherever electric light is installed. The electric kettle and the toaster were next to claim attention, and the radiators in both homes and offices are now widely used.

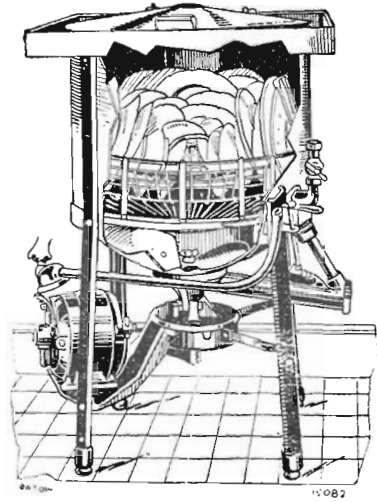
The adoption of these serviceable and comfort-creating household devices has led the housewife of these enlightened days to demand the efficiency and practical adornment of the



Electric Range

electrified kitchen, in which figures the electric range, giving the certain promise of modern science—and its fulfilment—of a kitchen cool and clean, utensils unspotted and unsooted, and a certain precise regulation and economy, in operation time, and labour.

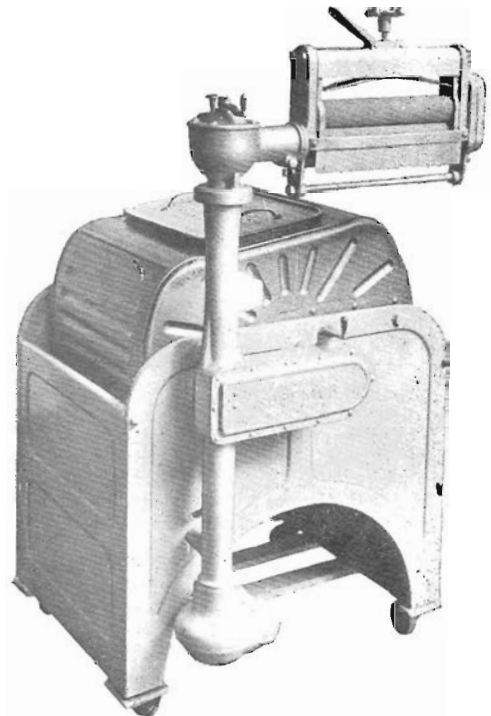
The electric range will cook an entire dinner at a reasonable cost, and is fast coming into general favour. The cost of cooking by electric ovens is said by many to show a distinct saving over gas and coal. It is claimed that, after cooking in an electric oven, a 5 lb. roast weighs approximately a pound more than if cooked in oven using other sources of heat.



Electric Dish Washer

This saving goes a long way toward paying the fuel bill, which is further relieved by the reliability of the heat resulting in fewer spoiled dishes.

One of the marvels of the electric range is the better cooking results possible with it. The regulation of heat eliminates the guesswork of cooking, and substitutes in its place an almost scientific exactness. Necessarily, it follows that failures are rare.



Electric Clothes Washer

The electric vacuum cleaner is at present receiving much attention on account of the time it saves, and the clean way in which it operates. The cost of running the average electric vacuum cleaner is no more than that of an electric lamp. The initial cost may seem a little high for the average home, but its usefulness enables the cleaner to pay for itself over and over again. It cleans upholstered furniture, walls, curtains, etc., with remarkable completeness. It helps to preserve carpet by extracting the moth eggs, and also the fine grit that falls to the base of the nap, and when walked on cuts like fine glass and causes the worn patches we notice in many carpets.

The electric clothes washer is now being installed in many Australian homes. For many years American women have been blessed with these machines, and the day is not far distant when the majority of our Australian women will similarly harness electricity to their service. Electric washing machines will wash everything safely and thoroughly, from delicate lace to blankets. There is no danger of lace curtains stretching or being pulled out of shape. The average machine runs for about 1d. per hour, a small sum, considering the work it does.

Dish washing has always been a disagreeable task, and yet three times every day the dishes must be washed—a task of drudgery at hours always crowded. And, further, one is never sure that by ordinary methods the dishes are rendered clean and sanitary. The electric dish washer changes all this. The soiled dishes, knives, forks and spoons are placed in a wire rack in the washer. Hot water is added, then a little soap powder, electricity is turned on, and the machine does the rest. After about 10 minutes of washing the current is turned off, and the washing water replaced by a fresh supply entering by means of a spray, which rinses the dishes thoroughly. After rinsing, the cover is raised, and the dishes left to dry, which takes but a few moments without the aid of a towel, except for the polishing of glassware and silver.

The superiority of the electrical machine over the old hand way of washing is so clearly marked that there is no comparison between them. In the past the hand method served because there was none better, but now electricity has left it as far behind as the railways have left the stage coach; we have a substitute that is worthy of consideration.

* * *

Railroading

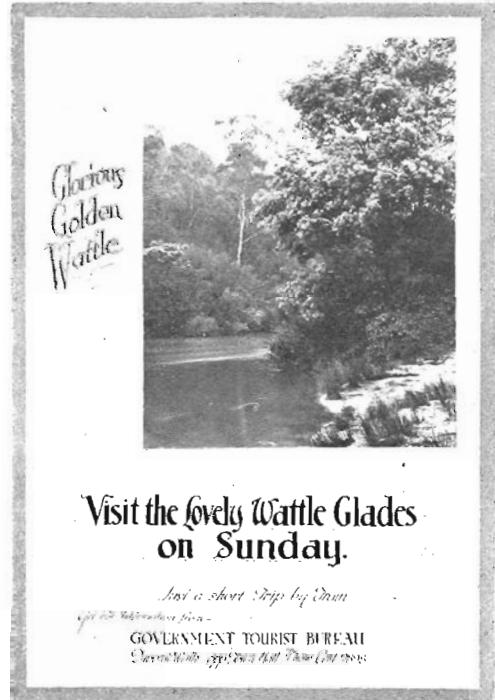
A railroad man I'd like to be.
For every single day, you see;
A train of thought I'd send to you,
And thus express my wishes true.
I'd pack each car full to the top,
Then send the signal thus: "No stop!"
Then send them speeding, like a dart,
Unto the terminal—your heart.

—Jane Thomas ("Interborough Bulletin").

Australia's Golden Bloom

It is at this time of the year that we enjoy one of Australia's greatest glories. Possibly no other country in the world can show such a wonderful spectacle as that presented by our river banks and our lovely valleys in the hills, where radiant masses of glowing wattle bloom gloriously, and fill the air with delicate fragrance.

There is always a peculiar charm about our country. Even where the landscape is flat and devoid of striking natural features, there are moods of nature which bind us with an un-



breakable spell; and when the spring comes, with its rare and exquisite wild flowers—the heath, the wattle, the sarsaparilla, and all those other manifestations of floral artistry which adorn the verdant bosom of Mother Earth, it is no wonder that the city's thousands throng the trains which the Railways Commissioners have provided throughout the week, and especially on Sundays, to take the nature lover to the country.

We should not miss a chance of getting away to our entrancing bush land. There is a joyful zest in a trip to the country, and a feeling of exhilaration and physical well-being and rejuvenation which cannot well be described.

* * *

"In a general way, a man who cannot quickly dispose of detail, who takes every detail as of equal importance, will not do for a very high job."—Samuel M. Vauclain.

Victoria's Native Flower

Heath.

Everybody is familiar with native heath, which is found in many parts of the Victorian bush. This flower blooms in all colours from white and pink to the deepest shades of red and crimsons and almost to deep purple in some localities. Heath is the one winter flower that is much sought after. From low straggling plants in the dry heath country it grows to an erect bush very much higher in the mountain regions.

It is probably in the Grampians that our native heath attains its finest beauty, and bushes have been found in this district to be over eight feet in height. Very rarely double forms of this plant are found—that is, plants in which the corolla or flower petals are more numerous than usual, but as many as ten separate cups or bells all inside each other have been found in the double form.

If heath is given the same treatment as is accorded the flower garden, it will grow quite readily and freely. The soil must be well drained and light—sandy for preference—with no clay. No manure is required, but an occasional top dressing of fresh peaty soil is helpful. Plants should be kept fairly dry in winter and given a good supply of moisture in summer.

All of the Victorian species—there are about a dozen of them—have white or very pale pink flowers. A delicately beautiful heath plant grows in tufty masses on the top of the Buffalo and Baw Baw Mountains. It is one of the most dainty and uncommon of all our heaths. The hardier heaths, which produce flowers of all colours, are found in the Grampians and Mallee districts. The native cranberry and the beautiful bright blue pincushion belong to the same botanical species as heath.

The sight of a wide expanse of heath in bloom produces a delicious reaction of delight, and this, coupled with the exhilaration attendant on a ramble in the keen clear air of the heath country, makes the heath season a time to look forward to with eager anticipation. This season many thousands have travelled by trains on Sundays and at other times to the wonderful heath areas on the Frankston, Beaconsfield, Upper Fern Tree Gully, Warburton, and Healesville lines.



Fuel Conservation

Locomotive Firing.

Before spreading the fire, the water gauge glasses must be tested, and a careful examination made of firegrate, tubes, arch, baffle plate, firebox, and smokebox. In spreading the fire, care should be taken

to spread it all over the grate right down to the tube plate. The fire may then be gradually built up to the desired thickness (say about 5 inches thick in front, to about 9 inches at the back) with blower on as little as possible consistent with smoke prevention.

This gradual building up of the fire by firing at intervals from sign on time to train time ensures that the fire is burning thoroughly at the bottom. By keeping the blower working as lightly as possible, only the volatile (gaseous) portion of the coal is burned off, leaving the fixed carbon to provide the necessary thickness of starting fire without any blowing off of steam at the safety valves.

Blowing off at the safety valves must be avoided at all times, as it is a sure sign of inefficiency.

Having obtained a good starting fire there should be no need to fire while the train is moving out of the terminal, so that the fireman is free to look back to see that the whole of the train is following safely, and to exchange hand signals with the guard after starting; also to observe that all the necessary fixed signals are at "proceed."

The firing should then be done on the principle known as "light and often," the frequency being determined by the horse-power developed by the engine at any given time.

Since the horse-power varies considerably in locomotive work, the draught on the fire varies correspondingly, so that the frequency of firing must be varied to suit.

Assuming that a locomotive developing 800 H.P. required two shovelfuls of coal (say 14 lbs.) every 15 seconds, then when the H.P. drops to 400 it will require those two shovelfuls every 30 seconds, and so on.

It is the ability of the fireman to detect such variations in H.P. that goes a long way towards successful firing.

This method helps to maintain the high temperature necessary for good combustion, and ensures the liberation of the proper quantity of carbon and hydrogen to combine with the oxygen passing through the grate, thus forming CO₂ or carbon dioxide.



Personal.

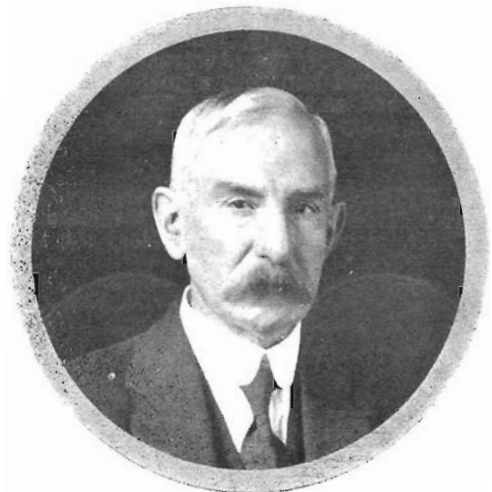


Our New Commissioner

In our last issue we announced that Commissioner Mr. C. Miscamble, had been appointed to the position of Commissioner for Tasmanian Railways, and that Victorian Railwaymen were regretfully saying good-bye to him.

We have now to mention with very great pleasure indeed that Mr. T. B. Molomby has been appointed to the position of Commissioner, vice Mr. Miscamble.

Like that of his predecessor, Mr. Molomby's record in the Department is a noteworthy one. Joining the Railways as a clerk on the 1st November, 1883, he took up duty at Geelong, from whence he transferred to the office of the District Superintendent, South-western section. He was subsequently attached to the relieving staff. In 1893, he was transferred to the Staff-room, Head Office, and in 1898 to the Time-Tables Office. On the death of Mr. J. P. Hamilton, in 1905, he succeeded that officer as Chief Clerk. On the retirement of Mr. Robertson on 1/9/08, he was appointed Superintendent of Passenger Train Service. In 1914 he was sent abroad with the late Mr. E. B. Jones, looking into railway matters. In July, 1915, on the death of Mr. Macaw, he was appointed General Superintendent of Transportation.



Mr. T. B. Molomby.

Mr. Molomby is still a keen man, and full of the juice of life, with hope predominating. Thus he is an example to young men, and let us stress the point by saying that nothing can defeat a man but himself. No doubt Mr. Molomby, like most men, has found out that

living is not much fun unless you have something to live for. Without some goal, some object toward which your thoughts, energies and hopes may bend, your life becomes flabby.

A well-known lecturer on economics once said, "There's more stimulus in a great aim than any other intoxicant. It clears your brain, fills your heart, and raises your happiness to floodtide." How readily that sentence applies to our new Commissioner.

Mr. Molomby is, and has always been, popular with railwaymen. He has had hard and unpleasant work to do in the past, and has done it fearlessly and well. He has had much responsibility to carry, and has carried it without stumbling. He has studied and understands team play, and, after all, the ability to co-operate is of more value than the ability to compete. As the head of the great Transportation Branch, Mr. Molomby is well known to have been a good administrator, and intensely human.

Now that he has attained an exalted position in one of the greatest commercial businesses of the State, we join with the staff of our great service in heartily congratulating a man who thought success and inspired confidence; and may he long be spared to give to the Department and the State the benefit of his knowledge as a practical man.

Farewell to Commissioner Miscamble

On Saturday, 26th July, Mr. Miscamble was farewelled in the office of the General Superintendent of Transportation by the sub-heads and other representatives of all branches. Mr. J. S. Rees, Chief Clerk, Secretary's Branch, in making a presentation of a handsome dinner and tea service, feelingly alluded to the high esteem in which Mr. Miscamble was held, and indicated the universal and affectionate regard of Victorian Railwaymen for the retiring Commissioner, and their admiration for his capacity as a railwayman, and sagacity as an administrator. His remarks were ably seconded by Mr. M. J. Canny, Assistant General Superintendent of Transportation; Mr. R. Stamp, Superintendent of Loco. Running; Mr. J. M. Ashworth, Engineer of Maintenance; Mr. D. Falconer, Chief Inspector, Audit Branch; Mr. F. P. J. Moloney, Metropolitan Superintendent; Mr. J. H. Olsson, of the General Passenger and Freight Agent's Branch; and Mr. J. H. O'Connell, Engineer, Signals and Telegraph Branch.

On behalf of the Stationmasters and Assistant Stationmasters, Messrs. J. M. Heriot, McCracken, and Bradford attended to wish Mr. Miscamble bon voyage, and in doing so asked

him to accept as a small token of the esteem in which he was held by the Transportation Officers throughout the State, a gold fountain pen and pencil, a group photograph of Stationmasters and Assistant Stationmasters, and also an album containing the autographs of all Stationmasters and Assistant Stationmasters in the service whose photographs were not available for the group.

Mr. Miscamble was visibly affected. He said that he was deeply touched by such a demonstration, and that he would carry with him to Tasmania an affectionate remembrance of his pleasant association with and the continual support of every section of the railwaymen of Victoria. He bade them au revoir and good luck, and would look forward to picking up again the threads of friendship in the days to come. In the office of Mr. Clapp, Chairman of Commissioners, on Monday, 28th July, Mr. Miscamble was farewelled by the Commissioners and Heads of Branches, who symbolised their feelings of personal regard and good wishes by the presentation of a very handsome and specially chosen gift.



Mr. S. C. Rosier, L.L.B.

We are pleased to note that Mr. Stanley C. Rosier, L.L.B. (a son of Mr. S. A. Rosier, assistant rolling stock accountant), who obtained his University Degree in November, 1922, was admitted as a barrister and solicitor on the 1st August last.

He is commencing practice on his own account in the city.

Retirements

Mr. Charles P. Thomson, Cashier, Shipping Shed, Melbourne Goods, retired from the Railways the other day, after a service of 43 years. His fellow-officers met him in the office of Mr. T. R. L. Sexton, Goods Superintendent, to bid him au revoir.

Mr. Sexton, who presided, paid many high compliments as to Mr. Thomson's ability as a railway officer, and referred to his great popularity among his colleagues and railway patrons alike. Other officers present heartily endorsed Mr. Sexton's remarks, after which the chairman, on behalf of Mr. Thomson's fellow-officers, presented him with a case of gold-mounted pipes and a wallet of notes.

Mr. Thomson most feelingly and suitably responded.

Mr. P. F. Walsh, on the eve of his recent retirement from the Live Stock Branch, at Newmarket, where he was stationed for the

past twenty years, was presented by his railway colleagues and friends with a wallet of notes. Mr. Walsh was known by most of the stock-owners from all parts of Victoria, and many from New South Wales and South Australia, all of whom had a good word for the genial Pat. Prior to joining the Railway Department, he was in charge of the Murtoa Police Station, and a good future was predicted for him by the police officials. He re-



Mr. P. F. Walsh.



Mr. C. P. Thomson

signed to go into business, but afterwards developed a liking for railroading, and joined the Railway Department. During his time in the police force he collected many relics of the early days of Victoria, amongst such being the original proclamation of the Eureka rebels and the notice of reward for the apprehension of Lalor, Verne and Black. We wish Mr. Walsh every prosperity in the future.

Mr. James Uden, Passenger Guard, Spencer Street, recently retired from the Railways after a service of 41 years. Mr. Uden was popular with both the public and his railway colleagues. In bidding him au revoir, the Guards section of the Australian Railways Union presented him with a gold watch, suitably inscribed, as a mark of esteem. We wish Mr. Uden every prosperity for the future.

Mr. William H. Spinner, Passenger Guard, Flinders Street, having reached the statutory age limit, retired last month from the rail-



Mr. W. H. Spinner.



Mr. J. Uden

ways, after a service of 43 years. Mr. Spinner was popular alike with the public and his fellow railwaymen. He was always zealous in his eagerness to know every railway duty

that devolved upon him, displaying a thoroughness and accuracy in doing his work that doubtless served as a useful example to every one associated with him. On the eve of his retirement, his colleagues, as a token of their esteem, presented him with a handsome gold watch, suitably inscribed, together with other presents. We wish Mr. Spinner long life and happy days.

Mr. A. A. Cron, one of the members of the first committee of the Maryborough Branch, has transferred to Newport. Prior to his departure, Mr. Cron, who was the coppersmith at the locomotive depot for eight years, was farewelled by his shop friends. Mr. R. Dawson, Depot Foreman, on behalf of the staff, presented him with a travelling rug and a set of carvers. Complimentary remarks were made by Messrs. J. M. Hogan, Leading Fitter; F. N. Palmer, and H. Lindsay, as representatives of the enginemens and shed-hands. Mr. A. T. May, on behalf of the local Self-Denial Fund, presented a gold past officers' emblem to Mr. Cron, who suitably acknowledged the gifts and the kind expressions of goodwill.



Mr. J. T. Linton.

Mr. John Thomas Linton, Ticket Checker, Spencer Street, having reached the statutory age, retired from the Department on 1st July.

Mr. Linton entered the service on 10th January, 1888, and spent the whole of his departmental career in the Metropolitan area, and from 1/1/09 he was stationed at Spencer Street, where he was highly esteemed by the public and his colleagues alike.

He was the recipient of many expressions of goodwill from his fellow-mates, by whom he was presented with a wallet of notes. We join with the staff in wishing Mr. Linton long life and happy days.

Mr. A. A. Burns, Junior Clerk, Way and Works Staff Office, Spencer Street, we are pleased to learn from a recent issue of "The Phonographic Monthly," is the winner of an International Shorthand Transcript Competition, which was conducted by the Editor of that paper, and has been awarded a Waterman fountain pen and certificate for having obtained first place, the paper submitted by Mr. Burns having been adjudged the one possessing higher merit than that of any other competitor from countries outside England.

Mr. Burns attributes his success to the expert tuition which he received at the Victorian Railways Institute Shorthand Class, under Mr. J. Fetherstonhaugh. We congratulate Mr. Burns.

Mr. H. Stewart, Ticket Checker, Flinders Street Station, recently retired from

the railways after a long service of 41 years. Mr. Stewart was the recipient of some useful



Mr. H. Stewart.

gifts from his colleagues, who bade him adieu, with many expressions of their goodwill. We join them in wishing Mr. Stewart many happy days.

Presentation and Transfer

A pleasant function took place at North Melbourne Loco. Depot on Saturday, 2nd inst., when members of the staff gathered to mark the occasion of the transfer of Mr. Hinds (late chief foreman) to the position of District Rolling Stock Superintendent at Maryborough.

Mr. W. T. Cornish, acting chief foreman, in a neat speech, on behalf of the staff, presented Mr. Hinds with a leather case and travelling rug, as a mark of appreciation and esteem in which he (Mr. Hinds) was held by all.

Some well known railway identities in the persons of Messrs. Fairless, Kennedy and Hughes, and also Messrs. H. G. Jones, O'Donoghue, Briggs, Nolan, Williams, Vandenberg, Morcombe, Nelson and Patroni, spoke in eulogistic terms, and all wished Mr. Hinds good health and success while in charge of the Maryborough District.

Mr. Hinds suitably responded.

Engagement

Mr. Jos. H. Robinson, of the Accountancy Branch, has succeeded in persuading Miss Alice M. Bingham, daughter of Mr. and Mrs. Percy Bingham, of "Claverton," Windermere-cres., Brighton Beach, to whisper a timid "Yes" to his importunations to become Mrs. Jos.

The happy man is very well known in social, church and sporting circles in the Brighton

and Sandringham district. Last year he achieved great local fame for his skilful administration of the Sandringham Football Club, of which he was Hon. Secretary.

We extend our heartiest good wishes to the couple.

The Last Mile Post

It is with deep regret that we record the death of Mr. Henry K. Swann, late Depot Foreman, Bendigo. As he had reached the retiring age, Mr. Swann resigned from the Department in June last, and shortly afterwards removed with his family from Bendigo to Camberwell, where he had only been settled



Mr. H. K. Swann

for a few days prior to his death, which occurred with painful suddenness on 1st August. Mr. Swann had a long record of faithful service, extending to over 43 years, with the railways. He was always held in high esteem by his fellow railwaymen, and was accorded a most enthusiastic send-off from his Bendigo colleagues, who feted him, at the same time presenting him with useful presents as a mark of their esteem. Sincere sympathy is felt for his widow and family in their sorrow.

It is with regret that we report the death of Mr. William Alexander Leonard, Clerk, late of Metropolitan Superintendent's Office, and Bendigo, on 7th August, 1924, after an illness extending from the 8th March, 1924. His young son, aged 4½ months old, also passed away at Newport on the 8th August, 1924, the death of whom we also regret to chronicle.

The late Mr. Leonard was a young and promising officer, reserved and conscientious in the performance of his duties, and he bore the respect of his superiors and fellow officers in the service.

We extend to his bereaved family our deepest sympathy in their sad loss.

V.R. Sub-Section R.S.S.I.L.A.

The 24th July was the occasion of the first Annual Dinner and Theatre Night of the Returned Soldiers' Sub-Section of the Audit Office.

The guests of honour were Mr. Clayton (President, Fathers' Association), Mr. J. Norgate (President, V.R. Sub-Section, R.S.S.I.L.A.). It was regretted that Mr. G. K. Low (Auditor of Receipts) was unable to be present.

In the absence of the President, Mr. F. Renehan, Mr. C. S. Johnston presided. The dinner was held at Anzac House, and the members present gave every indication that they were desirous of making their first annual event a real success.

Mr. Clayton, who was warmly received, displayed his usual spirit of inexhaustible appreciation of those men who had answered the call of their country. The valour and value of their acts could never be fully repaid by those who, left behind, were relying on them, and therefore it should always be the duty of citizens to give returned soldiers all the help it was possible to give.

Emphasis was also given to the necessity of guarding the interests of those who, bereft of their helpers at the war, were now looking to their fellow-citizens for assistance.

Speaking on behalf of the Returned Soldiers' Sub-Section of the Victorian Railways, Mr. Norgate said that returned soldiers should remember that they belonged to an organisation held together by far different ties than most organisations.

Their service abroad should not be lost sight of in relation to their appointments in the railway service, and the appointments of those who had not enlisted.

His association was always guided by reason in making requests, and it was experienced that their claims had always received the fullest consideration by the Commissioners.

At the conclusion of the dinner, members attended the Princess Theatre, where they were enjoyably entertained by "Mr. Battling Butler," who easily fought his way into the enjoyment of his audience.—T. T. Renehan, President, Audit Office, Sub-Section, R.S.S.I.L.A.



"Education is important only as it stimulates one's reasoning and imagination. It is not enough merely to be technically proficient. The big thing is to learn to think."—H. G. Selfridge.

"The man who is free from domestic trouble and financial worry is thinking of nothing but his duties while at his work. Our wives and families play a very important part in making railroad service safe for all concerned."—C. R. D. Jones, "The Bulletin."

EDUCATIONAL NOTES.

Address by Mr. N. C. Harris
Assistant Chief Mechanical Engineer

At the Loco. Depot Foremen's Conference recently, Mr. N. C. Harris, Assistant Chief Mechanical Engineer, stated that an A2 engine costs approximately £10,000, which means £900 per annum interest, and depreciation charges, and any engine not being fully utilised wastes roughly a thousand a year. If we are only half using an engine we are throwing away £500.

Comparing the engine performances of 15 or 16 years ago with the present, it is found that the work now done per engine per year is actually less than in the former period, although the present engines are very much larger. The average tractive power and average load have increased 40 per cent., but the ton miles hauled per engine per year have gone down 10 per cent., and the mileage per engine has dropped 30 per cent. This retrogression is partly accounted for by elimination of Suburban Steam Traffic, which has removed the spectacular mileage run by the DDE engines. Another factor is that Electric Traction has made it more difficult to get Goods trains in and out of the Melbourne Yard. The disappearance of the Steam Suburban Traffic means that the proportion of shunting to all mileage has increased, and for the same reason the percentage of goods to all steam mileage has gone up. Notwithstanding this, we get less work out of the engines than we did years ago. We are not going to build many engines for at least a couple of years, no matter what happens; and if we find we can make better use of the engines we have at present, it will be possible to avoid increasing the amount of capital tied up in locomotive power, and thus do our share in retarding the growth of the annual interest bill.

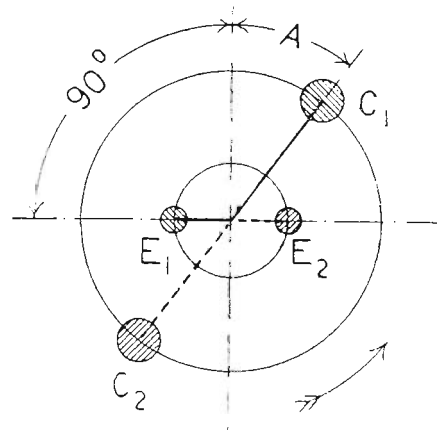
The last harvest was not a heavy one, but present prospects for next season are very good, and we will require all our resources to handle this traffic satisfactorily. In the majority of depots, some engines are allotted to individual crews, and while this is an excellent thing in itself, it seriously limits total mileage per engine. In America they get 50,000 miles per passenger locomotive per year, and 30,000 miles for through goods engines. We are averaging 26,000 for A2, C, and K class engines, 25,000 DD Superheater, and 18,000 Saturated DD. We should get 50,000 for A2 class engines on passenger work, and C and K class engines should run 30,000 miles per year. When the first A2 engines were out, they ran 60,000 miles per year.

There has been a Conference at Benalla on this matter, and it was agreed that we can reduce the number of express A2 engines from 8 to 6, whilst by a slight reorganisation at Wodonga we will be able to save another engine. This means that from Benalla we have a margin of 3 Superheater A2 engines which forms a reserve of engine power to provide for increased traffic.

Questions and Answers

Questions relating to practical locomotive work likely to be of general interest are invited from readers.

What are the positions of the crank when the slide valve stops and reverses its direction of movement?



The eccentric, in the case of direct motion without rocking shafts, is placed in front of the crank at an angle of $90^\circ + A$, A being the angle of advance. In the diagram the motion of the axle is in the direction of the arrow. When the eccentric is at E_1 the valve has reached the extreme left of its travel, and reverses its direction. The position of the crank is at an angle equal to $90^\circ + A$ behind the eccentric and is therefore at C_1 . When the eccentric is at the opposite side E_2 the crank is at C_2 , and the valve which has been moving from left to right again reverses its direction.

Does a locomotive working a train up a heavy gradient, and cutting off at, say, 50 per cent. of the stroke, require more lubrication than a similar locomotive running at twice the speed on level road, and cutting off at, say, 20 per cent.?

An engine working heavily at slow speed with late cut-off should require more oil for the reason that the pressure on the axle-box and big-end journals, etc., is great, and tends to squeeze out the lubricant between journals and brasses. Much of the oil is forced out at the ends of the journals and is lost.

The cylinders and slide valves will consume more oil, largely because more of the particles are carried away through the exhaust.

But the cylinder oil consumption is qualified in amount by the method of lubrication. A sight-feed lubricator supplies a given amount of oil **per minute**, and, therefore, delivers twice the amount of oil per mile at half the speed in miles per hour, assuming that the driver does not alter his oil feed when slowly ascending the bank. Similarly, an axle-box tail trimming will also deliver twice the amount of oil per mile at half the speed in miles per hour. A mechanical lubricator delivers oil on a distance basis, that is, with a given setting of the oil regulating plugs, a definite amount of oil **per mile** is delivered, whatever the speed, provided that the ratchet of the lubricator is actuated from the cross-head or coupling rod. Therefore, with this arrangement at half the speed, only half the quantity of oil **per minute** reaches the valves and cylinders, even though the engine is working heavily and requires more. But if the mechanical lubricator is driven from the valve spindle, or quadrant link, the travel of the lubricator ratchet arm is reduced as the engine is notched up, and less oil is delivered per mile, when the engine is working lightly on level road. Conversely, if the travel of the valve be increased to cut-off at 50 per cent., the ratchet racks more teeth on the ratchet wheel of the lubricator and the oil delivery is increased.

* * *

New South Wales Railways

Investigations of the Royal Commission.

The Royal Commissioners are Sir Sam Fay and Sir Vincent Raven, authorities from England, who have been engaged to enquire into the working of the New South Wales Railways.

Sir Sam Fay, during the examination of Mr. James Kidd, Vice-Chairman of the Central Council of the Producers' Association, referred to the fact that the New South Railways showed a profit sufficient to pay 5 per cent. interest on the whole of the money that actually has been spent on lines open for traffic. That, he considered, was a notable achievement, in view of the fact that, although the English lines average above 7 per cent., taking the railways of the whole world, it will be found that the average is not over 5 per cent.

Mr. Kidd urged that the board of Railway Commissioners should be composed of experts with wide business knowledge, and experience; that the constructional work should

be left to the Commissioners; and that a board, consisting equally of parliamentarians and business men, be created to control railway matters, in order that the most efficient business methods might be applied. Mr. Kidd said he was inclined to think that the greater part of the wisdom of the community is to be found outside of Parliament. Our railway troubles are largely political, and that is what we want to get away from. He favoured the decentralising of railway control by creating northern, southern and western administrations.

Mr. J. Clifton Love (Treasurer of the Chamber, and Past President of the Associated Chamber of Manufactures of Australia) said that, as manufacturers, they had nothing to complain of regarding the railways, and they considered that under Mr. Frazer the service was well managed. They were not there to offer carping criticism, but, as business men using the railways largely, they wished to assist the Chief Commissioner to their mutual advantage, more particularly when the disabilities Mr. Frazer worked under were taken into consideration. "It is a good thing," Mr. Love added, "that New South Wales has a man like Mr. Frazer to stand up to the railway difficulties, while we members of the business community laugh up our sleeves, and would not like to have his job."

System of Control.

Sir Mark Sheldon, stating the views of the Sydney Chamber of Commerce, suggested that all future capital needed for the railways should be raised and controlled by the Government, by means of bonds guaranteed by the State, and that the railways and tramways should be two distinct bodies. He advocated the building of developmental good roads in place of new railways in many cases.

The Chamber of Commerce, said witness, considered the management of the railways, as at present constituted, did not give the Commissioners the effective control they should have.

Replying to questions put by Sir Sam Fay, witness said the commercial men believed that the £100,000,000 indebtedness of the railways should be separated from the general accounts to a separate railway account. At present, the railways were obliged to pay interest on money that they should not be concerned with; it was a hotchpotch system, that was unfair both to the railways and to the public.

Commissioners Should Have Control.

The control of the railways, he said, should be placed absolutely in the hands of the Commissioners, who should comprise a railway expert traffic man, a business man with broad knowledge, a financial man, or an accountant, accustomed to dealing in accounts in a large way, and a man experienced in handling men, and a large staff on modern lines.

Broadcasting Station at Braybrook

Hitherto Victoria has lagged somewhat in the matter of wireless development, but a big forward step will be taken when the broadcasting station at Braybrook is put into operation somewhere about the end of next month.

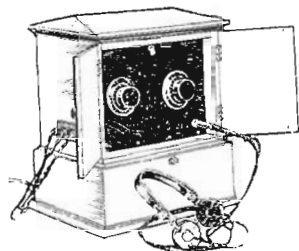


Fig. 1.

This station is being erected for the Australian Broadcasting Co. Pty. Ltd. Its two latticed steel towers are 200ft. high, and about 600ft. apart, with a suitable aerial of phosphor bronze wires, mounted on brass hooks 5in. in diameter. From a central point of the aerial a cylindrical lead is brought down to the instrument room. The wavelength of the station will be 1720 metres, and the power to be used will be five kilowatts, or over three times that used in England.

The station will be operated by Amalgamated Wireless (Australasia) Ltd., for the Australian Broadcasting Company, and a licence to use a set for listening in will cost thirty-five shillings per annum.



Fig. 2.

Special programmes will be broadcasted, and although just yet nothing definite has been decided it is expected that transmission will be something upon the following lines:—

Monday.—Popular concert.

Tuesday.—Theatrical items.

Wednesday.—Dance programme.

Thursday.—Music lovers' night.

Friday.— Popular concert and amateur theatricals.

Saturday.—Choral and popular numbers.

So far as daytime programmes are concerned, it has been decided to broadcast morning and evening newspaper cables, stock and market reports, latest sporting results, lectures by leading professors, etc. There will also be afternoon entertainments for ladies and bedtime stories for the children.

Tests already conducted on reduced power have proved very satisfactory, and it is hoped that this new and important innovation will be fruitful of good results.

Figure 1 is the two-valve radiola receiver.

Figure 2 shows what interest can be derived from listening in. The picture shows a couple of elderly people enjoying a pleasant evening.

* * *

Tasmanian Railway Revenue

Revenue returns of the Tasmanian Railways for the year 1923-24 were made available recently. The total revenue for the year just closed was £585,467/18/10, as against £573,416/10/8, collected the previous year. The figures show an increase of £13,501 in favour of the year 1923-24. The largest increase was in freight on minerals, which advanced by £18,028/15/9, while there was a decrease of £10,438/0/10.

The Minister of Railways (Mr. Guy), in commenting on the figures, said that the most serious decrease was that in passenger traffic. This was due, of course, to the motor competition. It was proposed to introduce legislation next session to deal with that competition. Some big increases were noticeable, especially on goods and mineral freights, and this was very satisfactory. They had earned between £35,000 and £40,000 over working expenses; in other words, they had that amount to go towards the paying of the interest on the capital expenditure. Altogether, they had reason to hope that a much more satisfactory railways position was ahead. The recovery of some of the lost passenger traffic, as indicated, the general development of the country—the proposal for the voluntary subdivision of the large midland estates—and the almost certain establishment of new industries, all justified the anticipation of greatly increased receipts.

* * *

Of His Sister

Where'er my footsteps turned
Her voice was like a hidden bird that sang.
The thought of her was like a flash of light
Or an unseen companionship—a breath
Of fragrance independent of the wind.

—Wordsworth.

Victorian Railways Institute

Dramatic Society

"The Strategist," a farcical comedy in four acts, was staged at the Institute Concert Hall on Saturdays, August 2nd, 9th and 16th, before crowded houses. Judging from the applause received by the players, both individually and collectively, the audience highly appreciated the fine performance.

The following was the cast of characters:—

Sergeant Grumbleton (the Mayor's Orderly)	Mr. Bernard Lambie
Araminta (a model servant girl)	Miss Lena Toomey
Major Abijah Howard	Mr. Marcus Hayman
Mrs. Howard	Miss Hazel Loyd
Nellie Howard	Miss Madge Wyatt
Jack Rutledge (the Strategist)	Mr. Jack Murison
Mr. Capsicum Pepper	Mr. Reg. Guest
Mr. Arthur Rutledge	Mr. Charles Arliss
Rev. Mr. Mildman	Mr. W. A. Thomas
Terence O'Flam	Mr. Geo. Ebbsmith

The scenic effects were most appropriate.

Miss Winifred Moverley, who was the producer of the play, is to be congratulated upon the high standard of acting attained by each artist, and also upon the manner in which the play was presented.

The orchestra, under the leadership of Miss Dorothy Taylor, played the incidental music in charming style, and was greatly appreciated.

Musical Society

The Victorian Railways Institute Musical Society gave its third concert of this year's series on Saturday, 26th July, in the Institute Concert Hall. There was a large attendance.

The singing by the choir, together with the soloists assisting, was enthusiastically applauded, and the performance throughout, under the inspiring guidance of Mr. Gregor Wood, the conductor, was one of the best yet given by this Society. The opening chorus—"Séguidilla," by Vincent—made an excellent impression, and there was no falling away from spirited singing in "Follow Me Down to Carlow," well rendered by the ladies' voices.

"Come, Dorothy, Come," was a new item added to the repertoire of the Society, and proved to be very welcome. "Drops of Rain" was sung in excellent balance of parts; "Deep River," an old Negro spiritual, arranged for male voices, gave the men some pleasant moments in expressive singing; while "Come Where My Love Lies Dreaming," as a closing item, was enthusiastically encored. In this Mrs. Lloyd Roberts finely sang the solo part.

The other soloists who contributed to a fine programme were Miss Minnie Paton, Messrs. William Davey, William Roberts, and Will Elder, all of whom gave of their best, which was highly appreciated by an audience that lavished encores without stint.

These artists, together with the well-balanced choir, succeeded in providing a most enjoyable entertainment. Mr. Gregor Wood conducted with care and precision, and Mr. Reg. W. Brown supplied excellent accompaniments.

Railway Rifle Club Notes

By W.M.H.

On July 5th, a Spoon Shoot was fired concurrently with the No. 21 Union's monthly match from 300 yards range. That very fine marksman S. A. Grant topped the Club score with 47 out of a possible 50. G. Geering and P. Thurlow were next, with scores of 46 points each.

July 19th saw the Club Championship advanced another stage, with 10 shots at the difficult 700 yards range. G. Geering (46) and J. McNie (44) were the best scores registered.

July 26th was set apart for a practice shoot over the 900 yards range. The best scores were: C. Low, 50 (possible); S. A. Grant, 49; A. Page, 48; J. O. Pearce and P. Thurlow, 46 points each. The latter is a King's prizeman, having won the King's Prize from allcomers at Williamstown in 1912.

C. Low's possible 50, from 900 yards, is a very creditable performance. He is one of the junior marksmen, having joined the Club only 12 months ago. He has made remarkably good progress with the rifle, and should he continue in this form he will in the near future have to be reckoned with by Victoria's foremost marksmen. Charlie is a returned soldier, who had the misfortune to lose one of his legs while serving his country in the Great War. Members generally wish Comrade C. Low every success.

Mr. J. Hardie, Portland, is the successful winner of a truck load of firewood, with ticket 2165, in connection with the organisation of a Country Centre Area of the Institute, which is being carried out by the Railwaymen at Ararat.

Engine Pictures on Cigarette Cards

Evidence of the great interest taken in railway locomotives is to be found in the fact that W. D. and H. O. Wills, Bristol, have recently commenced a new series of 50 engine pictures on their cigarette cards. The first 24 represent British locomotives, and the remaining 26 cover the railways of the world. Some famous types are shown, and interesting particulars are given as to the class of engines and the leading particulars.

Blessed be the man who thinks and talks with facts. He is needed in the world to-day, where more time is being wasted and more money spent by doing things wrong than by not doing them at all. To the man with facts life offers greater resources, greater responsibilities, and more satisfying achievements than at any period in history.

Newport Workshops Band



Newport Workshops Band—Mr. Harold Betteridge, Conductor, in plain clothes.

During the latter part of 1915 the employees at Newport Workshops decided to hold a carnival to augment the funds of the Red Cross Society.

Enthusiasm ran so high amongst the men that they determined, if possible, to carry out the whole of the arrangements without any assistance from outsiders. This determination could not be fully realised, unless a band, without which a carnival could not be complete, could be formed by the men at Newport. The obstacle was not easily overcome, but after a considerable amount of organising, a band of thirty-five instrumentalists, under the leadership of Mr. S. Trengrove, supplied all the musical requirements of that very successful carnival.

Prompted by their success on that day the members of the impromptu band decided to form a permanent band at the Workshops.

As the band progressed, a series of luncheon-hour recitals at the Workshops was arranged. This innovation stimulated interest in the band, and a number of enthusiastic supporters formed themselves into a committee to raise funds to assist in equipping the members with new instruments. Thanks to the untiring efforts of this committee, the band is now in possession of one of the finest sets of instruments procurable.

In 1921, at the request of the Railway Commissioners, the band affiliated with the Victorian Railways Institute, and under the management of its Council, the numerical strength of the band was increased, and now has a membership of forty first-class instrumentalists, all of whom are employed at the Newport Workshops.

To further increase the efficiency of the band, the services of Mr. Harold Betteridge were obtained as musical director, and under his guidance the band has rapidly risen in reputation, its great distinction as a concert band is now well known.

In addition to many popular operas, etc., the band has in its repertoire all the standard works of the old masters, such as Wagner, Rossini, Verdi, Beethoven, and other eminent composers, also works of the more modern writers, chief among whom are Henry Gheel and Cyril Jenkins.

In addition to giving midday recitals at the Newport Workshops, and weekly concerts at Williamstown Beach, during the summer months, this band is always ready and willing to assist in any worthy appeal, charitable or otherwise, and members claim that they have never refused a request for assistance in charity's cause, even though they have often been put to great inconvenience by doing so.

By their example, both in class of music and deportment, the Newport Workshops Band has at all times endeavoured to demonstrate to the people of Victoria that although brass bands are regarded by cynics as the "music of the masses," they are capable, under proper management, of giving really first-class musical entertainments, and given the proper facilities are just as capable of interpreting the works of the masters as any other musical organisation.

✧ ✧ ✧

Successful train running consists
not so much in explaining detentions
as in avoiding them.



Mackenzie Falls, Horsham.

This space has been taken

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Coy. Ltd.

Corner ...

LITTLE COLLINS and QUEEN STREETS

MELBOURNE



And in future will feature

Heating - Cooking
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Electrical Appliances



After the Noonday Drink.

Scenes that the Artist would love to paint.
See them in your own State—next vacation.



Amongst the Tall Gum Trees, Gippsland.

“When Winter Comes”

Recuperate in the Glorious Sunshine of the
Murray River Valley



On the Murray—Our great River Highway.

Your Winter Holiday could not be better spent than
in making the circular trip by rail and river steamer

“DOWN ON THE MURRAY”

You'll vote it is the best vacation ever and return with a big regard for
the pleasing attractions which the River offers to the Traveller and
Tourist—800 miles of River travel on Australia's greatest Water-way—
Sunny days—Warm temperatures—Well-equipped passenger Steamers
with two-berth deck Cabins, Electric Light, Hot and Cold Baths.

A restful holiday tour of educational value through
scenery of peculiar charm and varied interest.

Tickets and full
information from

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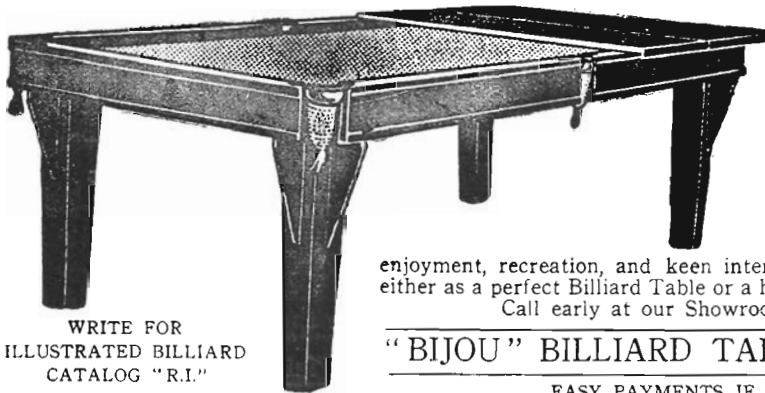
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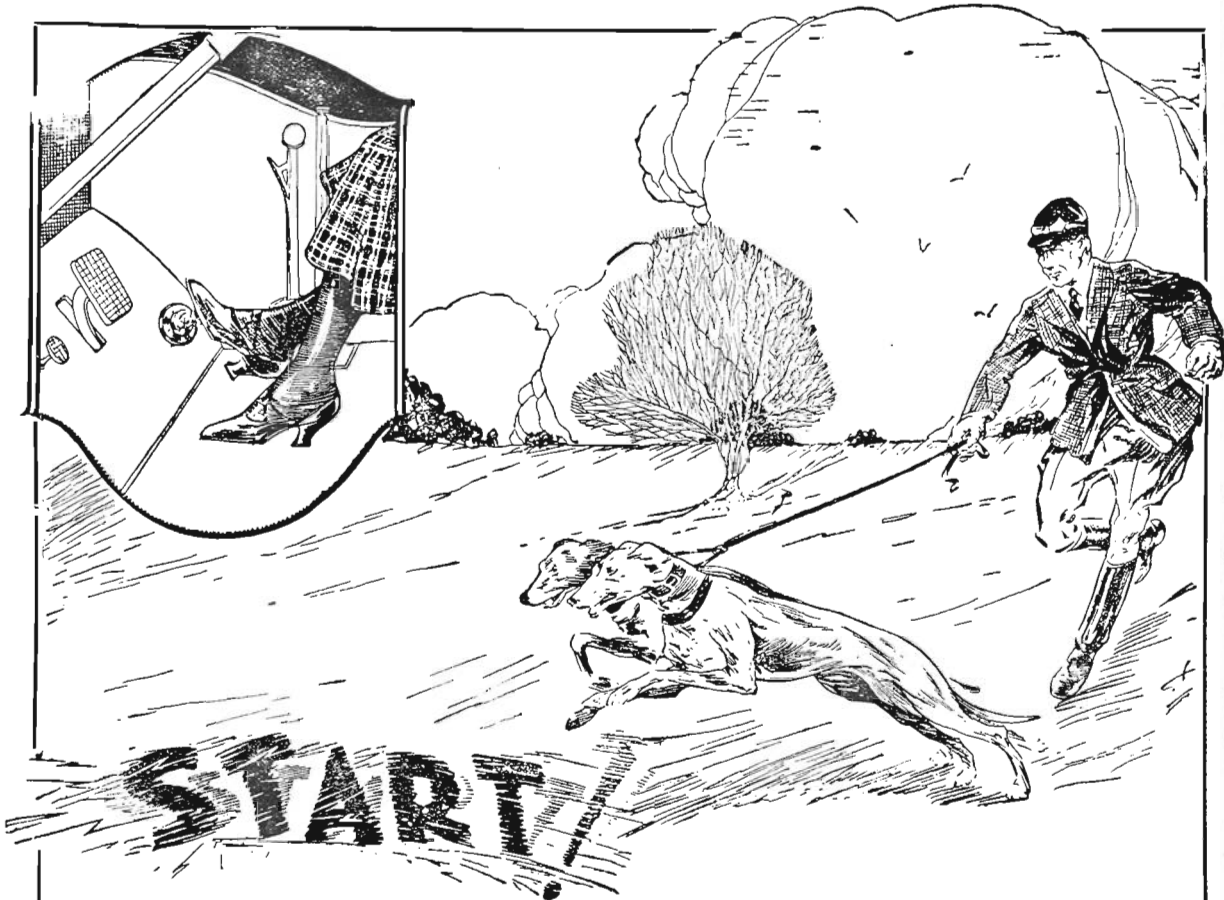
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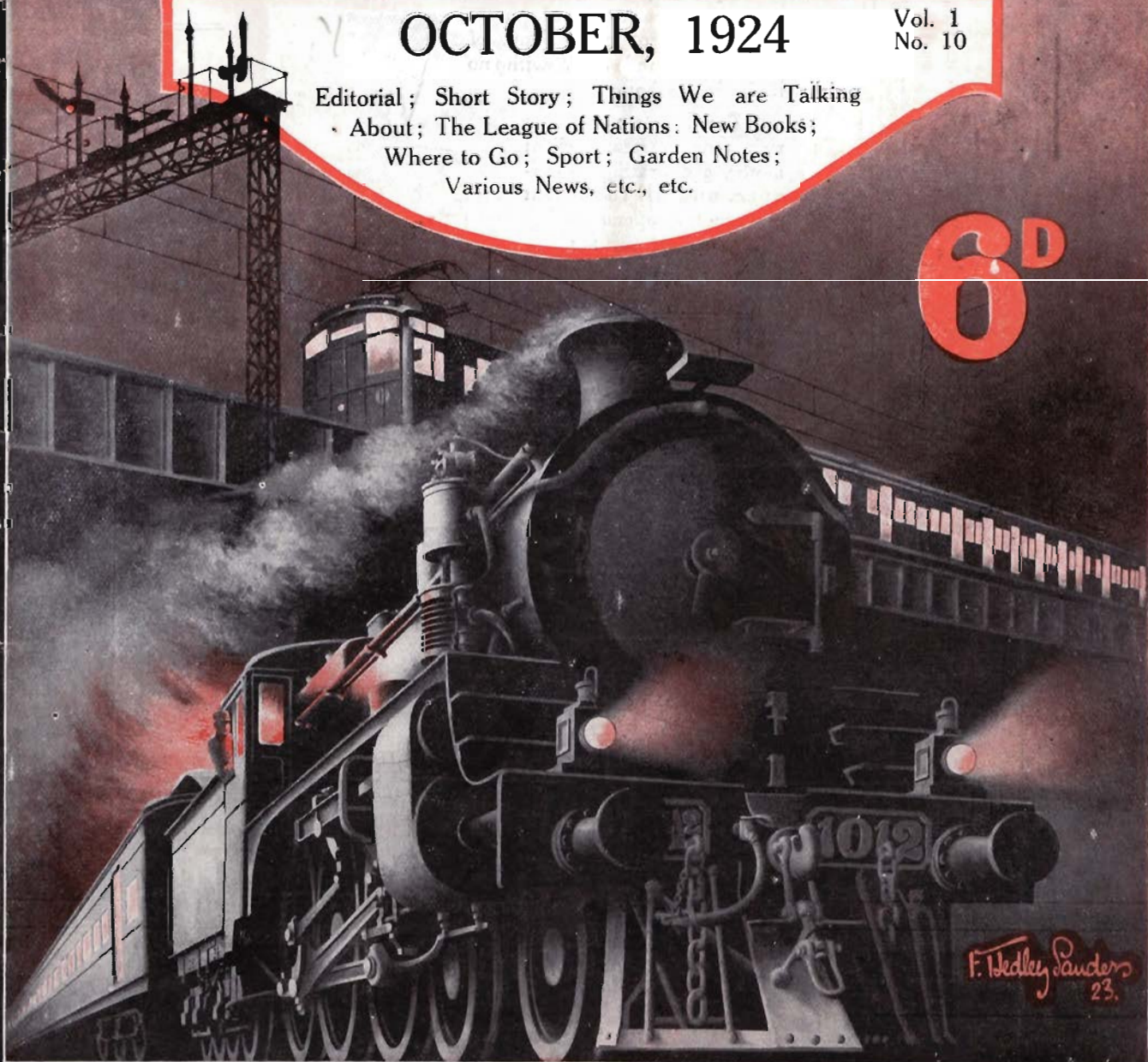
THE VICTORIAN RAILWAYS MAGAZINE

OCTOBER, 1924

Vol. 1
No. 10

Editorial; Short Story; Things We are Talking
About; The League of Nations; New Books;
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Various News, etc., etc.

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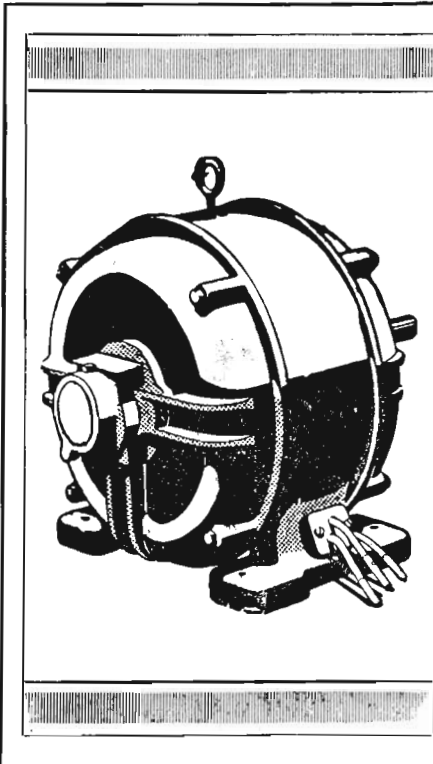
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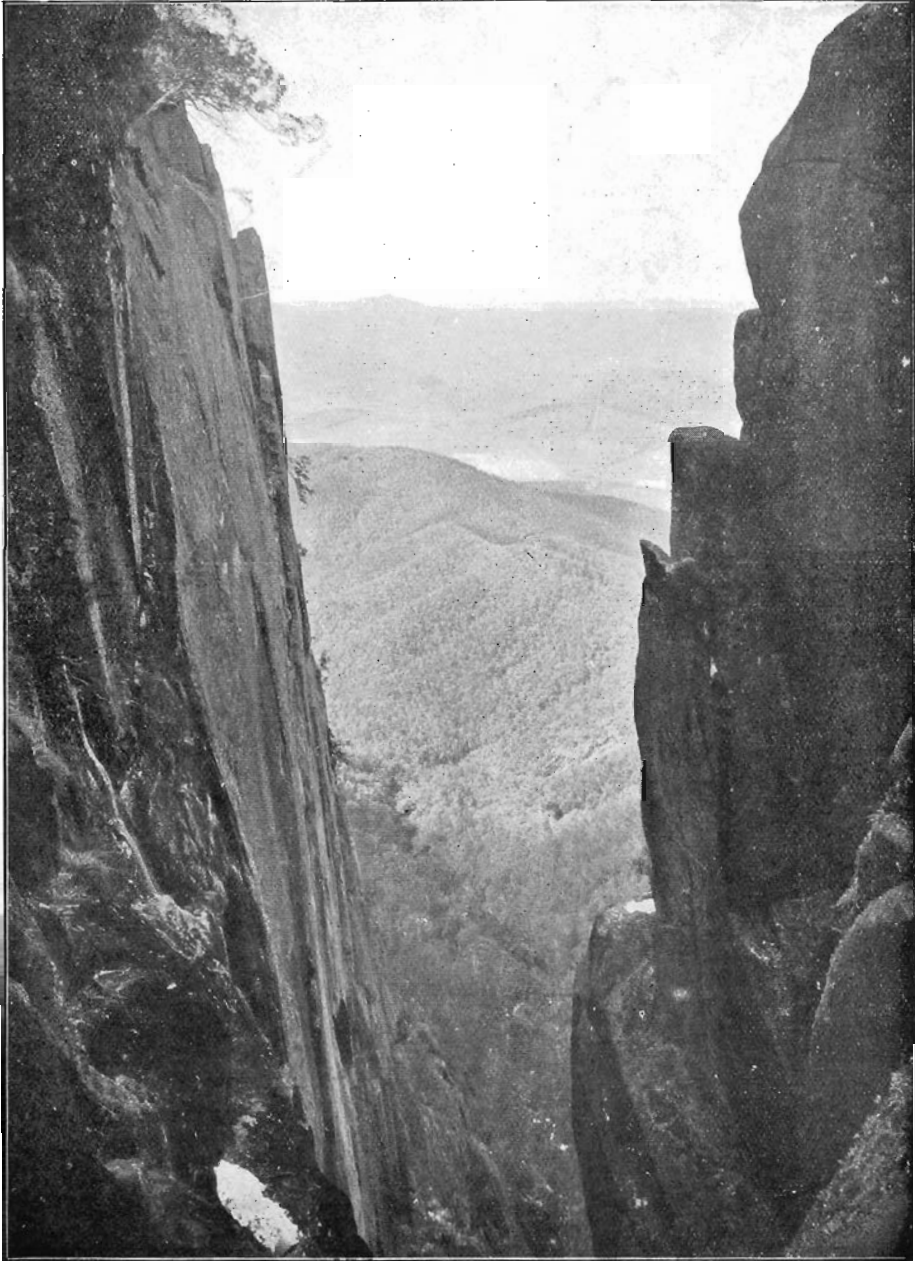
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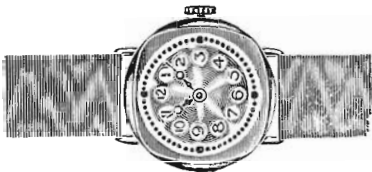
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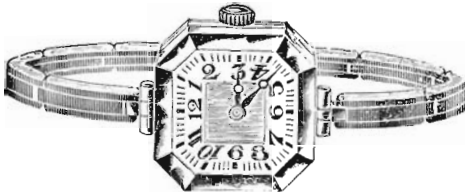
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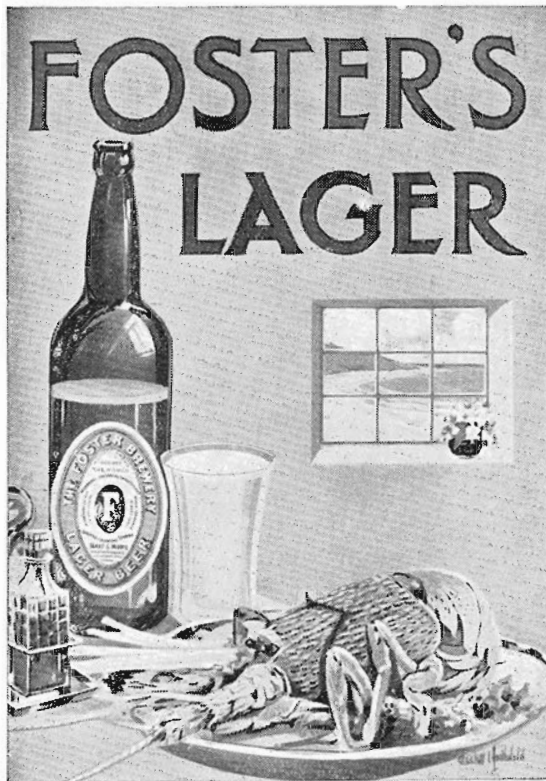
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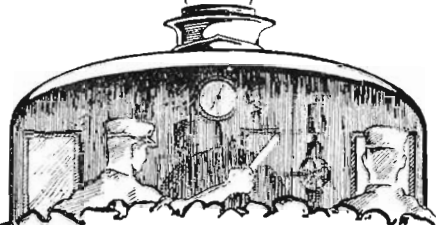
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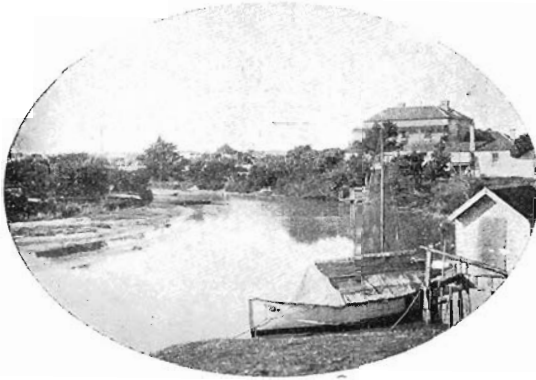
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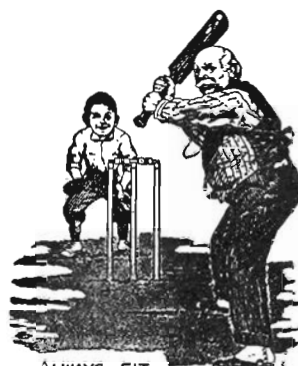
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The Victorian Railways Magazine

Vol. I.—No. 10.

Melbourne, October 1924

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FLINDERS STREET STATION, MELBOURNE

Peace Lessons

Much has recently been spoken and written regarding what steps should be taken by all nations to ensure peace between them, and as an earnest of their intentions in this respect, we recall the famous disarmament conference that the late President Harding, United States of America, convened and presided over at Washington, also the numerous conferences that have since been held on the continent, notably the one at Lausanne, and that which is being held at Geneva to-day.

The admission must be that not carelessly or thoughtlessly has it been urged by organisations as well as by observing teachers and parents, that greater care should be taken to implant in the consciousness of young children thoughts of peace, rather than thoughts tending to glorify war.

Lasting impressions are made in the nurseries and the schools. Of this there is no doubt. Thus it is that in these days, when there is so much talk of disarmament, it is urged that the nurseries should be disarmed. It is not an extravagant or illusory theory that the implanting of a desire for conquest is possible, and even that it is the inevitable result of association with regiments of tin soldiers, and batteries of toy cannon, with the flag waving over all. The flag stands for peace, it is not solely

an emblem of war. And yet, in the thoughts of the young, it is largely associated only with conflict and suffering.

In the schools, also, it has been found that there are few songs adapted to the uses which are patriotic simply, without a conscious or indirect appeal to hatred or self-glorification. The effort to encourage and foster a love of country should be applauded; but there is no need, while implanting patriotism in the breast of the young, to teach the palpable untruth that in one's own country alone exist those virtues which all commend, and that in other unhappy countries thrive those vices which should be condemned. True patriotism cannot be taught by any such process.

The reasonable argument is made that songs can be used, and should be used, to teach all children a knowledge, or rather a realisation, of the benefits of peace and true brotherhood. Cannons do not have to be made to roar, nor must the grand old flag be shot into shreds to impress this wonderful lesson.

Bands will march to the strains of martial music, and the flag will be acclaimed with cheers, but to the future generations of men it should be made clear that peace is engendered and fostered by peace, rather than by war and rumors of war.

Things We Are Talking About

"Better Farming" Train

A committee, representing the Railways Department and the Agricultural Department—the former sending transportation, rolling stock, publicity and organising officers, and the latter, experts in the various sections of farming—has been meeting for some time past to settle details in connection with the running of the "Better Farming" Train through the Gippsland district.

THE BETTER FARMING TRAIN
VISITS THIS DISTRICT IN OCTOBER

A MEETING WILL BE HELD AT WHICH THE OBJECTS OF THE TRAIN WILL BE EXPLAINED BY OFFICERS OF THE AGRICULTURAL AND RAILWAY DEPARTMENTS

Make a note of the Date

Neerim Junction Station, Tuesday, 9th September, Eight p.m.

BETTER FARMING BIGGER PROFITS.

THE ATTENTION AND CO-OPERATION OF EVERYONE ENGAGED AND INTERESTED IN FARMING IS DESIRED

Consult under the print outside of the Department of Agriculture and the Victorian Railways

The object of this train is to help the man on the land and make country life more interesting and profitable; to take to the farmer's door, so to speak, the highly-specialised knowledge which in some cases he has not the opportunity to acquire; and incidentally by increased production to assist the railways of the

State which, through under-production, are working too far below their capacity.

The train will leave Melbourne on 13th October, tour the Gippsland district, and return on 23rd. It will consist of 15 vehicles, carrying cattle, pigs and other exhibits associated with dairying, potato, maize, tobacco and other crops, honey production, etc. There will be a special car devoted to domestic economy (cooking, sewing, child welfare, etc., etc.). The train will be painted "Old Dutch" Yellow, and the stock will be selected Ayrshire, Jersey, Friesian and Red Poll cattle and Tamworth pigs. They have been loaned by the owners, who will also supply attendants. A number of farming experts will accompany the train and tell the farmers all they can of what research and experiment have disclosed.

Similar trains have been run in U.S.A. and South Africa, and it is hoped to run more in Victoria in the near future. The venture will undoubtedly assist our farmers very much. It will break down the isolation which now prevents many men from getting in touch with centres of research and benefit everybody.

Well-Kept Stations

Some time ago the Railway Commissioners offered prizes for the best-kept railway station in the State. Such a wholesome spirit of rivalry was aroused by this competition, and the improvement to a great many of the stations was so marked, that the Commissioners decided to continue the competition annually. In numerous cases stations that were formerly bare and ugly have been converted into beautiful premises, the approach from each side carrying a brilliant display of growing flowers. Preparations are now being made for this year's competition, and as the judging is to take place at an early date, station staffs intending to compete have been requested to send in their nominations at once to the District Superintendents.



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Cut Carefully
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CITRUS FRUITS
KEEP FIT - EAT MORE FRUIT

Extracts from the Commissioners' Annual Report

The volume of business for the year ending 30th June, 1924, increased by about 6 per cent. over that for the previous year. The total train mileage in Victoria for the year was 17,408,383 miles, which represents an increase of 701,095 miles on the previous year. In addition, the mileage of rail motor cars amounted to 168,559. Increases occurred in both the country passenger and suburban electric passenger train mileages. The goods train mileage exceeded that of the previous year by 247,041, an increase of approximately 5 per cent.

During the year 57 miles of new railways were opened for traffic. On June 30th, 185.75 miles of line were in course of construction. The gross revenue of the railways amounted to £11,958,635, which is £611,578 in excess of the record revenue earned in the preceding year.

There was a surplus of £27,652 on the year's operations.

Suburban Electric Train Service.

The year under review is the first in which the suburban service was wholly operated by electric traction on the lines included in the original plan. There was an almost entire absence of serious interruption to the train services, notwithstanding the great mileage of the electric trains operated under a diversity of conditions.

Fuel Conservation.

Interest in the fuel conservation movement was maintained throughout the year, and excellent results attended the discussions at various meetings. The coal consumption had undoubtedly been very favourably influenced in consequence of the awakened interest in fuel economy.

Claims.

The sum of £23,898 was paid during the year in settlement of claims for goods and parcels lost, damaged or pilfered. During recent years success had attended efforts to reduce pilfering, and the satisfactory results were more than maintained in 1923-24, the claims paid under this heading amounting to £1105, compared with £1391 the previous year.

Refreshment Rooms.

The receipts from refreshment services amounted to £320,669, exceeding those of the previous year by £37,468.

The Staff.

At the close of the year the total staff employed numbered 27,619, comprising 19,057 permanent officers and employees and 8562 employees engaged in a supernumerary capacity.

During the year the railways staff increased by 874, owing mainly to the large number of newly-appointed permanent employees engaged at schools of instruction before replacing a corresponding number of supernumeraries in regular positions; the expansion of business, railway advertising, and other new activities; the employment of a larger number of men on track maintenance, and other domestic causes.

The amounts distributed in salaries and wages for the last three years were as follows:—1921-22. £6,388,508; 1922-23. £6,293,720; and 1923-24. £6,651,251.

Railway Revenue

The revenue for the new financial year (1924-5) promises to constitute a new record if the satisfactory earnings for the month of August last are maintained.

A comparison of the approximate returns of traffic for August, 1923, and 1924, is shown hereunder:—

	1923.	1924.
Passengers	£297,611 7 7	£404,027 4 2
Parcels, etc.	39,708 7 8	28,551 6 1
H.C. and Dogs	2,552 7 5	2,270 3 3
Mails	4,922 10 9	4,960 8 7
Goods	341,687 10 10	341,354 17 4
Live Stock	33,594 18 1	41,265 8 9
Telegraph	75 3 7	64 5 0
Power	18,495 12 5	19,032 16 11
Rentals	9,365 13 7	9,165 0 4
Miscellaneous	1,661 7 7	557 7 6
Dining Car Service	2,072 0 2	1,835 6 5
Ref. Room Services	22,386 17 1	28,131 6 0
Advertising	1,565 2 10	6,121 6 0
	£875,998 19 7	2,673 19 6
		£900,010 15 10
		Increase for month of August, 1924. £24,011/16/3.

Goods Trains

Cutting Out Waste of Time and Effort.

Some time ago it was thought that better results could be obtained in the running of goods trains on a number of lines, and it was decided to review the schedules not only for regular trains, but also for those run as required, in some instances the whole of the service on a line being dealt with.

The Melbourne-Geelong, Melbourne-Nyora-Yarram, Nyora-State Mine, Melbourne-Warragul-Bairnsdale, and Melbourne-Seymour sections were recast with the definite object of spacing trains more evenly over the sections, and allotting the roadside work to trains running at the most suitable times to meet the requirements of loaders at the various stations. This helps to reduce the standing time of goods trains, which has been estimated to cost the Department approximately 7d. a minute.

A further advantage of such an arrangement is that trucks placed in the morning can be discharged and loaded during the day and probably despatched again the same night. This results in the faster movement and greater use of trucks, and materially assists in attaining our objective of 30 miles per truck per day.

It is found that the trains working on the improved schedules are keeping better time, and not taking so long to complete trips. This means in its turn that a greater mileage is obtained from engines. Taking it all around, there is no doubt that the move is in the right direction.

The more we think of it, the more does it appear that our slogan ought to be "Cut out the waste, the sooner the better for us all."



Jolimont Workshops

On the 1st July, the Chief Electrical Engineer handed over to the Chief Mechanical Engineer control of a section of the Jolimont Workshops, in which the maintenance of electrical equipment on electrified rolling stock is attended to.

The administrative staff at Jolimont, previously under joint control, was also taken over by the Chief Mechanical Engineer as from the same date.

This move is in pursuance of the policy of the Commissioners to make the Electrical Engineering more a consulting and not so much an operating branch of the service.



Fuel Conservation

An important part of the duties of locomotive firemen is the generation of heat and the prevention of heat losses. Heat losses occur in various ways; the fire-bars may be spaced too wide (5-8in. is the standard on the Victorian Railways), in that case unburned coal drops through into the ashpan; small pieces of unburned coal may be drawn through the tubes. Although this rests largely with the driver, it can also be minimised by keeping the proper thickness of firebox. If the right conditions for good combustion are not maintained, carbon monoxide will be produced instead of carbon dioxide, which gives three times as much heat as the former. Since both of these gases are invisible, the discharge from the funnel gives no clue as to which is being formed; but the quantity of steam being generated will be the best guide. The "right conditions" consist in maintaining a high temperature in the firebox by building the firebed up to a suitable thickness before starting with train, and then firing light but with sufficient frequency to maintain the proper thickness of firebed and provide two atoms of oxygen for each atom of carbon liberated by the heat in the firebox. Even when the oxygen and carbon are present in right proportions, a high temperature is essential to enable them to unite, and form carbon dioxide.

Another way in which heat is lost is by leaving the blower on hard when fire is low. The cold air thus drawn through the tubes withdraws heat from the boiler, and carries it away through the funnel.

The carbon that forms the black part of smoke also represents a heat loss, although not so great a loss as that incurred by forming carbon monoxide.

Apart from the heat loss, smoke should be kept down to a minimum, because of the damage to property by blackening everything with which it comes in contact.

Safety valves blowing off cause serious loss of heat, damage to valve faces and seats, make the fire dirty (often when the next opportunity to clean it is remote), and waste water (sometimes when the next water crane is a long way off).

The steam pressure should be kept fairly close up to the working pressure, otherwise heat will be lost owing to the engine being worked at a long "cut-off" and exhausting at high pressure.

It will be seen that the prevention of these losses involves constant attention and good judgment on the part of the fireman, and that a fireman who does these things effectively is a valuable help in raising the status of the position as one requiring a high degree of skill and experience.

New Island Platforms at Spencer Street An Important Innovation

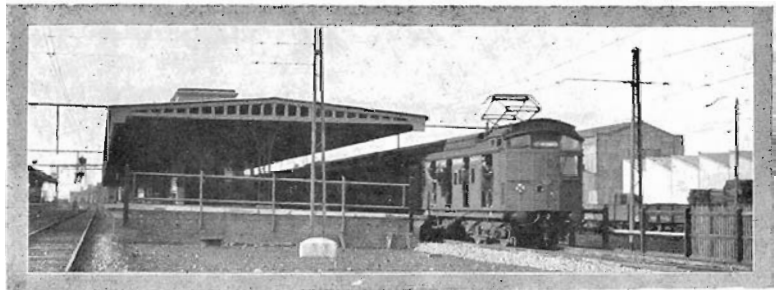
In consequence of the remarkable increase in suburban railway traffic, the double line between Spencer Street and North Melbourne has, for a long time past, been inadequate for the satisfactory handling of the heavy passenger traffic.

The Commissioners decided to remedy this by providing for two new island platforms at Spencer Street, and for an additional double track from the Viaduct to near North Melbourne. New brick signal boxes, equipped with up-to-date signalling devices, have been erected, one at the Spencer Street and the other at the North Melbourne end of the new tracks. Work was commenced 18 months ago, and the improved facilities were brought into use on 31st August.

The extensive relaying work, etc., occasioned by these alterations made it necessary for the men to work night and day throughout the week before the 31st, and it is a fine tribute to teamwork and organisation that such a big engineering feat was accomplished without an appreciable hitch. It is anticipated that these improved facilities will result in the elimination of the frequent delays to trains between Spencer Street and North Melbourne, while the comfort of the travelling public will be considerably increased.



General View of Reconstruction Operations.



Arrival of First Train at New Platform.



General View of Platforms

Transportation District Notes

At Williamstown Pier

Mr. T. J. Murphy, Officer in Charge, Williamstown Pier, says that business at this port for eight months ended August has been much better this year than for 1923. Comparative traffic is as follows:—

	1924.	1923.
Wheat	2,975,618 bags	1,892,411
Flour	1,021,206 „	662,746
Barley	24,166 „	15,549
Oats	57,759 „	32,905
Wool	19,091 bales	10,475
Apples	26,426 cases	15,224
Dried fruits	67,775 „	nil
Butter	46,760 „	3,800
Kero. oils	17,054 „	nil
	250 drums	
Coal	53,310 tons	nil
	(inwards)	

140 vessels visited the port for eight months ended 31/8/24. The yard accommodation consists of approximately 14 miles of single track. There is shed room for 800,000 bags of wheat; an additional 1,000,000 bags can be stacked on open spaces if necessary.

There is 4000ft. of berthing space linked up with railways. This could be doubled without any preliminary expenditure, simply by extending the existing piers seawards. Williamstown, from a geographical point of view, is ideally situated for export traffic, being easily linked up with Tottenham gravitation scheme, and all traffic would be practically clear of electrified areas.

Business at Port Melbourne

Mr. G. Maconachie, Stationmaster, Port Melbourne, reports that there has been a considerable increase in shipping for the year ended June 30th, as compared with that for previous year. The inwards tonnage this year shows an increase of 43,000 tons, whilst the outwards also shows an increase of 22,000 tons.

The quantity of wheat exported this year has been exceptional. Since Decem-

ber last until August 31st, 1,066,869 bags have been loaded into ships.

The approximate quantities exported during the last four years were as under:

1920	180,000 bags
1921	337,000 „
1922	154,000 „
1923	122,000 „

The frozen meat traffic was very light last season, but it promises to be very heavy during the ensuing season.

The construction of the new station pier is progressing slowly. Piles and timber are not coming forward very freely, and it is not expected that the present contract providing for two inner berths for oversea vessels, in addition to berths for Bay steamers, will be completed before eighteen months.

It is proposed to provide some travelling electric cranes to supplement ships' gear on this pier.

The Montague Shipping Shed

It is not perhaps generally known amongst the general public that the Railways Shipping Offices were removed some time ago from their old site at Spencer Street. All railwaymen, however, know that they are now situated at the foot of Clarendon Street, near the Spencer Street ferry, within a few minutes' walk from the Head Offices, and are called the Montague Shipping and Railway Offices.

The administration of this important railway warehouse is under the capable supervision of Mr. T. R. L. Sexton, Goods Superintendent. Mr. Bruce Walker is local officer-in-charge, Mr. W. Adams deals with the accountancy work, and Foreman P. Thompson the shunting loading and unloading operations.

To give an indication of the volume of work that is carried on here, the following figures will be enlightening to rail-

waymen as well as to the general public:—

In June, the S.S. "Mooltan," one of our largest visiting vessels, landed us 187,200 cub. feet, or 4680 tons of merchandise, and during July the S.S.'s. "Ormuz," "Euripides," "Medic," "Moloja," "Ulysses," "Jervis Bay," and "Orsova" filled our warehouse with no less than 22,000 tons of cargo.

For the twelve months ended June, 1919, the shed dealt with 2,439,160 cub. feet, or 60,979 tons of merchandise, for a revenue of £11,301; and for the twelve months ended June, 1924, 5,609,360 cub. feet, or 140,234 tons, for a revenue of £47,427—an increase of £36,126.

The provision of more up-to-date appliances, such as an electric crane, etc., and the closer proximity of the shed to Port Melbourne, enables a greater amount of work to be done in a shorter time, while claims and complaints from traders have been reduced to a minimum

Ballarat District

Mr. T. W. J. Cox, District Superintendent, reports that at a recent Officers' Conference it was decided to introduce the system of central pay-roll compilation, which has been under consideration for some time, and the Ballarat District was selected for a trial of this innovation.

Comprehensive instructions were drafted by Mr. Abraham, R.S.M., who has latterly been in charge of pay-roll checking in the Head Office, and Mr. R. Williams, Staff Officer in the Superintendent's Office, and so complete was the organisation, and so whole-heartedly did the compiling and checking officers (Messrs. Hannah and Lewis, Ballarat Timekeepers; and Messrs. Oates and Tolsher, additional staff from Melbourne), ably supervised by Mr. Abraham and assisted by Mr. Cook (typist) enter into their work, that not a hitch occurred. Cheques were wired for well up to time, and the pay-rolls, neatly typed, were despatched so as to reach their respective stations before pay-day.

No difficulty was experienced in obtaining the daily return of time worked, and S.M.'s generally express appreciation of the change.

The trial was an unqualified success, for which great credit is due to the Officers mentioned.

Horsham.—The railway educational film display given on Monday, August 18th, in the local town hall to a large audience has been the cause of favourable comment on all sides.

The films dealing with the growth and expansion of the Victorian Railways were exceptionally good, and the greatest interest was taken in them even by the crowd of children who watched every detail most carefully, and showed their whole-hearted appreciation.

Mr. Mullany, Bioscope Officer attached to the Betterment Board, introduced the pictures with an address which dealt very fully with many phases of railway work, especially Newport Workshops and the electric suburban system, both of which he claimed to be equal to anything of their kind in the world.

He met with a very cordial reception, and at the close of the meeting Mr. Anderson, President of the District Hospital, thanked him most heartily for the splendid films, and also the Department for their educational and highly instructive enterprise.

Ararat.—The District Coal Conference was held at Ararat on the 19th August, and was well attended. Mr. T. W. J. Cox, District Superintendent, presided. As usual, considerable interest was evinced in the agenda paper, and each item was keenly discussed. New suggestions were not forthcoming as freely as members would like, but included in those listed were some of considerable value, particularly two from our regular and welcome contributor, Driver McDonald, of Jeparit.

Driver McDonald suggested that when all good coal was not available, sufficient should be provided to mix with the inferior quality, and he claimed that this would appreciably improve efficiency.

He also drew attention to the waste of coal, due to 100 per cent. engines being utilised on branch lines during the winter months, when engines of much lighter capacity could haul the tonnage offering. Both these items were referred to the District R.S. Superintendent's consideration, and will be reviewed at the next meeting.

The chairman extended a welcome to Mr. Robert, who represented the Central Committee, and to the new members—Messrs. Forster (Stawell), and Meaney (Ararat). Opportunity was also taken to thank Guard Dunn (Ballarat), who was retiring, for his whole-hearted interest in the Committee and his very valuable help. The next meeting will be held in Ballarat, and as eyesight examinations will then be completed, a good attendance of members and visitors is anticipated.

The copious rainfall over the whole of the Wimmera during August has practically assured an enormous harvest. Crops have all along looked well, and although farmers were beginning to be apprehensive of a dry spring, their fears have been dissipated and prospects were never brighter, and amply justified the confidence which resulted in about 20 per cent. increased acreage being sown this year compared with last.

Hopetoun-Patchewollock.—At the end of August, about four miles of rails had been laid on the Hopetoun-Patchewollock line, and it is understood that the whole of the line will be sufficiently advanced to provide for the ensuing season's harvest.

Bendigo District

Mr. W. Tredennick, District Superintendent, says that since his last report most beneficial rains have fallen throughout the northern section, thus improvements in the prospects for the coming season are most marked, and, in fact, prospects for a record harvest are exceedingly bright, notwithstanding that this district produced three and a half million bags of wheat last season.

The wool traffic is now in full swing; good clips have been the general experience, and large quantities are now coming forward from river border stations and Deniliquin. Up to the 15th ultimo a total of 19,375 bales have been transported from this section.

A new phase in connection with the extension of the line from Balranald Junction on the Deniliquin Line to Balranald, a distance of approximately 120 miles, has been reached in that the station "Bun-aloo," about 20 miles from the Junction, has been opened for the despatch of a

large quantity of wheat, which is being forwarded to Echuca for milling purposes. The line in question is opening up a large tract of good Riverina country, and when completed should be the means of greatly augmenting the revenue of the Department, which will be gained by the vast quantities of grain and stock which this area will produce.

Another new industry has commenced operations. This consists of a plant for the manufacture of axe and implement handles and spokes. The plant is situated on the Marong Road, adjacent to Kangaroo Flat, in close proximity to State Forests, from which timber (mostly stringy bark) is used in manufacture of the articles mentioned. The capacity of the plant at present permits 120 handles being turned out per man per day. The principal of the firm advises that he is now supplying the local mines, contractors and State Government with implement handles, which are considered equal to the best imported product.

Dandenong District

Mr. H. T. Robertson, District Superintendent, reports that the agricultural prospects are favourable right throughout. In parts we have had floods. At Koo-wee-rup and on Strezlecki line they have been severe, so much so as to necessitate curtailment of train service for a few days. Unfortunately, the floods have the effect of souring the land, and lessening its productiveness for some time. Losses have occurred to farmers who have had potatoes bagged and in stacks on some of the flooded areas as well as to others who had not dug their crops.

Beet Traffic.—The sugar beet traffic to Maffra Sugar Factory has ceased. It has been a record year, and I think has proved the inadequacy of the existing machinery to capably deal with the beet roots offering. The manager has had an anxious time, and it is wonderful how the overwrought machinery stood the strain so well. For treatment of future crops, I believe a mill of a capacity of 600 tons per day will be installed. Inquiries are being made with a view to erecting beet sugar factories at other places in the Maffra district, which appears to afford the necessary soil and climatic conditions to the successful growth of beet. Nam-

brok is particularly interested at the present time in trying to get a mill in their immediate neighbourhood.

Maize.—Maize has not yet come forward in large lots. The prices offering are keeping it back. The harvest was a record one, and I expect it to offer in large parcels very soon now.

Live Stock of all classes throughout the district are in fine condition, and if present prospects hold, the production of milk and butter in the ensuing season must be heavy.

State Coal Mine.—It is regretted that, owing to the fire in the McBride Tunnel, which resulted in the loss of two valuable lives, caused the output of coal from the State Coal Mine to be considerably reduced. Conditions in this regard, however, are steadily becoming normal.

General.—The district generally is busy. All classes of traffic are regular, which should result in an increase in revenue.

Geelong District.

Mr. J. A. McGrath, Acting District Superintendent, states that it is reported that boring operations are now in course in the Merino district to test the brown coal deposits. This work is being carried out by the Government. In consequence of the favourable season, the butter traffic at Merino has increased; for August, a total increase of 16 tons was despatched from the local factory, which, as a result, reflected an increase of £38 in revenue to the Department.

There has been an appreciable increase in the traffic of Mt. Gambier sandstone for building purposes. During the past few weeks truck loads of this material have been despatched to stations in the Wimmera and other districts.

The new siding at North Shore under construction for the Phosphate Fertilizer Company has now been completed, and a commencement has been made with the erection of buildings. It is anticipated that this suburb of Geelong will make progress very rapidly in the near future, not only as an industrial, but also as a residential area. The works, if all promises are fulfilled, will be a worthy addition to the many important industries already

now carried on in Geelong, and there is no doubt will necessitate advancement in the importance of Geelong station as a depot.

As a result of a good season, the lambing right throughout this district has been excellent, and it is anticipated that the wool traffic will create a record. The agricultural prospects could not be better, and the country everywhere is showing the benefit derived from the abundance of rain which fell during July and August.

Maryborough District.

Mr. A. J. Morris, District Superintendent, reports that work in connection with locks on the Murray is progressing satisfactorily, and large quantities of material are being sent by rail to Mildura.

The new siding at Bet Bet is nearing completion. Two "K" class loads of gravel will be despatched to Mildura daily, quantities will also offer for permanent-way work.

Re-grading work between Bealiba and Emu has commenced, this will do away with the trouble caused through trains dividing on what is known as the Camel's Hump.

The dried fruit from the Mildura district has nearly all been railed away for export and home consumption.

Returns disclose increased passenger traffic on Maldon line since rail motor has been running. The road motor which had been operating in the Maldon district has disappeared.

The agricultural outlook in this district is very bright. Steady rains have been experienced, with beneficial effect. With the increased acreage under crop a big harvest is now practically assured. Feed is plentiful, and stocks generally are in good condition.

Seymour District.

Mr. J. Fitzpatrick, District Superintendent, reports that the agricultural outlook and the prospects generally for the coming season throughout the North-Eastern and Goulburn Valley territory continues very good indeed, and everything points to a record harvest being garnered. Warm Spring weather has followed the bountiful rainfall, and crops and pastures are

making very rapid growth. Extensive fallowing operations for next season are being carried out. All water catchments, dams and tanks are now full to overflowing, and a good supply of water for the summer months is ensured.

Cattle and stock generally are in prime condition, and the weekly railings to market well above the average. The lamb season has been exceptionally good—prices are firm, and the demand very keen.

Shearing operations have commenced in many of the earlier districts, and a record clip is anticipated. The wool generally is a very fine sample—the fleeces being heavy and the staple long and sound.

In the Tatura district farmers are realising the value of lucerne, and there has been a considerable increase in the area put under this crop—over 2000 acres of new ground being sown this season. The established lucerne fields are making strong growth, and more forward than usual at this period of the year.

The dairying outlook is very bright. Cows are coming in well, and the milk yield high.

Many farmers have now taken to pig raising as a remunerative side line, and the price for all classes is animated, especially weaners, which are bringing up to 50/- per head.

Good seasonal conditions obtain throughout the fresh fruit areas. Orchardists report that trees are budding well. Large areas of new orchards are coming into full bearing, and the prospects are very satisfactory.

Agricultural Shows.—One of the most important fixtures in this district—the Wangaratta Show—took place on September 9th and 10th. There was a record number of entries, and the exhibits generally of a high standard. The attendance was good, but, unfortunately, the weather conditions were not favourable.

The Yarrawonga people were more fortunate with their show, which was held on September 12th and 13th. There was a record attendance, and weather conditions ideal.

New Industries.—The Ardmona Dried Fruit Products Co. at Mooroopna has adopted a novel and enterprising means of absorbing their surplus products and overcoming the glut in dried fruits. The Ardmona Fruit Confectionery Company

is now in full swing. Specially selected samples of dehydrated fruits such as prunes, plums, nectarines, pears, apricots and peaches, after crystallization, are coated with the finest chocolate and placed on the market as high grade crystallized sweets.

The sweets are most attractively got up, carefully wrapped in various colored tinfoils, and expertly packed in boxes bearing a characteristic trade mark in the shape of a beautiful spray of peach blossom. The confection is being retailed at 3/- per lb., and is rapidly becoming very popular with both young and old. It is both delicious and nutritious.

Initial purchases made out of curiosity soon bring the habit, and the increasing demand must be most gratifying to all interested in the fruit growing industry. The average Australian is a slave to laxatives, aperients and stomachics generally, with little or no conception of the health-giving advantages of the inclusion of fruit, raisins, nuts, treacle, whole-meal bread, and olive oil, etc., in the national diet.

The Cobram Fruit Growers' packing shed, recently opened and located on the siding frontage at local station, employs a staff of expert graders and packers, who are busily employed at present in handling this season's citrus crop. The high-grade quality of the citrus fruits in this locality is evidenced by the keen demand and the good prices ruling.

* * *

From the Commissioners to the Staff.

The change over at Spencer-street to bring into use the new Suburban platforms and the new double lines from the Viaduct to Dudley-street was effected in a remarkably creditable manner, and the Commissioners desire to place on record their keen appreciation of the splendid efficiency, organisation, and team work displayed by the officers and men of the Transportation and Engineering Branches concerned.

This great achievement, which was put through with an absolute minimum of inconvenience to the public, is a splendid tribute to the capacity of the railwaymen of this State.

Help Us to Help You!

W.N.(37).

The "Hinterland" of Australia

The civil aviation flight recently completed by Col. Brinsmead and Capt. Jones proves the suitability of the De Havilland 50 aeroplane powered with a Siddeley Puma engine for long distance flying. It is a very significant fact that, despite the speed attained, and the distance travelled, no engine trouble marred the steady progress of the flight. One or two very minor adjustments of the engine were made at the trifling cost of 27/-.

The preparations for the undertaking were marked with the same thoroughness and efficiency which have characterised the flight throughout. Before the aviators set out from Melbourne, ample supplies of petrol and lubricating oil were laid down at all the proposed landing places en route.

The nation-wide organisation of the Vacuum Oil Company Pty. Ltd., which functioned in the arranging of supplies for the Goble-McIntyre flight, was also called upon to provide the necessary supplies for this latest Australian achievement.

Cases of petrol and lubricating oil were forwarded to all necessary points by this company, all kinds of transport being requisitioned for the purpose. By steamer and by camel, donkey and horse teams, supplies were laid down along the route over which the aeroplane would fly. Colonel Brinsmead was delighted with the thoroughness and care which marked all these ground preparations. Plume Aviation Motor Spirit and Gargoyle Mobiloil were the fuel and lubricating oil respectively used throughout this flight.

* * *

Value of Australian Production

Statistics relating to production in Australia during the year 1922-23 have been issued by the Commonwealth Statistician (Mr. Charles H. Wickens).

The bulletin contains particulars respecting the various primary and secondary industries, and is a comprehensive summary of the productive effort of Australia during the past ten years.

The area under crop in Australia during 1922-23 totalled 16,543,555 acres, and the value of the produce amounted to £84,182,501, or an average of £5/1/9 per acre. The wheat crop continues to be the principal feature of Australian agriculture, and 11,253,058 acres, or nearly 70 per cent. of the total area under crop, was devoted thereto during last year. Decreases were recorded in all classes of live stock, except pigs, as the result of the dry season experienced; and the number of sheep and cattle enumerated at the end of the year amounted to 78,803,261 and 14,336,673, respectively. The production of meat for home consumption and export levies a heavy toll on the flocks and herds of the country each year; and during 1922-23, 14,827,707 sheep and lambs, 1,907,373 cattle, and 1,105,955 pigs were slaughtered. The value of all pastoral products for the year amounted to £91,474,996, to which wool contributed £49,015,500. Permanent employment was provided for 478,542

persons in the agricultural, pastoral and dairying industries; and the value of the implements and machinery used in these occupations was estimated at nearly £40,000,000. The value of the production amounted to £219,199,171, of which £98,569,122 was shipped overseas.

Despite a reduction in the output of gold, coal and iron, and many other minerals during 1922, increases in silver-lead and zinc were large enough to enable the value of the previous year's production to be exceeded by over £300,000, the total value of all minerals won in 1922 being £20,316,160.

Figures relating to the secondary industries, issued some time ago, are also given. The number of establishments engaged in manufacturing during the year was 19,173, employing 412,410 persons, and paying in salaries and wages £71,133,152. The total horse-power of engines used in providing power for the various industries was £867,441, and the sum of £8,659,615 was expended in fuel and light. Raw materials to the value of £816,082,663 were used in factories, while the value added in process of manufacture was £140,414,473, making the value of the gross output £326,497,136. Capital invested in land, buildings, plant and machinery represented a value of £160,463,218.

The total value of the production of all recorded industries in Australia during the year amounted to £382,208,000, or an average of £67/17/- per head of the population. The value of production in Australia for the previous year was £346,662,000, and the average per head £62/18/3. Index numbers, reflecting the variation in prices of the combined products of the several industries, have been compiled, and the results are embodied in the bulletin.

* * *

Ploughing

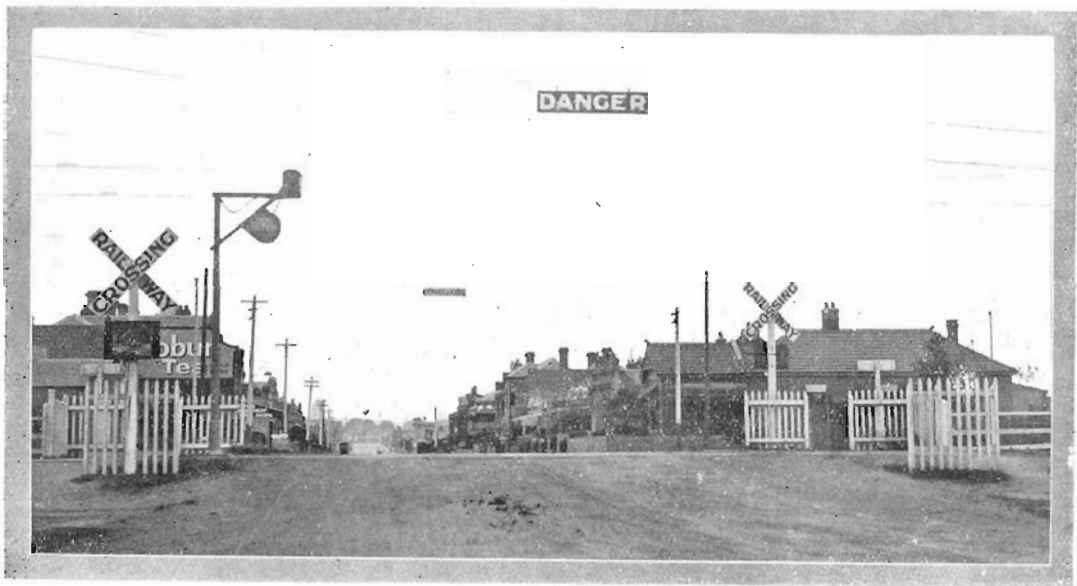
Out by the ricks the mantled engine stands
Crestfallen, deserted—for now all hands
Are told to the plough—and ere it is dawn
appear
The teams following and crossing far and
near.
As hour by hour they broaden the brown
bands
Of the striped fields; and behind them firk
and prance
The heavy rooks, and daws grey-pated dance:
As awhile, surmounting a crest, in sharp
outline
(A miniature of toil, a gem's design)
They are pictured, horses and men, or now
near by
Above the lane they shout lifting the share,
By the trim hedgerow bloom'd with purple
air. . . .

—Robert Bridges.

* * *

Who Knows?—Andrew Carnegie on one occasion was asked which he considered the most important factor in industry—labour, capital, or brains. Carnegie quickly replied, "Which is the most important leg of a three-legged stool?"—"Judge."

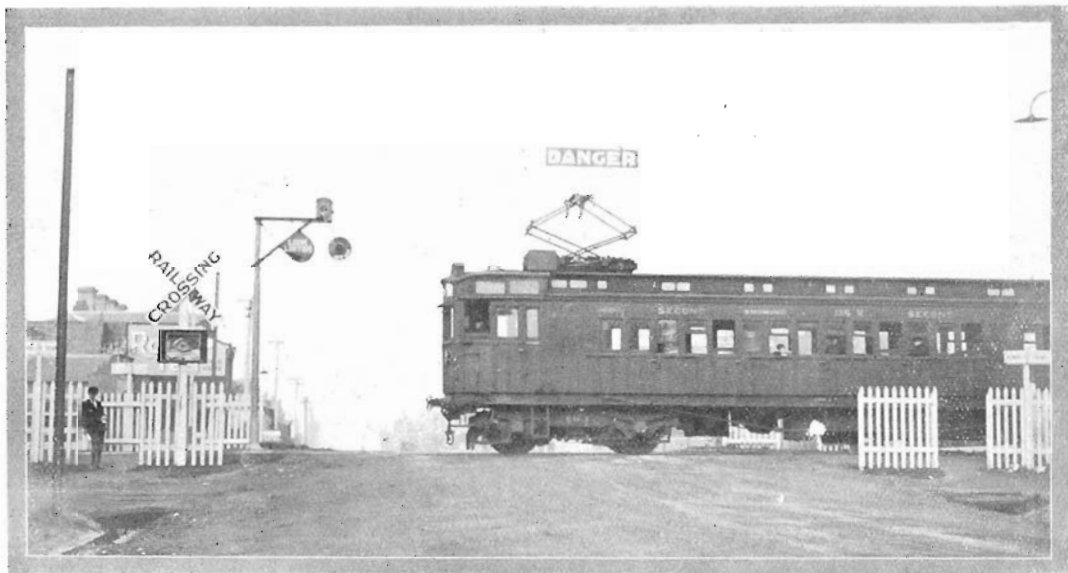
Wig Wag Signals



WIG-WAG SIGNALS.—The responsibility of avoiding accidents at level crossings rests with the users of roads, but in a limited number of cases the view of trains is so limited that some warning of their approach is necessary. In such cases it was the practice to provide a bell, which rang continuously from the time when a train was a quarter of a mile from the Crossing, until it arrived at the Crossing.

It is considered that a Signal which is both visual and audible is preferable, as owing to various causes, such as high wind, noise of a motor car, a partial deafness of the driver, the latter indication is liable to pass unnoticed. The "Wig-Wag" Signal, which was developed in America, has been adopted for use at level crossings in Victoria where the ordinary level crossing signs are not considered sufficient. This Signal consists of an electrically-operated mechanism mounted on a post and controlled by track circuits or track instruments, which give about 20 seconds warning of the approach of the fastest train; this warning is suppressed when the train arrives at the Crossing.

The "Wig Wag" Signal in use displays, as its Warning Signal, a swinging red disc by day, and a swinging red light by night. This indication is shown in the accompanying photographs; the disc is latched normally behind a shield, and an out of order indication is given by the disc hanging vertically and stationary. Three of these Signals are at present in use, and the installation of about a dozen additional has been approved.





The Pommy Cousin

By "Farmer Clark."

"He's me own sister's child, and we must be kind to him for her sake, though she did marry an Englishman, who had no right to an Irish girl," said Dan Regan to his family, on the farm at Yellowdine, on the night he received the letter announcing the coming of Clarence, the Pommy cousin, who had been sent to Australia to make his fortune. "But I'm hanged if I know what he intends to do on this blessed and peaceful dairy farm, with them things he has strapped about him. Now, what would you think, mother, I should put the boy to do when he gets here from Melbourne? He looks to me like as if he intended to become a bushranger, or at least one of them movie actors who strike terror into the hearts of the tenderfeet visiting the American Wild West."

Clarence had thoughtfully sent his photograph in full rig to Dan Regan, his uncle, and at this moment Dan was holding up the picture to the light of the kerosene lamp, while Mrs. Regan and her two daughters, Maudy Alice and Mary Ann, were leaning over the table and giggling at it as if it were a rare joke.

Clarence was certainly dressed for the part of an adventurer, in a strange land. He wore an English shooting costume, decorated with bowie knives and revolvers, a wide hat, like a sombrero, in the broad leather band of which was stuck a peacock's feather, and shiny leggings running down to meet large brown boots.

"That's a great boy to be coming to a dairy farm," remarked Dan Regan, after turning a laughing face at his family; "but, as I said before, he's me sister's child, and we must be kind to him. Remember that now, you giddy girls, and you, too, Joe, me lad."

"I won't do a thing to him, Dad," said Joe, "except show him to the boys in the district. I reckon he'll be as good as a circus to us until he gets rid of them clothes and trimmings. Oh, no, I won't do a thing to him! But I warn you, Dad, that that Pommy cousin of ours is in for a hot time in Yellowdine."

"And we'll be very kind to him, Dad," said Maudy Alice; "we'll let him shoot at us with his revolvers. I reckon we can teach him how to hit a haystack before he starts murdering our cows."

"I reckon Bullocky Bill will faint outright when he catches sight of our Pommy," inter-

jected Mary Ann. "Bill ain't used to seeing sights like Clarence in Gippsland, and I reckon Bill's team will bolt out of here before we get the waggon loaded with them pumpkins you are sending to market. Bill jibbed a bit over the pumpkins, but he'll take anything for back loading if you are friends of his. But Bill will never stand Clarence."

"Perhaps the poor boy was appearing at a fancy dress ball when he had that photo. taken," remarked Mrs. Regan, a kindly old soul.

"No fear, he wasn't," roared Dan; "he's just an ignorant Englishman, who thinks we are living in the wild Australian bush, and that we are always shooting each other when we are not gathering gold and precious stones, hunting kangaroos, or otherwise enjoying ourselves. I'll bet he's been brought up on Deadwood Dicks since he was able to spell out words. When I tell him he'll have to help us to milk cows, there's going to be trouble on this farm."

The Regans met Clarence at the distant railway station, and Clarence seemed mightily disappointed at the poor show made by his relatives. They did not look at all like dwellers in the wild Australian bush, and he was rather put out at the boisterous welcome from the girls and the unreserved way in which Dan and his son Joe handled his belongings.

"I'm glad you brought your guns along," said Joe, with a wink at his laughing sisters, "for we're almost bound to meet up with some bushrangers before we get to Yellowdine. We left our guns at home accidentally. Almost every day somebody is murdered around here by blackfellows or bushrangers. I wonder you were not afraid to come out to this dreadful country."

The others entered into the joke against Clarence, but that gallant gentleman was certain he was going to meet with extraordinary adventures early in his Australian career.

A crowd gathered around him and the Regans, as they made their way to where the family waggon was standing aside the station, and Dan, who was an inveterate joker, whispered his acquaintances that the newcomer was a circus performer, a sort of Buffalo Bill sort of chap, who would be giving exhibitions of rifle and revolver shooting during Show week.

Clarence had a line of talk which soon annoyed the Regans. He was full of conceit, and bragged all the time about how he used to swell it in London.

"I don't know how I'll get on in this beastly country," he said; "but I must make my fortune before I go back to dear old London, and to the mater and pater. I want to get to where the gold is right away, my good people, and to get a lot of opals and other precious stones. I hope also that you have good shooting out here."

"Oh, yes, we shoot at each other nearly every day," shouted Dan Regan. "We have two big rows on now with our neighbours, the Murphys and the O'Reillys, and when we can't shoot men and women, we shoot each other's emus and kangaroos."

"Indeed! Have you got any lubras out here? I'm told they are very fierce, and attack even armed men in your jungles."

"Would you mind, Clarence, saying that again, and saying it slowly," implored Dan, while the others shrieked with laughter. "Who was telling you about the lubras?"

"A kind gentleman on the steamer coming out from England. He told me I would likely get many opportunities of shooting lubras. He said they were strange animals, peculiar to the wild Australian bush."

"So they are, Clarence, me boy, so they are. Faith, you never said a truer word in your young life. Lubras are strange animals, and are found in the bush, but I always caught one with a plug of tobacco. When no other bait will attract them, you can always depend on tobacco to catch lubras. The blackfellows out in the bush beyond Yellowdine tame lubras regularly, and make them work. Joe will get you one some day whenever you want a pet to take home to England."

It was now becoming dusk, and the waggon was entering a track almost overhung by tree...

"In these dark places we always look out sharply for bushrangers," said Joe, "and as you have the guns, Clarence, you can get out and walk ahead of the waggon. I'll come, too," he added hastily, as Clarence seemed to be about to apologise for not desiring to hurt bushrangers on his first day in the district.

So Joe walked ahead with Clarence, who by this time was feeling very nervous, though Joe had his rifle, and he was carrying a revolver in each hand, in approved movie fashion.

At a turn in the road they met Bullocky Bill, filled with whisky and good humour.

"Here's one of the worst of them," said Joe in an undertone to Clarence. "But you leave him to me. I'll shoot him with the rifle, and then, if I miss him, you come on with the revolvers, and shoot him up."

Just then Bullocky Bill yelled like a madman; for, perceiving Clarence, he supposed that he was seeing visions. He came forward with his long whip, cracking it mightily. Joe, with long experience of Bullocky Bill, who was a lamb when sober, and not very harmful when drunk, pointed the rifle, and ordered him to put up his hands, or he would be blown to pieces.

Bill was sober enough to recognise his young friend, and swaying in the middle of the track he asked unsteadily, what was the joke.

"The joke's on us, Bill," replied Joe; "I want you to meet my cousin, Clarence."

"Then he's real, is he?" shouted Bill, as Clarence dropped his guns, and backed toward the waggon, now halted in the middle of the track. "I thought mebbee I was seeing visions, and I was going to lash my whip at him a few times. If Clarence was a vision he would not cry out, you understand. You say he's real! Well, I once saw a chap like him in the movies. What's he all dressed up for, and what's he doing with them revolvers? He'll hurt himself presently, if he don't take care."

"Hush, Bill," said Joe, in a pretended whisper; "Clarence has come out here to shoot lubras, and to dig for gold at Yellowdine."

"Well, all I can say is that you Regans will be the death of me some day," said Bill, when he recovered from a fit of laughter. "You're always having your joke, and now you're inventing relations so as to surprise the countryside and poor bullockys like me."

"Beastly fellow," remarked Clarence. "I was just about to shoot him when Joe acted as if he knew him well. That was how I knew he wasn't a bushranger, and I dropped my revolvers. I'm terrible when I'm roused, and I feared I would shoot him dead."

"You'll look terrible when you see my cows," shrieked Dan Regan, "and some of them will die when they see you, or I'm mightily mistaken. And now, Joe, you had better relieve Clarence of his guns, for I'm afraid he'll commit suicide when he sees the old farm."

And Clarence did feel almost homesick unto death when he saw the farm in the moonlight. It was a peaceful scene, but it lacked all the glamour of a ranch, such as Clarence had dreamed on his way out from England.

He took a tumble, so to speak, when Black Mary, a sort of maid for the Regans, was introduced to him as one of those wild lubras he had heard about from the talkative gentleman aboard ship.

But perhaps the most surprising thing was that the next morning, when he became ready to dress for the day, Clarence found at his bedside a pair of rough moleskin trousers and a crimean shirt.

"Where's my clothes, Auntie?" he called to Mrs. Regan, who was in the kitchen.

"Them's your clothes, me boy," said the good woman; "they'll do you while you're here at Yellowdine. I've packed up your circus clothes and your revolvers, and all your contraptions, and put them in a safe place. And now if you'll come down, Clarence, we'll give you your first lesson in milking cows."

Maudy-Alice and Mary Ann yelled in laughter when Clarence came into the kitchen, clad in the moleskin trousers, about two sizes too large for him.

But Clarence wept when he saw himself in the looking-glass hung above the washbasin. The Regans, however, will make a man of him in time, or die of laughing at him. Just now Clarence is the richest joke they ever enjoyed, and they are always in a state of merriment. They refer to him as "Our Pommy Cousin."



Majestic Marysville

A Tourist's Paradise

At this period of the year the thoughts of many will be directed to the approaching holiday season; holiday trips will be contemplated and arranged. To some, nothing but a tour in another State will offer any special attraction, and, under the mistaken idea that they must go from their home State for a real holiday, they incur more or less heavy expense, travelling by steamer or long rail journey to some fancied outside resort. Without in any way desiring to depreciate the beauties or attractions of other places, it may be of advantage to those so inclined to give close attention to the attractive health and holiday resorts to be found in Victoria.

The mountain township of Marysville has been appropriately designated a "tourist's paradise." It lies north of the Great Dividing Range, at a distance of 62 miles from Melbourne, 22 miles from Healesville, and 25 miles from Alexandra to the north. The village, which is about 1600ft. above sea-level, has a very old-time appearance, this being one of the charms of the place, and is the centre from which a great wealth of the glorious foliage characteristic of the district is accessible on foot, while driving trips can be made down the valley of the Steavenson River to Buxton or, following the course of the Taggerty River, through entrancing woodland scenery to the "Forest of Arden," from whence a foot track leads past "the meeting of the waters" to the Keppel Falls, one of the many delightful features in this land of enchantment.

For the pedestrian and mountain climber there is, amongst other well-defined tracks, the great trip to Mt. Strickland (4000 feet), and fine views of the more distant country can also be had from Oxlee's Lookout, on Mt. Kitchener, eight miles in a southerly direction, and from Wood's Lookout, on Mt. Gordon.

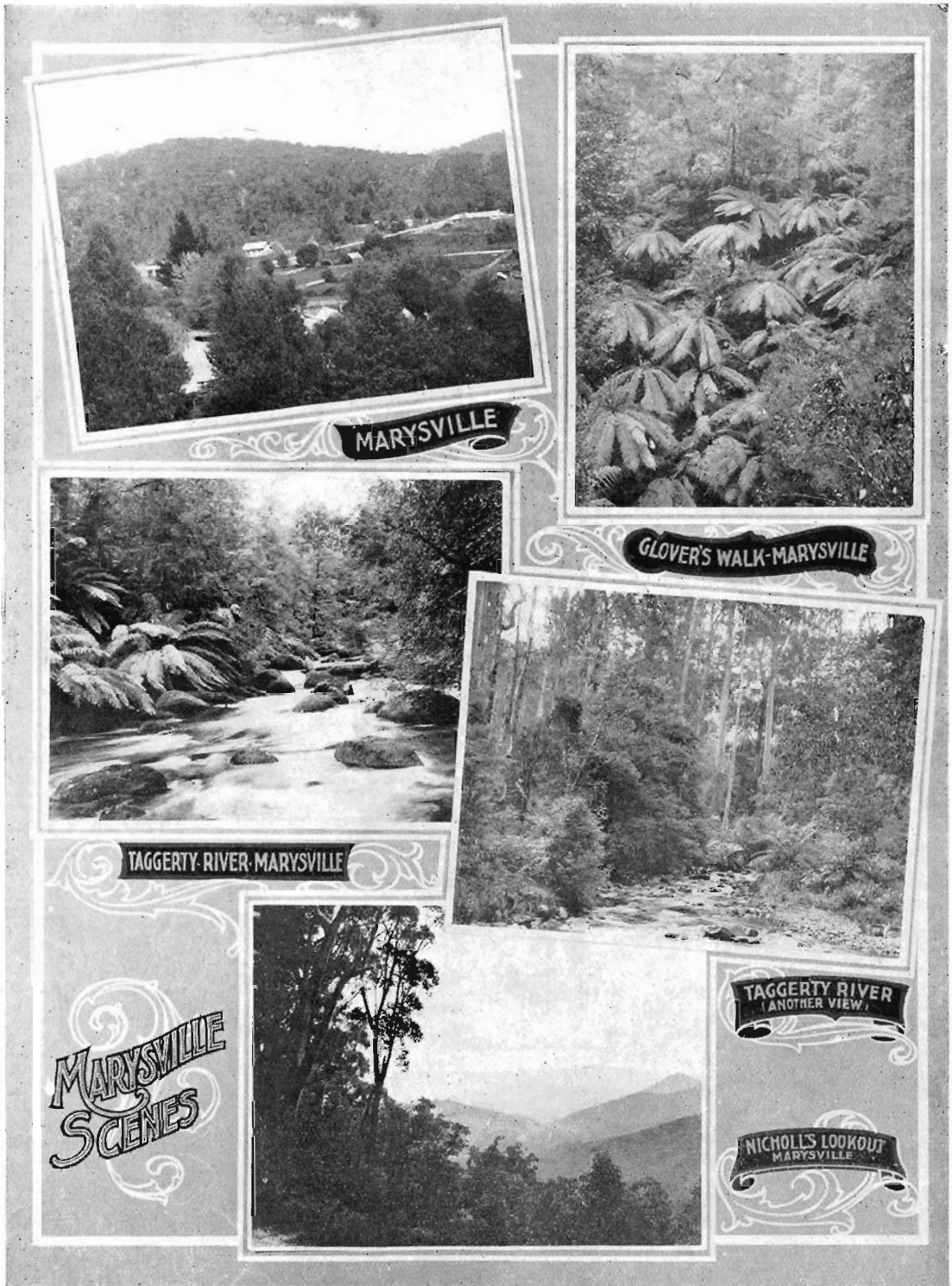
Those who are unable, or who feel disinclined to go far afield, are well catered for, as there are numerous short walks through the bush in close proximity to the village. "The Beauty Spot," a really beautiful fern gully, lies almost within the township boundary. Michael Dene is carpeted with maiden-hair fern, and leads to the "Wishing Well," within three-quarters of a mile of the village.

No tree in our dense forests excels in beauty of foliage, in form and colour, the beech, and here this tree grows to perfection. Magnificent old trees, hoary and moss-grown, tell the tale of the long-past years, and their rich dark green shows up in marked contrast to the lighter green of the sassafras and the silver tint of the wattle, while fine specimens of the shapely blackwood tree are also to be seen. Towering above all are the giant gums, blackbutt variety, and below the ever beautiful tree ferns throw out their graceful fronds. All this variety in beautiful profusion is to be found along the banks of the Taggerty River and its many branches.

Such names as "The Talbot Drive," "The Valley Beautiful," "Steavenson Falls," "Cumberland Falls," etc., appeal to the imagination, but their beauties cannot be imagined—they must be seen, and will not fail to give delight to the tourist. Here, under the spell of the music of rushing streams, along banks clothed with Nature's most glorious ferns, the tired city man will find relief from all his business cares, and, forgetful for the time of his money-mastering schemes, may find "tongues in trees, books in the running brooks, sermons in stones, and good in everything."

Marysville has long been famous for the excellence of its trout fishing, and keen anglers will find good sport in the beautiful mountain streams in its vicinity. The village enjoys the boundless blessing of an inexhaustible water supply, and first class modern tourist accommodation, with due attention to sanitation, has been established.

Not the least interesting part of a Marysville holiday is the car journey from Healesville railway station. For impressive grandeur there are not many scenes to equal those afforded on this trip. It is one of the "show" roads, over which distinguished visitors are driven, to give them some idea of the natural beauties of the State. Fern gullies abound by the roadside, and at almost every turn glorious vistas of the blue cool mountains present themselves through gaps in the thick timber and varied undergrowth.



You will enjoy looking at other pictures of this kind on pages v., ix., x., xiii. and xv.

Safety First

"Ask Daddy."

"Safety First" has been, and is, the universal slogan and cardinal principle of railway operations, for its observance has as reward the safeguarding of life and the avoidance of accident, sickness, grief, and financial loss.

Accidents do not usually "happen"; they are caused, and in this age of the rapid development of cheap mechanical power the slogan has an application extending far beyond the range of railway operations. At work and at play, care and thought for the avoidance of accident are essential. In the streets and roads of the cities, everyone's life is in jeopardy, owing to the ever-increasing number of motor cars, which have taken, and continue to take, their toll of life and limb, and the cultivation of the habit of "Safety First" has become necessary as a subject in the curriculum of public education.

The Commissioners, mindful of the importance of the subject, have, and are, taking a leading part in rousing the public conscience to a realisation of what benefits follow as a result of "Safety First," and the measures which have already been taken are well known to railwaymen. In addition to the propaganda and publicity given to the subject, steps are being taken to bring home to the minds of the children of the State the necessity of thought and care for the safety of themselves and their playmates in their everyday activities. For this purpose the moving picture camera has been requisitioned, for pictures are easy to understand, require no explanation, and leave on the plastic minds of the children an impression that is lasting and effective.

"Ask Daddy"

is the first of a series of safety motion pictures which has been obtained by the Commissioners from the National Safety Council of America. It is a picture with a particular interest and appeal to children, although it carries a lesson to adults as well. It deals with home and street safety.

"Once there was a boy named Mark. They called him 'Question Mark,' because he asked so many questions. He had a sister called 'Patience,' probably because she tried to answer his questions. One day when they were out walking, they saw a man tacking signs on trees. The signs read, 'Safety First.'"

"What does it mean?" asked Mark.

"We'll ask Daddy," replied Patience.

So father tells them a story by way of explanation. He takes them back to the cave man days, when life was a struggle with wild animals for existence.

"I'm glad I didn't live in those dangerous times," remarks Patience, with a shudder; but

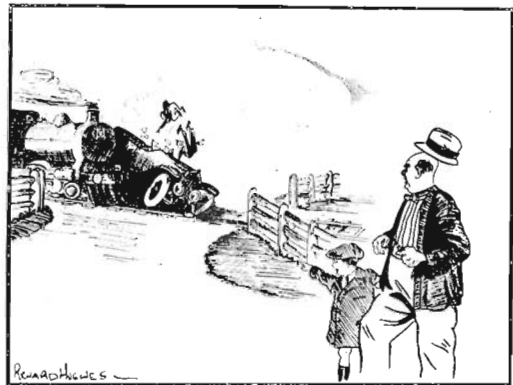
father intimates that she is wrong; our streets are just as dangerous.

In the morning Mark takes father's gun from the mantel and goes out to play. Jimmy takes the gun. Mark remonstrates, but the boys all laugh at him. He balances a bottle on his head. He isn't afraid; the gun isn't loaded, anyway. Jimmy pulls the trigger, and the bottle is shattered. From the bushes beyond comes a scream. The boys rush to the spot, and find Patience lying on the ground with blood streaming from her head.

There are anxious moments for all, but it turns out that the bullet has only grazed her head. Father, too, has learned a lesson. He locks the gun up.

Jimmy calls on Patience next morning, offering his boyish treasures as a peace-offering. She refuses them.

"If you want to do something for Patience," suggests mother, "why don't you start a safety club?" Jimmy agrees, and gets his playmates lined up for the plan. Mother ex-



The Motor Car Driver who didn't Ask Daddy.

plains the plan, and pins ABC buttons on them. She shows them a "wheel of misfortune." The wheel spins, and stops at different points, showing the number of deaths in the State from different causes—motor cars, burns, railroads, street cars, electricity, drowning, and other causes. After each spin of the wheel, a short scene is shown, portraying some feature of safety relating to that particular cause.

"So there are safety knights and ladies now?" remarks father, when he hears about the club.

Patience is dreaming of a mythical kingdom. Father is enthroned as King of Safety. Signs are posted around the court, such as "Everybody is happy because there are no accidents here." Jimmy, in court attire, approaches the throne, carrying a shield as tall as himself, inscribed "Safety First." He kneels before the king, who taps him on the shoulder with his sword. Patience then enters wearing a sash which reads, "Always Be Careful." She, too, receives the accolade. And so "Sir Safety" and "Lady Always Be Careful" were knighted.

Jimmy makes a deep bow to Patience, and proposes to her. She says coquettishly,
"Ask Daddy."

The picture is a suitable one for presentation to the children of the State, has received the warm approval of the Education Department, and steps are being taken to have it screened for the instruction and entertainment of children wherever practicable.

* * *

"I am not much of a mathematician,"
said Carelessness, "but I

Can ADD to your troubles,
Can SUBTRACT from your earnings,
Can MULTIPLY your aches and pains,
Can DIVIDE your attention,
Can take INTEREST from your work,
And DISCOUNT your chances for
safety and promotion."—Do Not Be
Careless!

* * *

Health Week

Extensive preparations have been made this year for the general observance of "Health Week," which will be held from 2nd October to 9th October. Exhibitions, Demonstrations and Lectures are to play a prominent part in the propaganda, which is designed to impress upon the people generally how vitally important it is that each of us should daily practice certain well-defined rules necessary for the preservation of health.

The "Herald" newspaper has very generously arranged a Health Exhibition at the Melbourne Town Hall.

Simultaneously with this a rat drive will be undertaken by the Melbourne City Council. A record catch is aimed at.

The Railways Commissioners are assisting by publishing a special Health Week pamphlet for distribution.

* * *

Vitamines

What Are They?

Until recent years diet was studied largely from the viewpoint of determining the amount of fuel food consumed in the body to produce a given amount of heat or energy.

This idea was all right as far as it went, but it left out of consideration an essential of life—vitamines, as well as the question of "building foods," as distinguished from energising foods.

Nowadays we know how and where to seek vitamins to make sure that we take enough of them. Foods, such as fruits, which perhaps count for little as energy foods, furnish other elements, including vitamins absolutely necessary for life and growth.

According to scientists there are three types of vitamins. An absence in the diet of the first type, called "Fat Soluble A," results in lack of growth, rickets, eye disease, poor teeth

and other troubles. This vitamin is present in butter, whole milk, eggs, spinach, and other leafy vegetables. Oranges are thought to contain a slight amount. Cod liver oil is particularly rich in it.

The second is termed "Water Soluble B," and has been found to promote growth, as well as cure diseases, such as beri-beri. This vitamin is found in whole-grain cereals, beans, yeast, tomatoes, oranges, lemons, milk, and leafy vegetables.

The third type of vitamin is known as "Water Soluble C." It is essential to normal complete nutrition, and its absence causes scurvy, and other consequences of malnutrition, such as lassitude, lack of appetite, etc.

Oranges and lemons contain abundant supplies of "Water Soluble C." This vitamin is present in milk and certain vegetables, notably cabbage and tomatoes, but appears to be destroyed by cooking, and to a large extent by heating or ageing.

The healthfulness of fruit has long been recognised, but until the discovery of vitamins its real value was little appreciated, and the reason for its beneficial effect not fully understood.

Nothing else in the field of science, so far as we know, has been more widely discussed in a relatively short time than vitamins.

Science is yet uncertain as to the exact character of vitamins. It has demonstrated, however, that they are necessary to life and health.

Enough has been proved by thousands of experiments to establish definitely the daily need of them. Animals fed on a diet otherwise completely balanced, but lacking vitamins, have quickly begun to waste away. When materials known to contain these essential substances were added to the food the animals as quickly regained normal strength and health.

Vitamins are present in many foods, but are often lost in their preparation. Our common white rice is called "polished rice," because a powdery substance, which coats the grain, is removed in preparing the rice for market. That powdery substance contains the vitamins which are lost when the rice is polished. White wheat flour loses vitamins in the milling process, as certain vital parts of the wheat are removed.

Other foods are thought to lose their vitamins, or the vitamins are weakened in potency, when the foods are cooked.

Doctors prescribe orange juice for babies, in conjunction with wholesome milk, natural mother's milk if possible, which has the growth-promoting vitamins.

Not only the baby but all members of the family should eat oranges and lemons for Vitamin C.

Vitamins, these newly discovered elements in food, probably often are the important need of school children, whose diet is frequently ill-balanced.

For good health, a sufficient quantity of fresh food is essential.

Electric Traction

No. 6.

Until the middle of 1919 all trains on the Melbourne suburban system were steam-operated, each train consisting of six or seven cars, hauled by one steam locomotive.

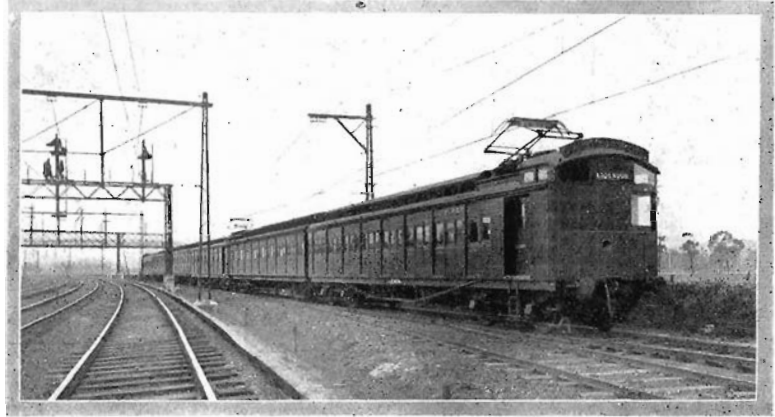
In many countries the change from steam to electric traction was brought about by the substitution of electric locomotives for the existing steam engines.

While for high speed express passenger service and for freight work this arrangement is admirable, it is not entirely satisfactory for heavy suburban work, where stops are frequent, and where a high schedule speed and high acceleration are a necessity.

Consequently, the Melbourne conversion was carried out on a totally different plan, locomotives being dispensed with and electrical equipment fitted to the passenger cars and operated on what is familiarly known as the Multiple Unit System.

The term "Multiple Unit" is almost self-explanatory. A standard six-car train is made up of an equal number of motor cars and of trailer cars, each of the former being equipped with four motors, and the necessary controlling gear while most of the latter are fitted with control cables only, although a certain number, known as driving trailers, are also equipped with a portion of the control gear.

One motor car and one trailer car coupled together are capable of independent movement, and are known as a unit. On lines where traffic is light, single units are operated throughout the slack periods of the day, but on lines where traffic is heavier and during peak periods, two or more units are coupled together to form a train. Under such circumstances, the units operate simultaneously



Typical View of Electric Train

in "Multiple," and the whole train can be driven and braked from the driving compartment of any unit, whether it be a motor car or driving trailer.

To enable this operation to be satisfactorily performed, each motor car is provided with two separate and distinct electrical circuits, one known as the Motor Control Circuit, and the other as the Master Control Circuit.

Electric power to operate the motors is supplied through the Motor Control Circuit, which operates at 1500 volts, and which includes the pantograph main switch and connecting cables, and a number of electrically-operated contactor switches, which, by their actions, govern the starting, acceleration, and stopping of the motors. An electrically-operated reversing switch is also provided. The motor control circuits on different cars in the same train are kept entirely separate and distinct from each other, so that each motor car is driven by the current collected from its own pantograph.



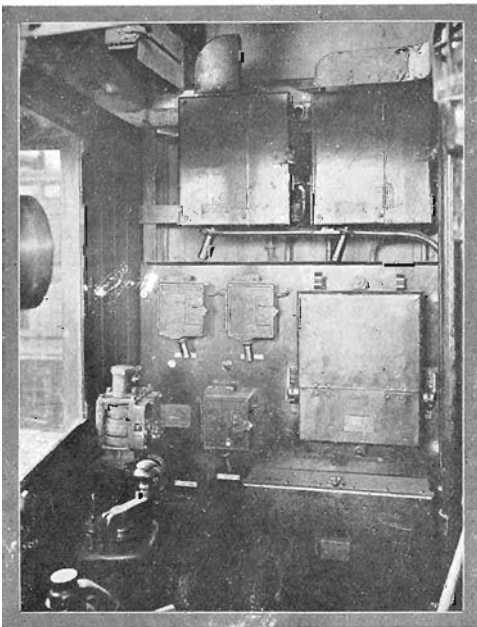
View of Jolimont Workshops, showing electric train and locomotive

The Master Control Circuit is the operating circuit, and through it, electric power is supplied at 750 volts to a number of electro magnets, which control the operations of the electrically-operated contactor switches previously referred to. The control power is supplied to the master control circuit through a small hand-operated controller, known as the Master Controller, one of which is located in every driving compartment.

The master control circuits of all motor cars in any one train are all electrically-coupled, so that the operation of all cars in the train can be governed from any driving compartment. The Master Controller is, of course, operated by the motorman.

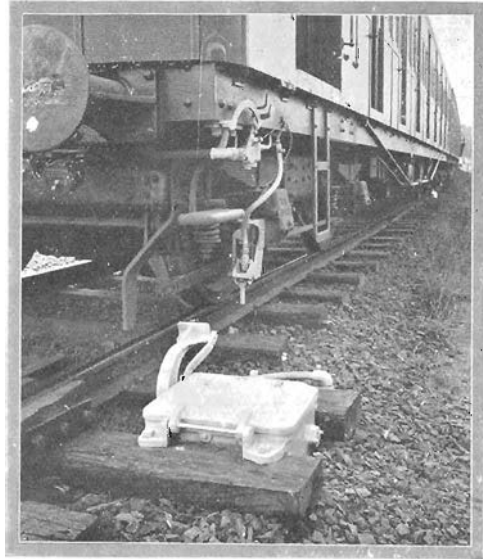
The electrical equipment of a motor car is necessarily complicated, and a brief explanation only can be attempted here. The pantograph, located on the roof at the front of each motor car, serves to collect current at 1500 volts from the overhead wire, with which it is kept in contact by air pressure acting on heavy tension springs. The current then passes through the fuse box on the side of the pantograph frame, through the connecting cables, electrically-operated switches, and resistances when in circuit, to the motors and from there to the running rails, by which it is returned to the sub-station.

Each motor coach is equipped with four 140 horse-power motors, mounted two on each bogie, and geared directly to the driving axles. A six-car train thus has a capacity of 1680 horse-power, and is capable of running at a speed of 50 miles per hour on level track when fully loaded.



View of Motorman's Cab

Seventeen of the electrically-operated switches are contained in a box known as the contactor box, suspended from the under-frame of the car, near the centre, with the reversing switch at one end, and the



View of Motor Car, showing automatic trip gear

circuit-breaker, or line breaker, as it is usually called, at the other. All switches, etc., are enclosed in dust-proof sheet-iron covers. The cast-iron resistances for controlling the current to the motors while starting up are carried on the under-frame, on the opposite side to the contactor box.

Connections from the 1500-volt cable are tapped off at suitable points to supply current for driving the air compressor and the dynamotor, both of which are carried on the under-frame.

In the front left-hand corner of each motor car the motorman's driving compartment is located. It contains the master controller, driver's brake valve, various hand-operated switches, accelerating relay, and the current-measuring instruments.

All control and power cables throughout the cars are carried in steel piping, but between cars the control connections, known as jumpers, consist of heavily-braided flexible cables, terminating at each end in heavy insulated plugs, which fit into corresponding coupling sockets carried on the car frame.

The advantage of the Multiple Unit System for heavy suburban work may be summarised as under.

For a standard six-car train the single locomotive is replaced by three motor cars, any one of which is capable of hauling the train at a reduced speed in case of failure of the other two.

By distributing the driving power in this manner, the chance of the driving wheels

slipping is greatly reduced, and a higher rate of acceleration can be more readily obtained. This is of very great importance where a high schedule speed is required, and where stops are frequent.

Great flexibility is obtained, as it is possible to put on or take off units quickly to make provision for the changes in loading which occur during the day.

An interesting feature of the train equipment is the provision of automatic acceleration. In the ordinary street car the acceleration is governed directly by the motorman, and is not always smooth and uniform. On the electric trains, however, the motorman has no direct control over the acceleration, which is governed by a small device known as the Accelerating Relay. This relay governs the action of the various contactor switches in the Motor Control Circuit, causing them to close at the correct sequence, thereby producing rapid but smooth acceleration, which adds greatly to the comfort of the passengers.

All electric trains are equipped with powerful automatic air brakes, compressed air being supplied by electrically-driven air compressors, one fitted to each motor car. The air compressors are started and stopped by the action of an air compressor governor, which automatically starts the compressor motor when the air pressure falls to a predetermined limit, and stops it again when the required pressure is attained.

Current to operate the master control circuit is obtained at 750 volts from a dynamotor, one being fitted to each motor car and carried on the underframe. In addition to supplying power to operate the master control circuit, the dynamotor also supplies lighting current for its own motor car and for one or two trailer cars.

In the design of the multiple unit system, particular attention has been paid to the provision of safety devices. The master controller is fitted with the Dead Man's Handle, a device which prevents a train running away if for any reason the motorman becomes incapacitated.

The handle of the master controller has to be operated against a spring, and if the necessary pressure is not maintained, the handle returns to the "Off" position, and the current is interrupted.

At the same time, a small button on top of the handle is released, a pilot valve opens, and the air brakes are thereby automatically applied.

Practically the same result is attained if a train over-runs a signal set at "Danger." A trip lever is carried on the leading axle box of each motor car, and is adjusted to engage with a stop arm, located close to the running track, and connected with the signal. The stop only rises to a position where it can engage with the trip lever when the signal is at "Danger." At other times, it is lowered, and well out of the way.

The trip lever, on striking the stop-arm, thereby causes the trip valve to open. This valve, on opening, immediately applies the brakes. At the same time its action also causes the control governor to open, this cutting off the current from the motors, and preventing a fresh start from being made until the trip lever is reset.

The control governor also prevents the train from being moved unless there is sufficient compressed air available to enable the brakes to be operated.

Higher schedule speed, greater safety, comfort, and cleanliness, as well as reduced cost of operation, are the direct results of electric traction, and its extension to country districts may be expected to follow. A start has already been made in this direction, as the country train running to Mornington is hauled as far as Frankston by two coupled motor cars. In addition to the regular suburban service, four high-speed electric parcels vans are already in constant operation, while two electric locomotives are engaged in shunting and general haulage work.

* * *

Overheating of Axle Boxes

The various causes of axle-boxes running hot may be classed under two general heads, viz., excessive bearing pressure and defective lubrication. In the first case the main causes most frequently met with are four in number—(1) The use of too small a journal; (2) load in excess of what is considered good practice; (3) bearings out of alignment, or (4) bogie truck frames out of square with the axles. Defective lubrication may be due to the use of a poor lubricant, or to the fact that insufficient oil is reaching the journal, and it is necessary that the class of material used in the shape of waste of strands should have sufficient resiliency and be properly packed in the box to prevent the ingress of dirt or water, or, alternatively, oil leakage.

The majority of hot-box troubles is due directly to improper packing or lack of attention to the packing itself, and can therefore be practically eliminated by proper inspection. It is impossible to compute with any degree of accuracy the total cost of even one hot axle-box, but the expense entailed in repairs and replacements, together with the loss of revenue caused by delay to the vehicle, is very heavy indeed.



Horticultural Notes

Flower Garden.

It is hardly necessary to remind enthusiastic garden lovers to keep busy this month, for such necessary details as hoeing, mulching, watering, trimming and cutting lawns, etc., will occupy most of the available time.

Week by week the sun is gaining in strength, and the baking of the surface soil must be prevented by a systematic mulching with well-decayed stable manure. This will help to preserve the moisture underneath, and will thus save a lot of watering.

When mulching, do not make a huge embankment around each plant, but spread the manure evenly over the surface to the depth of one or two inches. Manure which has been previously used for a hotbed is excellent for mulching.

Chrysanthemums, if they were not planted last month, can be planted now in well prepared soil. **Cannas** may also be planted out now, and towards the middle of the month **Salvias**.

All freshly-planted Annuals and bedding plants must be carefully watered and protected from the ravages of slugs and other pests.

The Fernery.

In all well equipped bush houses the **Azaleas** and **Rhododendrons** will be providing a gay spectacle. When in bloom the plants must not be allowed to suffer for lack of water or else the flowers will fade prematurely, and on no account let the sun's rays shine directly on the plants. As the flowers fade they should be cut off to prevent the plants from going to seed. This will help to promote the new season's growth.

Hose underneath the foliage of **Azaleas** frequently to keep down the thrip. Later on, when flowering has finished, repotting should be attended to. Always bear in mind, however, that only a slight move on is required. Especially is this the case with **Azaleas**, which very often only require fresh soil in the same-sized pot.

The most suitable soil for **Azaleas** and **Rhododendrons** is a mixture of good fibrous Peat, well-decayed leaf mould, and a small quantity of rounded charcoal; but strictly no manure.

The drainage is also a very important factor; have a good crack at the bottom covered

with plenty of broken pot and ashes. Any old or dead wood should be cut out, and unbalanced growths shortened back when repotting.

The Kitchen Garden.

Attention to the surface soil is of vital importance this month. The hoe should be freely used, both for checking weeds and conserving the moisture by keeping the soil in good tilth.

Make a large sowing of **French Beans** (**Canadian Wonder** is the most reliable) in well-prepared beds, and lightly mulch the rows where the seed has been sown. The **Dwarf Wax** or **Butter Bean** and the **Runner Beans** (**White Dutch**, **Scarlet** and **Zebra** for preference) are also worthy of consideration this month.

Make another sowing of **Peas** for succession, and keep the previous crops well staked and hoed. Summer varieties of **Cabbage** should be sown broadcast. Those sown last month can be planted out 18 inches apart in richly-worked beds, the outside leaves being nipped off to give them a better start.

If your own **Tomato plants** are not ready, procure some at once from a reliable source; **Australian Large Red** or improved **Dwarf** being recommended for reliability. When preparing the ground dig in plenty of well-rotted stable manure, and see that the plants are suitably protected if put in before the middle of the month.

Sow **Celery** in the open ground this month, and keep previously sown beds well watered, transplanting when practicable.

Keep up a succession of **Summer Lettuce**, sowing in well-watered beds at first, and then planting out into rich soil. Lettuce require plenty of manure and moisture, as if not grown quickly they are of little use. **Beet** (**Red** and **Silver**), **Carrot**, **Parsnip**, **Radish** and **Turnip**, should be sown largely in drills, later on thinning out the plants to the proper distance; transplanting is useless.

Sow in the open ground **Vegetable Marrows**, **Pumpkins**, **Melons**, **Cucumbers**, etc., or if plants are procurable, they can be put out in groups of two or three in beds where they will have plenty of room.

Keep up a fortnightly succession of **Cress** and **Mustard**, and also make sowings of **Broccoli**, **Bru-sel's Sprout**, **Leek**, **Egg Plant**, **Spinach**, etc.



From Grave to Gay

“Guide Alice” and “Annie Laurie”

By DELTA

Here we are again. Which, as Samuel Veller would say, is hobvious. But so often the obvious is also the proper thing to say and do—especially do—isn't it? For most of us “the daily round” is just “the daily round,” and who can blame us if at times its monotony palls? Fortunately, and again and again fortunately, there are books. I bless Melbourne's very own King Cole for having taught me when he was alive, and I was young, his homely verses on books—

'Tis books will cause the flag of peace
Through earth to be unfurled,
Produce the Parliament of man,
And federate the world.

Now here is a rare and a beautiful book that sets me all asighing, even despite the treasure-trove of books before me this month. This particular book makes me want to see Mount Buffalo and “Guide Alice,” especially “Guide Alice.” She must be bonzer. However, as I can't go to see her, I am not so ill-content, because she has called on me per her book. Books count again, as you see.

“The Lyre-Birds of Mount Buffalo” is a lovely work of photographs and notes by “Guide Alice,” and introduction by Charles Barrett, C.M.Z.S., published by Robertson and Mullens. What an appetising combination! Everything about the work is a delight to the soul. It is a little gem. The pictures are only to be described as artistically true, and at the top of the tree. They show the Lyre-bird's nursery, the baby Lyre-bird, the chick, the mother, the father, and the haunts of the lot. No mean achievement, I understand, and not obtained without risk. High on a 1700ft. wall the birds nested. Mr. Barrett, a Nature photographer himself, says, “Many of us, who hunt with a camera, have tried, year after year in nesting time, to add the male Lyre-bird to our ‘bag’—and we have always failed. The female is rather confiding at the nest, when it holds a young bird; and portraits of her are not rare. ‘Guide Alice’ won the friendship of her subjects, knowing their ways so well; and the story of how she lured the shy Menura into range is very entertaining.”

Indeed, entertaining — vastly so! 'Tis a simple story that grips, thrills, and pleases one. likely to bring home to Victorians the romance at their doors. I guess this story

read to the youngsters would rivet 'em as much as the most fetching fairy story. And it's the sort of story we should read to little Australians. I can quite see “Guide Alice” turned into a character in the Australian novels yet to be greatly written. As luckily as gracefully Charles Barrett tells her story, too. Her portrait in mountaineer dress—which set the fashion—is thoughtfully given. One hopes that this effort to interest the people in the birds of which they are proud and in resorts of the most picturesque will have a ready sale.

Dear, O dear, how quickly the space fills. Here's a “great” story about Bonnie Annie Laurie—herself and the deathless song—that I'm bursting to write about. I'm never tired of insisting that the second verse of the song is supreme as lover's tribute to worshipped lass. How touching its divine poetry, how magical its imagery!

Her brow is like the snowdrift,
Her throat is like the swan,
Her face it is the fairest,
That e'er the sun shone on.

In the English “Bookman” for July you will find four large pages that tell everything, and yet leave to you the things told you by your own heart. The centenary of the Song is the occasion of the story. One interesting paragraph may be quoted: “The composer of ‘Annie Laurie’ had a beautiful contralto voice, and sang spontaneously as a bird sings, accompanying herself on the harp. It is almost unknown that to her also we owe the recovery and perpetuation of another mystery song, ‘The Bonnie, Bonnie Banks o' Loch Lomond,’ which she heard a poor boy singing in the streets of Edinburgh, and noted for publication. Her fondness for antiquarian lore evinced itself in a favourite motto, ‘Haud fast by the past.’ She ardently loved her native land, and used to say in truth-tinctured jest, ‘I would rather live in a pigsty in Scotland, than in a palace in England.’”

I place “Harbottle,” by John Hargrave, as well in the lead of the newest novels. It is a modern “Pilgrim's Progress,” altogether remote from Bunyan's treatment, being alike only in that it here sets out to find the earthly equivalent of a city beautiful. He tramps and tramps, talks and talks, thinks and thinks.

The experiences with holders of views enable him to find mystics, religionists, Socialists, Spiritualists, scientists, artists, New Thoughtists, etc., all wanting. The dialogues with the "cranks" are excellently done. The book is one of power, and provokes thoughts tremendous. Its tale starts with the war, and thence runs on to date. Harbottle was sent aquestioning when torn to pieces by the death of his sons and the desertion of his wife. Poor, poor Harbottle! The world into which he had fallen, and whose affairs he would straighten to avoid terrible catastrophes, gives him but the grave, and leaves to his readers the heavier lot of solving things. "Harbottle" you'll hear a lot of, and had better read it.

At least a reference to "Saint Joan," by Bernard Shaw. The play is here in book form, with the usual wonderful preface as long as your arm, but with scenes that will live for ever backing it up and likewise a rare epilogue. This presentation of the celebrated Jeanne d' Arc and her "voices" and miracles of four centuries ago, is perhaps the greatest biographical play of them all. At all events, it is a play full of wit, naturalness and strength, notwithstanding the rest. Shavians have a treat with which to spend a ravishing evening.

* * *

The Planet Mars

The close approach of the planet Mars to the earth, on the 22nd of August, provided a subject for world-wide discussion as to what was telescopically visible on its surface, and whether the conditions are such as could be deemed fit to support life, as we know it—in a word, can it be said the planet is inhabited?

It is not our intention however, to discuss this phase of the question other than to point out that astronomers of note say they have, from a careful scrutiny of the planet, observed markings upon its surface (the so-called canal system), which seem to afford strong evidence that Mars is inhabited by a race of highly intellectual beings; whilst on the other hand this theory is scouted by other astronomers of equal note.

Our readers doubtless have been interested in all that has been said regarding the recent near approach of the planet, and some of the younger ones were probably somewhat puzzled to know what are the circumstances or conditions that cause such a state of things, so that the following description, together with the accompanying diagram, should enable us to form a clear conception as to what causes the event, especially that which is known as the most favourable opposition of Mars to the Earth. This nearness of the two planets occurs when the earth intervenes directly between Mars and the Sun. In this case, the distance from the planet to the Earth is less than at any other time.

The year of Mars is about twice as long as that of our Earth, consequently in our path around the sun we are continually overtaking

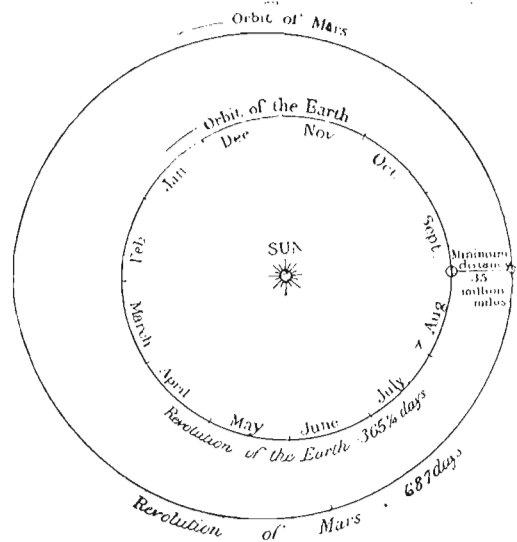
it in a period of a little more than two years. At such times, since the path of the planet is quite eccentric, we occasionally pass near to it, i.e., within 35 million miles, which seems near in astronomy. This happened on August 22nd, when we were nearer to Mars than has been the case for over 120 years. Nor shall we be as near again during the present century.

The planet has been, and is, now a beautiful object in the eastern heavens during the evenings; it is large and red in the sky, and easily recognised.

But it is not merely that it was nearer to us than usual, but also that it will be near us for some time to come, which is very important.

The season on Mars will be the middle of November, for its northern hemisphere, or late spring for its southern. The southern pole of the planet will therefore be turned towards the East, thus there will be an opportunity of studying the whole of its southern hemisphere.

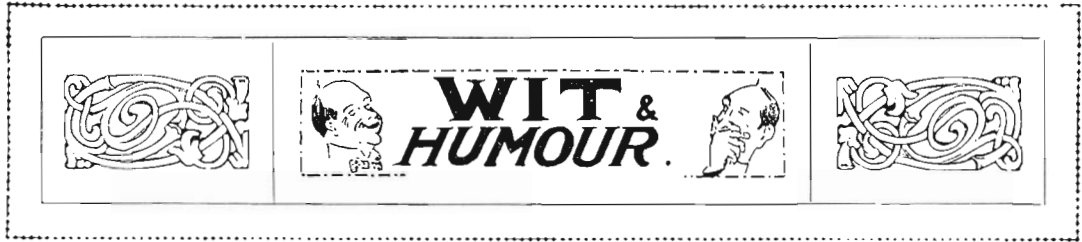
The value of an opposition of Mars for telescopic purposes varies greatly according to circumstances. The favourable oppositions



Orbits of Earth and Mars.

are those which occur as near as possible to the 26th of August; the planet is then about 35 million miles distant. The other extreme will be found in an opposition which occurs near the 22nd of February; in the latter case the distance between the planet and the earth is nearly twice as great as the former. This is distinctly shown in our diagram, which represents the orbit of Mars and the orbits of the Earth accurately drawn to scale.

This beautiful planet offers many features for consideration, besides those presented by its physical structure. The orbit of Mars is one of remarkable proportions, and it was by the observations of this orbit that the celebrated laws of planetary motion were discovered by Kepler.



Sweet Young Thing: Ah! The wondrous and hidden voice of nature! If only that old oak tree could speak, what would it say?

Professor (dryly): It would simply say, "I am a Beech Tree."

Mr. Albertson has a predilection for talking in his sleep. Several times recently he mentioned the name "Irene," and his wife questioned him about it.

"Oh, that," said he, thinking fast. "is the name of a horse."

Several days later, when he came home, he asked his wife the news of the day. "Nothing exciting happened," she said, "except your horse called you up twice."

The Ma: (feelingly): Ah, yes. I remember a picture that once made me weep.

The Girl: It was a pathetic picture, I suppose?

The Man: I really don't know. It fell on my head.

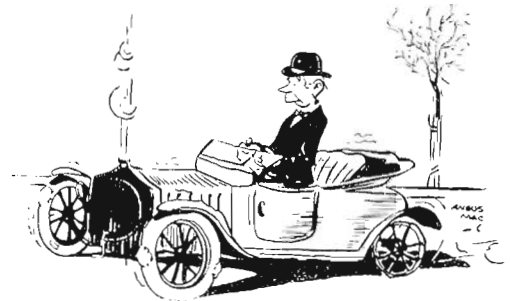
Farmer (to chemist's assistant, who is making up two parcels of medicine for him): "Now be careful, young fellow, and put a label on each of 'em, showin' which is fer the old woman and which is fer the cow. 'cos, you know, I wouldn't like anythin' to happen to the cow."

Guide (showing tourist an old, ruined castle): "Now, sir, look at this castle—over three hundred years old! Believe me, they don't build antique castles like this nowadays."

In the Smoker. — An icy-looking dame entered a compartment reserved for smokers, and noticing a man next her filling his pipe, said haughtily: "Sir! smoking always makes me ill."

"Does it, ma'am," was the polite response. "Take my advice and give it up."

A suburban newspaper printed the following on 14th August:—"Woman, young, wants washing and cleaning Monday, Wednesday, Friday. Apply, Anxious, this office." Surely such publicity is not warranted?



Binks: "I must really try those balloon tyres. That back one is not at all satisfactory."

The Way He Took It.—Teacher: James, why is the English language called the mother tongue?

James: Because father never gets a chance to use it!



Name of a Railway Station in Wales (England). It lies on the Anglesey side of the Menai Tubular Bridge—If it were in Victoria there'd be some work doing before Mr. Clapp's Visit of Inspection.



"Yes; believe me, George. I told that brute of a stationmaster exactly what I thought of him. I said, 'You're nothing but a scoundrel, sir,' and before he could answer me back, I hung up the telephone receiver!"

A Perhaps Poem.

"Please move up to the front of car,"
The conductor had pleaded,
When, lo, behold! there was a stir;
His call was being heeded.
She walked past the conductor
And gave him but a stare;
He followed, thinking boldly,
That the brave deserve the fare.

—“Vancouver Buzzer.”

A wayback country lad and his sister were travelling to town for the first time in their lives. In fact, it was their first time in a train. The train travelling at a fair speed was swaying slightly, and the lad, with head out of the window, was full of excitement. Suddenly a tunnel appeared in sight, and as the engine was about to enter it, the lad, drawing his head in and getting a good grip of the seat, exclaimed to his sister: "Hang tight, Mary! If he misses this, we're gone!"

"How do you find marriage?"

"During courtship, I talked and she listened. After marriage, she talked and I listened. Now we both talk, and the neighbours listen."—“Dorfbarbier,” Berlin.

Bill: "Who would be the better friend to you—a bow-legged man or a knock-kneed man?"

Tom: "Cannot say."

Bill: "A knock-kneed man."

Tom: "Why?"

Bill: "Because a friend in-kneed is a friend indeed!"

One Parrot Less.—An old lady kept a parrot which was always swearing. She could put up with this till Saturday, but on Sunday she kept a cover over the cage, removing it on Monday morning. This prevented the parrot from swearing on Sunday.

One Monday afternoon she saw her minister coming toward the house, so she again placed the cover over the cage. As the reverend gentleman was about to step into the parlor, the parrot remarked:

"This has been a d—— short week."

—“Rail. Main. of Way Emp. Jrnl.”



Genial Traveller (enjoying the air as he waits for his train): "Ha, ha! this is invigorating, isn't it?"

Busy Porter: "Invigoratin'? Nothin' of the kind! Its Inverleigh!"



THE EARTH AND MAN.

A little sun, a little rain,
A soft wind blowing from the west,
And woods and fields are sweet again,
And warmth within the mountain's breast.

So simple is the earth we tread,
So quick with love and life her frame,
Ten thousand years have dawned and fled,
And still her magic is the same.

A little love, a little trust,
A soft impulse, a sudden dream,
And life as dry as desert dust
Is fresher than a mountain stream.

So simple is the heart of man,
So ready for new hopes and joy;
Ten thousand years since it began
Have left it younger than a boy.

—Stopford Brooke.

BERTIE'S STILTS.

Bertie had a pair of stilts his uncle had given him. He often got upon these and walked about the garden. It seemed very strange to be up so high and be able to see over all the fences, even as far down as the last house.

One day, when Bertie was on his stilts, he saw Jack Evans, who lived three doors away, sitting in his garden reading a book. Now, Bertie was a little jealous of Jack, because he was quick with his lessons and the master called him clever, while Bertie was rather a dull boy.

Bertie's great fault was conceit, and he liked everyone to praise him. And he always thought he knew much better than anyone else. When he saw Jack he made a noise to attract his attention. As soon as he knew Jack was watching, he began to almost run round the garden on his stilts. As silly little boys very often do, he tried to show Jack how clever he was, when he was really only doing something very foolish and dangerous.

As he kept looking to see if Jack was still watching, he did not notice where he was going, and all at once a stilt caught against the fence, and over went Bertie, stilts and all.

Hearing the fall his mother came running out. Poor Bertie was bruised in several places, and his hands were badly grazed, but he was not very much hurt. His mother helped him up, and asked him how it happened.

"The stilts caught against the fence!" replied Bert, hanging his head and looking very shamefaced.

"You could not have been looking where you were going, Bertie," his mother said, as she led him in to bathe his hands and knees; "you promised you would always be very careful if I allowed you to have the stilts."

"Yes, mother," answered Bertie; "I'm very sorry!"

He said it so humbly and seemed so contrite that his mother smiled kindly at him.

Although Bertie was really sorry he had not obeyed his mother; what made him so quiet was because he was thinking how he would meet Jack Evans at school to-morrow morning.

When his bruises had been bathed in nice warm water, his mother put her hand on her little son's shoulder and said:

"Do you know, Bertie, that very often when you are not upon those high pieces of wood you are walking about on stilts?"

"How can I be?" exclaimed Bertie, looking down at his feet wonderingly.

"No, not those kind of stilts," continued mother. "Now, I will tell you what I mean. I was looking out of the window and saw you fall just now, and I saw you were trying to show some one in one of the other gardens how fast you could go—you were looking to see if they noticed you, and not where you were going. That was the cause of your fall. Now, Bertie, you very often want to show people how fast you can go, and how clever you are, and you often think you know so much better than they do. When you feel like that you are walking about on stilts, and you are bound to have a tumble, just like you did this afternoon. Do you think you understand what I mean, my son?"

"I think so," answered Bertie, in a low voice. Then his mother gave him a kiss, and said she hoped his bruises would soon be well.

Ever after that, whenever Bertie was tempted to "show off," he remembered his tumble on his stilts. Jack Evans never said anything about it to him, and Bertie and he became great friends. Indeed, since that day Bertie made more friends than he had ever done before.

GOBBLE GOBBLE.

They walk with a wobble
All through the long grass.
The gander cries: Gobble,
I'll not let you pass.
As sure, little master, as eggs are eggs,
I'll take a peck at your bonnie fat legs!

The League of Nations

Its Genesis, Its Constitution, and Its Hope.

There are those who think the whole guarantee for the preservation of Civilisation and the protection of Peace lies in the League of Nations.

There is plenty to be said for the view. It must be conceded that apart from the League there does not appear to be much prospect of the nations of the world acting legislatively to end war. Not that the League is yet the perfect machine, but that it is at least a machine, and being there may be bettered and strengthened.

Since international action is obviously a necessity of the case, it says something for twentieth century humanitarian ideals that slowly yet surely the nations are getting together on organised lines. It is beyond contradiction that co-operative effort is the way of salvation for all, if economic chaos and human misery are to be wiped off the map. Mutual Aid means progress, prosperity, and peace.

At the very notable Assembly of the League of Nations last month, at Geneva, the peace of the world was, we may believe, brought appreciably nearer. Hearts everywhere beat exultant with hope. Around the globe the tidings flashed of stirring proceedings and dramatic declarations. A great phrase was given to mankind by the French Prime Minister, M. Herriot, "Let us make the just mighty and the mighty just," he cried.

Every student of Foreign Policy knows that to the British Prime Minister, James Ramsay MacDonald, the success of the recent diplomatic negotiations is due. Since the Dawes Report his efforts to secure the brotherhood of France and Germany in the interests of Europe's recovery have been unrewarded. The aspects of (1) the recognition of Soviet Russia and (2) the withdrawal from the Ruhr, have been Mr. MacDonald's concern ever since power fell into his hands. Really the Assembly of last month was a triumph for Britain. The Prime Minister's pronouncement on Disarmament was greatly statesmanlike, and his proposal for a world's conference stirred the whole wide world. One of Australia's representatives, Mr. Charlton, urged speedier action in the direction of disarmament, and in doing so attracted considerable notice, but it may be taken for granted that the forthcoming world's conference will take another step forward, and make the League "just and mighty."

Let us now briefly recall how we got this wonderful institution—the nearest approach to a World's Parliament history has known. Prior to the war, it was a dream. However, it was made one of President Wilson's "fourteen points," and it became a reality at the famous Peace Conference of January, 1919, and succeeding months. The treaties made by the conference have passed into annals of note, and have all established centres of controversy. Books on the conference and the aftermath

reach a considerable number, as do works on League of Nations. Discussions on the League are bound to rule for many years to come. The "Covenant of the League" is the constitution, and should be read and kept.

The members of the League consist of the Allies and the neutrals in the late war, with the exception of the U.S.A., which refused to join. Canada, Australia, New Zealand, South Africa, and India came in as separate States, so that, including Great Britain, the British Empire has six votes in the Assembly. New States can be admitted by a two-third majority in the Assembly.

In the Assembly each State has one vote, but may send three representatives. The Executive Council is the powerful body, however. It consists of two groups—(a) The five major powers, i.e., the British Empire, France, Italy, Japan, and (when she enters) the U.S.A. are to always have one representative each; (b) all the other States in the League are to have four representatives between them, who are to be chosen by the Assembly. In case of disputes between nations that are likely to lead to war—(1) If all agree they can go to the Court of International Justice; (2) any party of the dispute can submit the matter to the Executive Council of the League. Methods are laid down for enforcing the verdicts and rules of the League.

A department of the League that is assuming big proportions is the annual international Labour Conference. Australia sends representatives of employers and employees, and as a result of the last conference an officer of the Labour Bureau of the League is shortly to visit the Commonwealth.

It matters not to which political party a man belongs, nor even to which race, when the welfare of everybody demands making away with war and its terrors. The nobility of the League of Nations is just this—that as an Idea it is founded upon realising world peace by ordered and patient attempt upon attempt. It has taken time, will probably take more time, to get its place respected and its powers honoured, but its machinery is likely to be increasingly utilised with every fresh international disagreement.

The reformers, of course, must be given a hearing. Mr. H. G. Wells is not alone in pleading for the reconstruction of the League. Certain forces demand the inclusion of America, Russia, and Germany. Mr. Ramsay MacDonald's party asks for the majority vote of the League to be binding, and the more radical section of his party wishes the League to ration the world's coal, iron and oil as a means of getting rid of territorial and economic quarrels of a war-breeding nature.

Knowing well that a thousand things will claim attention and need to be straitened out, yet all people of goodwill will give thanks that the League of Nations is on the march.

* * *

He who knows the value of truth, money and success seems frank, generous and modest to those who do not.—Bernard Shaw.

Economical Organisation for Handling Lubricants

At the Ballarat and Bendigo Workshops an interesting and economical organisation for handling lubricants, such as oils, tallow and grease, has recently been introduced.

A large cupboard, as illustrated, for housing all lubricating utensils has been provided and placed in a central position for distribution purposes in the main workshop building. On each shelf there is a flat galvanised iron tray to catch any leakage. The small, medium and extra large oil bottles, kettles, cones, tins and buckets, according to requirements, are classified, conspicuously embossed for identification ranged on the shelves. purposes and neatly arranged.

Noticeable features are that the cupboard is dustproof, the small tins are manufactured from varnish tins, and the half buckets and buckets from kerosene tins. The hinged lids have decidedly overhanging lips, which, when closed, keep out dust, dirt and moisture, and



Section of Cupboard showing arrangement of Utensils.

when open, act as an incline to run back any surplus oil, while such work as padding or general oiling is being performed. The extra

large bottles with spouts are for filling axle boxes, and general use in lieu of open buckets. The whole arrangement is readily get-at-able.

It is most important that lubricants be kept entirely free from grit of any kind, the containers be clean, in good repair, and ready supplies be promptly available for working requirements. With this object in view, a foreman is deputed to attend to and maintain requirements. The cupboard and tins are kept



Neatly Arranged.

bright, clean and attractive, repairs attended to, and replacements made. At a stated time each day all containers that have been made use of are replenished at the bulk oil store, and returned to the cupboard.

As required, various oils, soaked pads, tallow and grease, whether in bucketfuls or small lots, are distributed. At the same time the empties are returned, and containers with partly used materials re-issued. The cupboard also acts as a receiving centre for oils and pads to be reclaimed.

The paint used in the interior of the cupboard is light grey colour, which reflects the light, and besides standing a considerable amount of wear and tear, always looks smart and clean.

The cost of providing the whole of the equipment compared with the value of the service rendered is exceedingly small. Similar organisations are not only applicable to other railway requirements, but to engineering shops, motor garages, and all places where lubricants are made use of.

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Noise Wins.—“What does the Professor of Greek get?”

“Oh, about 3000dol. a year.”

“And the football coach?”

“About 12,000dol. a year.”

“Quite a discrepancy.”

“Well, did you ever hear 40,000 people cheering a Greek recitation?”



The LADIES.



Woman and Her Arts

(By Housewife)

Talking over other times and other manners with an old friend the day when my oldest girl made me a grandmother, we agreed that the fine flower of courtesy did not flourish in the home as it used to do when we were young. Of course, I know that old people always condemn young people when making a table of comparisons, and that we are all prone to argue from the particular to the general, taking our own experience to be the experience of the world at large. I know, too, that I am a critic on the hearth, and I admit that my children have laughed at my opinions over and over again, and have declared that times and manners have changed. They do always, from generation to generation.

I am free to admit also that I was brought up in a strict family, and that we children—there were eight of us—were as much in awe of our father as were the children of John Wesley of their father. We were necessarily very polite in our family, and always well behaved—when Father was about the house. We were more at our ease with Mother, but still Mother was a little stately and inclined, as I believe, to play up to Father's idea of courtesy in the home. Our parents must have had differences about family matters, but I never heard them abuse each other in a vulgar way, and rows were unknown.

I am moved to relate this plain bit of family history because of the conversation with my old friend on the grandmotherly occasion, and also because I am convinced that many hearts are aching in suburban homes over this lack of courtesy. Perhaps the greatest, and the most common, error of young married people is imagining that the most intimate relation in the world can exist smoothly in an atmosphere of disregard for the fine things of life. Men and women who are popular outside the four walls of their house scarcely take care to be civil to each other inside. It almost seems that they imagine intimacy has given them license to be rude and intolerant. What should be a blessed relation becomes soiled and wearisome. There is no need to go down below the earth for Hell. It is to be found in all unhappy homes. To be happy we must be courteous, as well as virtuous.

I know of one large family, the members of which are all well-intentioned, but are also unable to exercise sufficient restraint to prevent the disputes that continually wreck the

peace in the home. They appear a devoted family when strangers are present, say, at a meal time, but when they are by themselves fault-finding and hasty temper are common to all. They have little self control, and are always quarrelling, and then getting over it, more or less successfully. Many times I have been asked by the Mother of the family what should she do to be saved all the trouble and turmoil in the household. She loves her husband and her children, but can hardly "stand" them, as she says, because the eternal bickering has become intolerable. I have advised Mrs. Blank at last to call a family council on a Sunday morning, and to begin the discussion of family failings by confessing that she herself has been often in the wrong, but is determined not to give offence in the future.

Young people, as well as old people, are too impatient in the family circle nowadays. Allowances have to be made by all, and particularly by the older people. It would be a wholesome thing, and would make for happiness, if we were all to behave as well in our homes as we do in the homes of other people. We do and say things in the family circle that would lead to our expulsion from decent society outside the family circle. And all because of the mistaken feeling that because we are kith and kin we may insult and otherwise injure each other with impunity.

Which reminds me that one day, when I stopped a boy kicking a younger lad along a street, he asked me, defiantly, "Ain't he me brother?"

THE INNER MAN AND WOMAN.

Pancakes Without Eggs.

Two cupfuls of self-raising flour, one dessertspoonful of egg substitute, pinch of salt. Mix thoroughly, stir in milk to a thin, smooth batter, leave for an hour. Wash and dry two ounces of currants, add to batter, fry in boiling fat. Served with castor sugar and sliced lemon.

Stewed Raisins.

1 package raisins, 1 slice orange or lemon rind, cold water to well cover.

Put raisins and water in saucepan, and bring to boiling point. Add a slice of orange or lemon, and cook for 30 minutes. Sugar may

be added, but it is not necessary. Stewed raisins, being very rich, should be served in small portions.

Raisins with Oatmeal.

1 cup seeded raisins, 1 cup oatmeal, 1 teaspoon salt, 3 cups boiling water.

Put water on in top of double boiler, add the oatmeal slowly, boil rapidly until it thickens, add salt; put in bottom of boiler on back of stove over night. In the morning add the well washed raisins. The addition of the syrup from stewed raisins adds a delicious flavour to this dish.

Raisin Pie.

2 cups raisins, 1½ cups boiling water, ½ cup sugar, 2 tablespoons cornflour, 2 tablespoons lemon juice, 1 tablespoon grated lemon rind, juice of one orange, 1 tablespoon grated orange rind, 1 cup chopped walnuts.

Cook raisins in boiling water for 5 minutes, pour into it sugar and cornflour which have been mixed. Cook until thick, remove from fire and add other ingredients. Bake between two crusts. Walnuts may be omitted if desired. All measurements for this recipe are level.

* * *

Am I My Own Grandfather

In opposing the second reading of Lord Houghton's Bill to legalise marriage with a deceased wife's sister, the Duke of Marlborough quoted the following amusing extract taken from an American newspaper:—

"I married a widow, who had a grown-up daughter; my father visited our house very often, fell in love with my step-daughter, and married her. So my father became my son-in-law, and my step-daughter my mother, because she was my father's wife. Some time afterwards my wife had a son; he was my father's brother-in-law, and my uncle, for he was the brother of my step-mother. My father's wife, i.e., my step-daughter, had a son also; he was, of course, my brother, and in the meantime my grandson, for he was the son of my daughter. My wife was my grandmother because she was my mother's mother; I was my wife's husband and grandchild at the same time. And, as the husband of a person's grandmother is his grandfather, I was my own grandfather."

* * *

The Breeze

Up with the sun, the breeze arose;
Across the talking corn she goes . . .
Through all the land her tale she tells;
She spins, she tosses, she compels
The kites, the clouds, the windmill sails.
And all the trees in all the dales.

—Stevenson.

Baby Health

An attractive and comprehensive brochure on "Feeding the Child for Health," has recently been issued by the Commissioners, in pursuance of their policy of aiding the primary industries of the State.

The pamphlet is intended to assist in maintaining the health of the child. It gives some outstanding facts concerning children's food,



Fac-simile of Front Cover of Booklet.

briefly indicates the course which should be followed in the rearing of the child, stresses the beneficial influence of raw fruit in general and citrus fruit in particular, and includes a list of menus and recipes for the child's diet.

It should prove of great value to all mothers, besides attracting more attention to the importance of citrus fruits as a staple article of diet.



Parade of Stock in the Arena

Royal Agricultural Show

This year's Royal Agricultural Show opened under the most favourable conditions on 18th September. There was a record number of entries—11,842, as compared with 11,455 last year; the train service was all that could be desired, and the Clerk of the Weather, strange to relate, obliged with a fine day.

From 9 a.m. up to 3 p.m. trains left Spencer Street at frequent intervals filled with show patrons, the last train leaving the grounds at 5.40 p.m. 5281 passengers were carried on the opening day, an increase of 1510 over the corresponding day of last year. Figures for the following days were:—Friday, 19th, 8988; Saturday, 20th, 21,479; Monday, 22nd, 18,109; Tuesday, 23rd, 28,588; Wednesday, 24th, 23,389; Thursday, 25th, 56,984; Friday, 26th, 20,434; Saturday, 27th, 12,898.

The Royal Show is probably the biggest concern the Railways are called upon to handle, and the most elaborate arrangements are essential if the crowds of Show patrons are to be conveyed expeditiously and comfortably to the grounds. A frequent train service is inaugurated, special booking windows are opened, and Show tickets are supplied to the more important suburban

stations and Geelong to relieve the crush at Spencer Street as much as possible.

On Friday, 19th September, the official opening and luncheon took place, at which was present His Excellency the State Governor, Lord Stradbroke and Lady Stradbroke, The Hon. The Premier, G. M. Prendergast, and Ministers, Mr. Harold W. Clapp, Chairman of Railway Commissioners, accompanied by Commissioners Messrs. W. M. Shannon and T. B. Molomby, as well as many other representatives of Public life. With commendable brevity, His Excellency declared the Show open, referring to the growth of the Royal Agricultural Society, and pointing out that the exhibition was an institution that brought town and country together. He touched upon his recent trip through the interior of Australia, and said that while passing through those vast areas of unsettled land, he had noticed not only poor land, but huge tracts of good country. He had been greatly impressed with the potentialities of the interior.

Mr. Prendergast, the Premier, in his speech announced a reduction of 10 per cent. in the freight for carriage of agricultural produce. He also stated that the work of erecting the chaff and produce sheds at Spencer Street was being proceeded with as speedily as possible.

Apart from the increase in the number of entries, and the space allotted to the machinery, motor and working exhibits, a casual roam round the grounds disclosed nothing of much difference from last year's Show. Working exhibits were shown in greater numbers, and on a more extensive scale, and it is evident that mechanical aids to the farmer are on the increase and are gaining in popularity. The interest manifested by visiting farmers in the lectures which were given daily by experts on various branches of farm work, augurs well for the success of the first "Better Farming" train, to be run on 13th October, and mention of which will be found elsewhere in this issue.

The Royal Show speaks for a continent, of its present wealth and production, of its pride in past achievements, and its confident faith in the future, and this is perhaps best borne out by the cattle exhibits. There was, as usual, a wonderful pageant of live stock, Jersey and Ayrshire, Friesian and Red Poll, massive Clydesdales, hunters, thorough-breds, and ponies, were all in evidence, and calculated to stimulate speculative thought on the potential wealth of Australia as represented by its live stock.

All railwaymen should find pride in the fact that the success attending the Royal Show this year was largely due to the efficient manner in which the transportation arrangements were carried out. It is evident that while the Show is increasing in popularity, year after year, so also is the Department's capability of handling the huge traffic keeping pace with that increase.

Tourist Bureau Kiosk

The accompanying photograph illustrates how a spare room in the Railway building was turned to a useful purpose.

The kiosk was plentifully decorated with fine photographs and pictorial posters, and a large stock of literature being made available, public interest in Victorian health and holiday resorts was greatly stimulated.

The two officers deputed for the work found their time fully occupied in distributing literature and answering inquiries.

Visitors were not allowed to imagine that the slogan "Eat More Fruit" had been forgotten, as tastefully designed cartons of dried fruits were on sale at moderate cost.

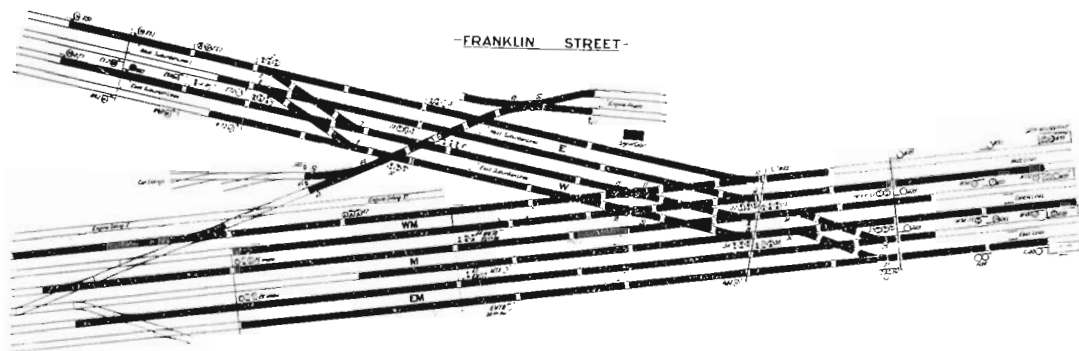
It is hoped in connection with future Shows to widen the scope of the sphere of publicity.



Interior View of Tourist Bureau Kiosk

All-Electric Interlocking Frames

Used in Melbourne Yard Re-arrangement



Before any large work can be carried to completion it is necessary for the many co-related sections to be designed and manufactured in time for all the sections to dovetail in their proper sequence into the complete scheme.

One of the largest works that have been undertaken in the metropolitan area during recent years has been the re-arrangement of the passenger suburban lines through the Melbourne Yard, extending from the Spencer Street Viaduct to Kensington, and on these lines are to be found some very interesting power signalling features.

The most interesting feature of this phase of railway engineering is the two all-electric power interlocking frames which have been installed in the new Viaduct and Franklin Street signal boxes. When the question of signalling these lines was being considered, the success of the power signalling already in service assured the use of signals controlled and operated electrically, but it was questionable whether points could be worked sufficiently well by the usual mechanical operation, and it was decided to operate

them electrically. The operation of points by power has many features to commend itself to the traffic operating officers, both as a reduction of physical labour on the signalman, and as an increased factor of safety. To the signal engineer it has other advantages, in so far as it enables him to operate the points a greater distance from the box than is possible under the mechanical operation, the action of the

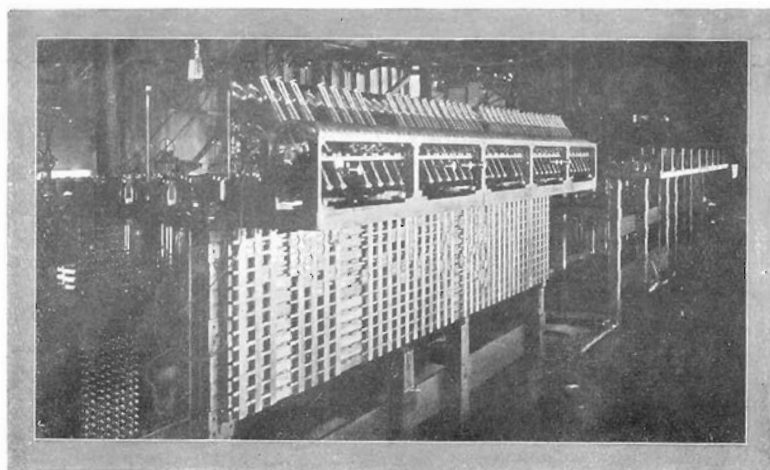


Fig. 1. On left—40-Lever Frame near completion
On right—72-Lever Frame being assembled

point mechanism is positive and sure, obviating the running of point rodding in restricted spaces, and, due to the fact that small levers will close and open the contacts for the electrical circuits, the size of the interlocking frame can be considerably reduced.

An illustration of an electro-mechanical interlocking frame appeared in the V. R. Magazine for April. In this frame the signals are controlled and operated electrically through miniature levers, but the points are operated mechanically by full-size levers. Two such frames are in service at South Yarra and Camberwell, and a third is to go into service at Hawthorn.

When tenders for the supply of one 40-lever and one 72-lever all-electric interlocking frames were received, it was decided to award the contract to Messrs. McKenzie and Holland (Aust.) Pty. Ltd., Newport, Victoria. This firm undertook to locally manufacture the whole of the apparatus required, and it is a matter for satisfaction and congratulation that we can say that these frames were designed and manufactured in this State. As space in the signal boxes would be too limited to take different views of these frames, the opportunity was taken

of photographing them before leaving the works.

In fig. 1 is shown the 40-lever frame, installed at Viaduct Junction, and on

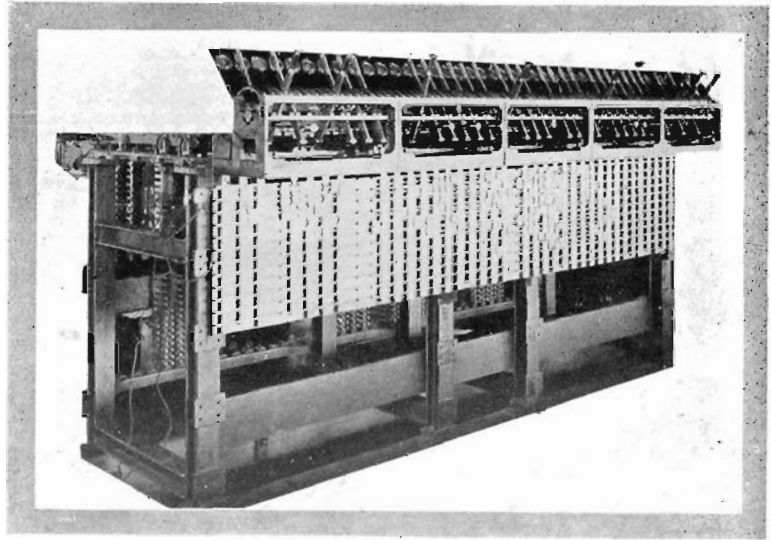


Fig. 2—Front of 40-Lever All-Electric Interlocking Frame

the right-hand side can be seen the uprights of the 72-lever frame at Franklin Street. The vertical mechanical locking is plainly visible in the front, and above are the miniature levers. These have the catch handle in their centres, which is a departure from previous practice. The distance between the centres of the levers is $2\frac{1}{2}$ inches, as compared with 5 inches in the usual mechanical frame. It can, therefore, be easily appreciated that for compactness the power frame has a great advantage over the mechanical frame, particularly when a large number of levers is involved.

Fig. 2 shows another view of the same frame, with the back ground blocked out in order to give a clearer distinction to the apparatus.

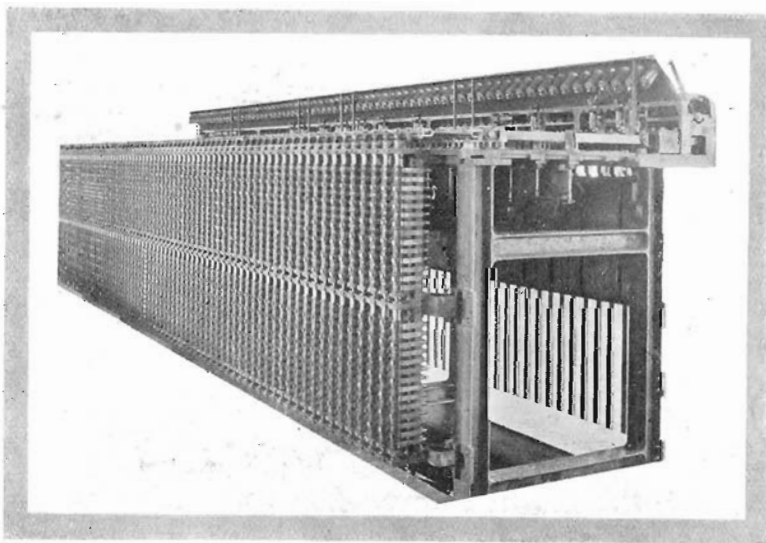


Fig. 3—Back of 72-Lever Frame

Fig. 3 shows the back of the 72-lever frame which carries the contacts required for the various electrical circuits. Each lever is provided with 28 contacts, and although each lever does not require this number, some of the point levers require more. Provision is therefore made for attaching an adjoining section of 14 contacts to the lever requiring additional contacts, thus providing a total of 42 contacts. This will give some idea of the number of circuits involved.

Fig. 4 shows an end view of a frame. The various lever locks can be seen in the centre, and behind the levers and fastened to the long number plate can be seen the lever light boxes. These contain small electric lamp bulbs, which light up and indicate when the signals and points have responded to the lever operation.

Above the heading of this article appears the layout of Franklin Street tracks, showing the points and signals controlled from that box, and at the end of the article is shown the tracks controlled by the Viaduct signal box.

These illustrations are reproduced from photographs of the illuminated track diagram, which is placed above each interlocking frame, and which enables the signalmen to see which tracks are occupied and which are unoccupied. By this means the passage of trains over the controlled territory can easily be followed. Illuminated track diagrams are by no means novel,

as they have been in service on the Victorian Railways for some years past, and they have been found to be a great advantage in the operation of traffic, and a great help to the signalmen.

The tracks are divided into sections, each forming a separate track circuit. Small 6-volt electric lamp bulbs are placed in compartments behind the track diagram to represent each section, and when the

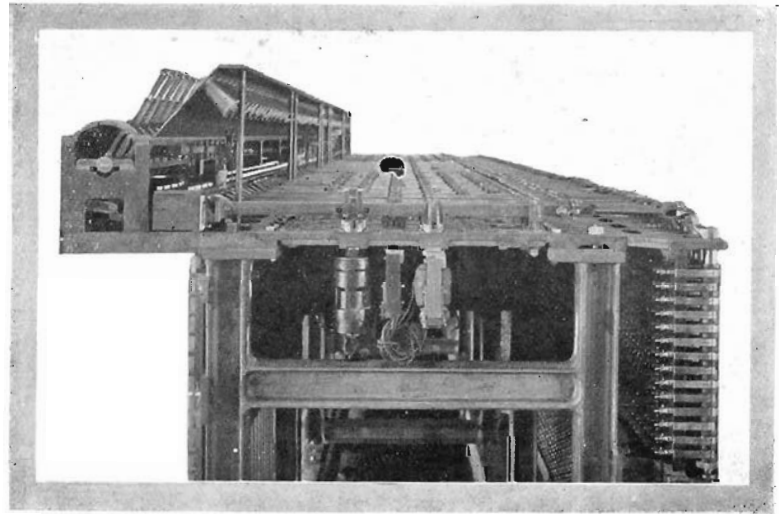
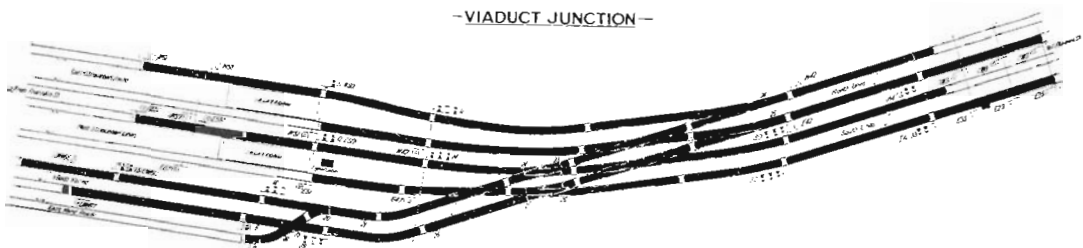


Fig. 4- Side View of Frame

section is unoccupied by a train the lamp is alight, but as soon as a train occupies the section the light goes out, and remains out as long as the section is occupied. The lights are controlled by their respective track circuits; the action of which was explained in the last issue of the Magazine.

As additional tracks will be controlled from both boxes under review, provision had to be made for these future extensions, and spare levers for future signal and point operation have been provided.

F. Raynar Wilson, Engineer.



Victorian Railways Institute

Fourteenth Annual Report

For the Fifteen Months ended 30th June, 1924.

To the Members of the Victorian Railways Institute.

Gentlemen.—Your Council has pleasure in presenting this, the Fourteenth Annual Report of the work of the Victorian Railways Institute, and in doing so wishes to again place on record its high appreciation of the valuable assistance the Commissioners have extended to the Institute. As a result of this continued interest, your Council has been enabled to further extend its activities in the educational and social work conducted on behalf of its members and employes generally.

To the heads, sub-heads, and leading officers of the various branches of the Railway Service, your Council expresses its thanks for the continued interest manifested in the many activities of the Institute, and also for the valued assistance which has at all times been so readily and unsparingly given by those gentlemen. Members of Country Centre Areas, Class Centres, Committees, Instructors, Examiners, Honorary Officers and Representatives in the various offices, workshops, etc. have by their untiring efforts to render assistance wherever and whenever possible, again shown their appreciation of the work carried on by the Institute, and your Council most heartily acknowledges the individual efforts of all these gentlemen who contributed to the realisation of a prosperous and successful year for the Institute.

Membership.

The number of financial members at the close of the period ending 31st March, 1923, was 9686, and at 30th June, 1924, 10,861, being an increase in membership for the period under review of 1175. This total is made up of 9169 members who have agreed to their membership subscriptions being collected through the agency of the Departmental pay rolls; 1322 who pay their subscriptions through other channels, and 370 ex-permanent railway employes and civil servants. The present number of financial members is the highest since the inception of the Institute, and your Council wishes to place on record its appreciation of the services rendered by its many honorary workers in assisting it in achieving this fine record, and it hopes to receive a continuance of their support.

Your Council would like to again stress the point that members considerably help the Institute by kindly arranging to have their subscriptions paid through the Departmental pay rolls, as much expense and labour are saved by this procedure. The majority of our members have been good enough to assist the Council in this way, and it is hoped that others will see their way to fall into line in the interests of efficiency and economical management.

Country Centre Areas.

Your Council has pleasure in reporting that continued progress has been made in its extension of activities in Country Centres.

Bendigo and Benalla.—In pursuance of their policy to erect buildings of modern type and equip the educational section thereof in centres where local members have shown their interest in a practical manner by the provision of funds to be devoted to defraying the cost of furnishing the social sections, etc., the Commissioners have completed their programme in respect to the Bendigo and Benalla Centres, and the members there are now enjoying the privileges of an up-to-date Educational and Social Club.

Maryborough and Stawell.—At these centres, where the new type of modern buildings were opened in 1922, progress has been made in the establishment of croquet lawns and tennis courts and the beautification of the grounds surrounding the buildings.

Ararat and Ballarat, having raised the sums of £445 and £202 respectively, are now accepted by the Commissioners as having complied with the conditions relating to the erection of new buildings, which it is hoped will be commenced at an early date.

At **Geelong and Seymour,** where buildings of the older type have been in existence for some years,

the local Committees are negotiating for the erection of suites of rooms of the newer type, whilst **Traralgon, Shepparton and Korong Vale** have entered the field in an effort to comply with the Commissioners' conditions and obtain their support in the provision of buildings at their respective centres.

Library.

During the period under review, 7908 books have been added to the Library, consisting of 189 volumes of Technical and General Works, and 7719 volumes of Fiction, 571 of the latter being used to replace worn-out books. There is now a total of 35,819 volumes in the Central Library, including 2590 volumes on loan to Country Centre Area Libraries.

1898 books have been re-bound. The exchange of books during the twelve months ending 30th June, 1924, has been the highest yet reached. Metropolitan book exchanges were 127,337; country exchanges, 50,531; total, 177,868. In addition to this, the Country Centre Area Library issues total 28,123, making a grand total for the twelve months ending 30th June, 1924, of 205,991.

The following are the comparative figures of annual town and country circulations from 1917:—

Year.	Melbourne.	Country.	Country Libraries.	Total.
1917	86,063	24,384	—	110,447
1918	87,654	24,181	—	112,135
1919	88,348	24,476	—	112,818
1920	96,913	31,022	—	127,935
1921	120,752	53,077	—	173,829
1922	120,799	57,393	16,570	194,752
1923	127,337	50,531	28,123	205,991

Since our last Annual Report, the seven existing Country Centre Area Bookcases have been maintained, and a Bookcase was provided at the Newport Workshops in October, 1923. The latter has been a great success, the exchanges having reached a monthly total of over 1300, or an average of over 64 exchanges per day.

Presentations.

A number of very useful presentations, including some very acceptable juvenile works, were made to the Library by Mr. C. J. Watson, Accounts Branch, Spencer-street; and popular works of fiction and general literature by Messrs. T. F. Brennan, Chief Accountant, Spencer-street, and J. R. Crawford, Refreshment Rooms, Warragul.

The Institute has been regularly supplied gratis with the following newspapers:—"Industrial Australian and Mining Standard," "Seymour Express," "Ballarat Courier," "Ballarat Star," "Labour Call," "Commonweal," "Railways Union Gazette," and "The Footplate," "Benalla Standard," "Maryborough and Dunolly Advertiser," "Maffra Spectator," "Geelong Advertiser." The thanks of the Council are cordially extended to the proprietors of these journals for their generosity.

The Reading Rooms were kept liberally supplied with town and country newspapers, magazines, illustrated periodicals, weekly and monthly publications (interstate as well as Victoria).

Lectures.

A series of Free Lectures—arranged by your Council—was delivered during the period under review. The subjects chosen, whilst of a varied and educational character, were most interesting and appreciated by a large audience on each occasion. Many of the lectures were illustrated by picture films and lantern slides.

"Impressions of American Life" (illustrated by lantern slides).—Professor W. A. Osborne, M.B., B.Ch., D.Sc.

"Victoria's Winter Holiday Resorts" (illustrated by films).—Mr. J. C. Boyce, Government Tourist Officer.

"Our Northern Territory" (illustrated by lantern slides).—Hon. S. Mauger, J.P.

"Modern National Problems and Ourselves." by Mr. S. H. Roberts, M.A.

"The Story of Compressed Air" (a three-reel film).—Mr. A. M. Hutchings, Ingersoll-Rand (Aust.) Proprietary Limited.

"Ancient Egypt" (Luxor, Karnak, Thebes) (illustrated by lantern slides).—Dr. C. Gordon McAdam.

"A Nature Lover in Australia" (illustrated by lantern slides).—Dr. J. A. Leach, D.Sc.

"Australia as a Nation" (Her Place in the Empire).—Mr. R. M. Hamilton, M.A., B.Litt., Dip. Edn. (Ox.)

"The State Electricity Scheme" (illustrated by lantern slides).—Sir John Monash, K.C.M.G., K.C.B.

"Our Job as Railwaymen."—Mr. Harold W. Clapp, Chairman of Victorian Railway Commissioners.

"Our National Roads" (illustrated by lantern slides).—Mr. E. J. Bremner, President National Roads Association.

"The Holiday Habit" (illustrated by films).—Mr. J. C. Boyce, Government Tourist Officer.
"City Development" (illustrated by lantern slides).—Mr. W. F. Gates, Town Planning Association.

Maryborough Centre Area.—During the winter of 1923 a short series of lectures, arranged by your Council and the local Centre Area Committee, was delivered at Maryborough. The subjects were of a highly educational character, and much appreciated. "Unemployment Problems," Professor Gunn; "The League of Nations," Mr. M. Atkinson, M.A.; "The Pacific and Progress," Mr. S. H. Roberts, M.A.

Educational Classes.

During the period under review, classes were attended regularly by large numbers of students, who evinced a keen desire for knowledge; excellent work was accomplished by many of them, a high percentage of whom secured good results at the Annual Institute Examination at the Departmental Examinations.

Oral Classes.

Melbourne Centre.—The educational classes were continued during the period under review; enrolments have increased considerably since the opening of the 1924 session; attendances have been exceptionally good, and a keen interest manifested by students in all class work. Many employes—Lad Labourers, Porters, Junior Clerks, and Daily Paid Clerks, have received valuable assistance through attending our classes, which enabled many of them to pass successfully, examinations qualifying some for permanency and others for promotion. A special class was also held for employes seeking promotion as **Leading Hand Artisans**. This class was attended by over 40 students, and a very large percentage of those who attended were successful in passing the examination. During the third term of 1923 Applied Mechanites was included on the syllabus of classes, and this should prove a valuable addition to our educational curriculum. The class is under Mr. W. Saville, and the number of students on the roll is 18.

Dr. A. E. Nordeck, Instructor in Modern Languages—French, German, Spanish, and Italian—has had a large number of students attending classes in these subjects, whilst his correspondence courses in Higher Education have been availed of by many of the country students.

Tuition by Correspondence.—A correspondence course in Shorthand, under Mr. J. J. Featherstonhaugh, commenced in May, 1923, and at the end of June, 1924, the number enrolled was 60; also a correspondence course in Engine Working and Westinghouse Brake, under Mr. A. J. Jones, commenced in September, 1923, and there are now 20 students doing the course. Further, a correspondence course in Algebra, under Mr. W. Saville, was inaugurated at the commencement of 1924, and the number of students enrolled totals 24. A large number of Way Branch employes—Gaugers, Repairers, etc.—have enrolled in the Permanent Way Maintenance and Construction Correspondence Course since our last report; the number of students on the roll at present totalling 230, or over a one hundred per cent. increase. Mr. A. L. Abbott, Assistant Engineer, Way and Works Branch, who accepted the position of Honorary Instructor in Mr. L. McDonald's place, has resigned owing to his departmental duties making it impossible for him to give the necessary time to carry on the work. We are negotiating for the appointment of an Instructor. The English and Arithmetic Correspondence Course, under Mr. Saville, is much appreciated by country members, as the number of students now doing the course is 221. In March this year Mr. J. C. Clarke was appointed Instructor—on probation for six months—in Safe-working, vice the late Mr. W. J. McGrath. This course commenced in February, 1923, and has now 151 members on the roll, an increase of 56 per cent. since last report. Under Mr. E. J. Hally, the Station Management and Accounts Correspondence Course has increased from 110 students at last report to 421 students, and it is pleasing to note that a large

number of students has been successful in passing departmental examinations for promotion to the positions of Assistant Station-master and Station-master.

Victorian Railways Technical College.

During the year 1923, 322 apprentices were attending the 1st and 2nd year classes at Newport, 29 at Bendigo, and 26 at Ballarat. The results at the final examinations in December were as follows:

First Year Apprentices.			
Number sitting for examination.	Number obtaining pass credit.	Number obtaining pass.	Number who failed.
257	22	106	129
—	8.5	41.3	50.2
Number absent from examination—12.			

Second Year Apprentices.			
Number sitting for examination.	Number obtaining pass credit.	Number obtaining pass.	Number who failed.
108	17	43	48
—	15.8	39.8	44.4

The first year apprentices were divided into two divisions. Division A comprised apprentices who attended for the full year, while the apprentices in Division B attended for six months only.

P. J. Daace, Apprentice Iron Machinist, Newport, obtained first place in A Division, with an average of 90.4 per cent.

A. A. Phair, Apprentice Fitter and Turner, Newport, obtained first place in B Division, with an average of 95.2 per cent.

G. E. Cole, Apprentice Fitter and Turner, Newport, obtained first place in the second year, with an average of 92.7 per cent.

The work of these three lads throughout the year was excellent, and they are to be complimented on the manner in which they acquitted themselves at the final examinations.

It was decided at the beginning of this year that the third year apprentices should attend the classes at Newport. The students enrolled at 30.6.24 were as follows:—Third year, 44; second year, 136; first year, 102; total, 282.

Country Centre Areas.

The range of classes in Country Centre Areas is more or less affected by the number of members available to take the respective subjects contained in our curriculum, but it is admitted that better results could be achieved by local committees in the establishment and organisation of our educational movements. Bendigo stands out prominently as the Centre that has, comparatively speaking, achieved the best results. The syllabus of classes at Bendigo are:—

Engine Working and Westinghouse Brake, Safe-working, Mechanical Drawing, English, Shorthand and Typewriting, all of which were well attended and excellent results obtained at Institute Examinations. Ballarat and Geelong are Railway Centres of equal importance to Bendigo, and although they do not possess as many classes, have with the classes in existence maintained a fair standard; whilst Seymour, Benalla, Maryborough and Stawell, possessing lesser numbers of possible students available, have in most cases maintained a fair standard. At the commencement of the second term, 1924 a class in Telegraphy, under Mr. G. J. Boyd, commenced at Maryborough, in connection with our Institute educational work. In addition, classes in Shorthand and Typewriting were commenced at the same Centre under Mr. W. C. Willsher; as 27 students enrolled at the opening of these classes, their future success seems assured.

Country Class Centres.—Classroom accommodation has been kindly provided by the Commissioners in several Centres, whilst in others permission was granted to use departmental rooms, namely:—Ararat, Colac, Dimboola, Korumburra, Traralgon, Wodonga, Wonthaggi, for the purpose of holding Engine Working and Westinghouse Brake Classes. Some of the classes have not yet received the support that the Council would desire, and a movement has been negotiated that it is hoped will popularise and bring more effective results to students and the Department.

The following table shows the number of students enrolled in classes at the Institute from 1918 to 1923, inclusive:—

	1918.	1919.	1920.	1921.	1922.	1923.
Melbourne	781	895	908	1136	1672	2429
Ballarat	70	52	41	68	78	43
Bendigo	105	66	54	114	112	113
Geelong	50	55	67	79	56	44
Seymour	35	38	44	53	68	16
Stawell	36	20	20	21	28	12
Ararat	—	24	25	27	58	33
Maryborough	—	19	19	29	45	14
Traralgon	—	21	25	16	15	—
Benalla	—	17	—	—	52	22
Dimboola	—	—	20	17	16	—
Colac	—	—	—	—	16	16
Korumburra	—	—	—	—	22	24
Wodonga	—	—	—	—	21	10
Wonthaggi	—	—	—	—	19	16
	1077	1207	1223	1760	2278	2792

Prizes.

Prizes were donated by the following, and aroused keen competition amongst students for the coveted honours:—

"Harold W. Clapp" Prize.—Your Council gratefully acknowledges the presentation of a prize by the Chairman of Commissioners, Mr. Harold W. Clapp, valued at £21. This is the third year that this prize has been awarded, and many students, both metropolitan and country, worked diligently to secure this valued honour. The prize this year was divided into two sections, viz.:

"A" Division, with Building Construction, Electricity and Magnetism and Mechanical Drawing as the main subjects of the competitive examination, and English, Arithmetic and Algebra as subsidiary subjects.

"B" Division, with Engine Working, Westinghouse Brake and Safeworking as the main subjects, and English and Arithmetic as subsidiary.

"J. C. M. Rolland" Prize.—Your Council once again has to express its sincere thanks to Mr. Jas. C. M. Rolland, of "Edgarley," Wilhaura, for the renewal of his valuable presentation of £5/5/- for a prize to be awarded to the student who displayed the most persevering efforts during the recent class years.

"Commissioners" Prize.—Subject to good conduct, regular attendance, zeal and industry in the service of the Commissioners, the apprentices who each year of the three years' period of tuition at the College or School of Mines may be adjudged first and second in order of merit, and as possessing the highest qualifications amongst all apprentices who are pursuing the course applicable to the particular year, will be awarded the prizes applicable to their particular trades as specified under each year, provided, however, that they obtain not less than 75 per cent of the possible marks.

"Peter Alexander Memorial" Prize.

"W. K. Brown Memorial" Prize.

"T. H. Woodroffe" Prize.

"V.R. Institute Council" Prizes.

Prizemen.

A full list of the names of the prizemen, their calling in the Department, the nature of the prize gained, was published in the March issue of the "Magazine."

Social Societies and Bands.

Melbourne Division. Your Council desires to express its high appreciation of the valuable assistance which has been rendered by the Conductors, Honorary Secretaries, Committees and members of the respective Societies and the two Bands in making the Institute a popular resort for Railwaymen on evenings when performances and rehearsals were held.

The Dramatic Society, under the management of Mr. Frank Keon, presented during the 1923 season to large and appreciative audiences, the following plays:—"Bachelors' Troubles," "To Oblige Benson," Scene from "Madame X," "Suppressed Desires." Early in the season of 1924, under the management of Miss Winifred McVerley, "Passers By" was presented at the Playhouse Theatre to a large, appreciative audience. At a later period, three performances of the same play were presented in the In-

stitute Concert Hall to very large and enthusiastic audiences. All the performers—with the exception of two—in "Passers By" were pupils of the Institute class, and it was generally acclaimed that each artist's work was of a very high standard.

The Musical Society, under Mr. Gregor Wood, appeared at several concerts and functions throughout the period, and by the high standard maintained gave proof of the keen enthusiasm and ability of the Conductor and members alike.

The Orchestral Society, under Mr. James Jamieson, proved itself to be a valuable adjunct to the social work of the Institute at official concerts, dramatic performances, and other functions held during the period.

The Newport Workshops Concert Band, under Bandmaster Mr. Harold Betteridge, has made great progress, and in addition to its work in giving recitals on behalf of charities, gave a recital once a week before large audiences of employes at the workshops during their luncheon hour, and also provided excellent music on the Williamstown Beach every Wednesday evening during the summer months. Its Committee has continued its work holding socials and other functions since our last report, in order to augment the funds of the Band Instrument Fund, and employes of the Newport Workshops have generously supported the movement. Your Council desires to express its appreciation of the valued assistance given to the Brass Band, and the Council by the Newport Workshops Employes' Band Instrument Fund Committee, and also to employes who, during the year, have so liberally supported it.

The Victorian Railways Military Band, under Bandmaster Mr. A. Wallace, has continued its splendid work on behalf of the Melbourne charities, in which it has been engaged since its inception. Its Wednesday evening open air recitals at Brighton Beach, during the summer, have proved to be a source of enjoyment to the large audiences which assembled each evening. Its committee has inaugurated a scheme to assist in providing an emergency Instrument Fund, with a view to encouraging promising young players, who may not be able to provide their own instruments, to take part in the work of the Band.

A Ladies' Committee, comprising the wives of Councillors and their friends, who evinced a willingness to assist, has done excellent work in supporting the Council in many laudable objects, notably the appeal on behalf of the Queen Victoria Hospital, when this Committee raised over £850. On co-organised social functions to raise funds to assist the Council in furthering its social and recreation portion of its work in this direction, the Committee work. Your Council expresses its gratitude and realises its indebtedness to all of those who have so unselfishly given their services to ensure the success of all these undertakings.

Country Centre Areas—Social Division.—Entertaining companies, consisting of instrumental and vocal combinations, also glee clubs, were organised and continued throughout the period under the auspices of the Committees of Management of the several Centres. Valuable services have been rendered by these organisations in providing good, wholesome entertainment for members, in addition to assisting in raising funds for the furtherance of Country Centre Area development, and also for charitable purposes in their respective Centres. An outstanding feature of this class of work was the formation of an Orchestra at the Benalla Centre, under Professor Hautzinger.

Maryborough Musical and Sports Carnival (held at Maryborough on 3rd May, 1924) was undoubtedly one of the most successful ever organised by the Institute. During the afternoon sports of every description were held at "Princes Park," under delightful weather conditions, and were continued in the evening, when the grounds were brilliantly illuminated, the whole presenting a pleasant aspect amongst a throng of happy and pleased spectators. On the following afternoon and evening, Sunday, 4th May, a Band Recital and Sacred Concert were held, when the sum of £65 was collected and handed by your Council to the charities of Maryborough. At every function on each of those days the Victorian Railways Military Band, the Maryborough Brass Band, and the Maryborough Highland Pipe Band, by their assistance, added considerably to the success of the Carnival.

Benalla Centre Queen Carnival, held early in 1924, was another important function, and proved a great social and financial success. The Carnival was the combined effort of our local Committee and the Benalla Brass Band Committee on a fifty-fifty basis, and as a result the local Committee netted £325.

Social Accomplishments.

The Classes in Dramatic Art, Elocution and Public Speaking, under Miss Winifred Moverley; Pianoforte, under Mr. R. W. Brown, R.L.C.M.; Singing and Voice Culture, under Mr. and Madam Gregor Wood; and Stringed Instruments, under Miss Dorothy Taylor, Melb. Univ. Dip. Music, proved a valuable acquisition to the educational and social facilities provided by your Institute for the benefit of its members and their families.

Musical and Elocutionary Competitions were held at the Institute during the month of September, 1923. The number of entries was 430. The competitions disclosed many students of social accomplishments to be the possessors of talent of a high order.

Country Centre Area Social Classes.—Classes in social accomplishments were continued at Ballarat, Pianoforte, Miss T. Howarth; Violin, Miss M. Dorrigton; Bendigo—Pianoforte, Mrs. M. S. Hamilton; Benalla—Pianoforte, Miss M. Rahilly; Seymour—Pianoforte, Miss A. O. Gibbs; Stawell—Pianoforte, Miss I. C. Ormston; Maryborough—Pianoforte, Miss L. Kerr, A.L.C.M. The increasing number of students is evidence that the classes are now accepted as a feature of those Centres' work.

Gymnasium.

The period under review has been most successful. Attendances at the several classes, and the results achieved by our students in Amateur Athletic Competitions in Boxing and Wrestling have been highly creditable to all concerned.

The Interstate Railways Institute Boxing and Wrestling Championships took place during the year at Melbourne. The Queensland, New South Wales and Victorian Institutes were represented, and the final team contests for the Bihelly Cup, the Swift and Glick Shields were held, and won by our team. The results were:—Victoria, 7 points, New South Wales, 3 points; and Queensland, 0 points.

Billiard Rooms.

The attendance of members in the Billiard Rooms at Melbourne and Country Centre Areas for the past year has been maintained. The revenue for the fifteen months under review at the respective Centres is as follows:—

Melbourne	£1,152 19 4
Ballarat	78 17 4
Benalla	98 10 3
Bendigo	163 5 3
Geelong	73 10 10
Maryborough	225 8 11
Seymour	119 17 0
Stawell	128 17 3
	<hr/>
	£2,042 6 2

Victorian Railways Magazine—Our New Journal.

The Railways Commissioners, in consultation with the Council of the Victorian Railways Institute, decided in 1923 that the growing needs of the Institute, in relation to its expansion educationally and socially, as well as in the interests of the Railways, and Victorian Railwaymen generally, called for a bigger and more representative News Organ than the "V.R.I. Review," which had for thirteen years served as the official journal of the Institute.

Accordingly, "The Victorian Railways Magazine," a monthly publication, was organised, and placed under a whole-time editor, the first number appearing in January last, and in order that the people themselves should be afforded an opportunity to read something about the inner working of their own railway system, the journal has been offered for public sale, with satisfactory results each succeeding month.

The Magazine has been favourably commented upon inside and outside of Railway circles, both at home and abroad; and we believe it is growing in usefulness as a representative Railway Journal, which will more and more feature much that is interesting and informative as to railroading and Railways Institute work, Science and Art, General Literature, Story Telling, Humour, Domestic, and Social Affairs, and General News, also embracing subjects of National and International significance.

Conclusion.

The Council is desirous of again recording its appreciation of the loyal and valued services rendered to the Institute and its members by the staff. (Abridged.)

INCOME AND EXPENDITURE ACCOUNT FOR 15 MONTHS ENDED 30th JUNE, 1924.

To Salaries and Wages	£5,069 14 11	By Membership Subscriptions	£3,610 15 10
.. Educational Classes	2,845 8 1	.. Commissioners' Subsidy	8,234 9 0
.. Social Classes Tuition and Social Societies' Salaries	729 12 8	.. Educational Classes, Fees, etc.	486 12 10
.. Billiard Room Expenses (Melb.)	648 5 9	.. Social Classes, Fees	685 9 5
.. V.R. Magazine and V.R.I. Review	3,549 13 4	.. Prizes Donated by—	
.. Billiard Room Tobacco Cabinets	1,053 18 5	.. P. Alexander Mem. Prize £9 0 0	
.. Library Expenditure	522 8 5	.. W. R. Brown Mem. Prize 9 0 0	
.. Entertainments, Excursions, etc.	1,112 12 1	.. T. H. Woodroffe Mem. Prize	6 0 0
.. V.R.M. Band and Newport Workshops Brass Band	932 19 8	.. H. W. Clapp Prizes	21 0 0
.. Gymnasium	429 18 2	.. J. C. M. Rolland Prize	5 5 0
.. Country Centre Area Expenses	1,238 2 7	.. Billiard Room Receipts (Melb. and Country Centres)	2,042 6 2
.. General Expenses	1,565 10 11	.. Tobacco Sales (Melb. and Country Centres)	1,182 0 8
.. Depreciation	1,120 2 4	.. Library Receipts	75 18 6
		.. V.R. Magazine and V.R.I. Review Advertisements and Sales	532 16 7
		.. Entertainments and Excursions	959 18 4
		.. Gymnasium Receipts	317 6 9
		.. Sundry Receipts	192 10 11
		.. V.R.M. Band and Newport Workshops Band	114 18 3
		.. Excess of Expenditure over Income to Institute Fund	2,320 18 11
	<hr/>		<hr/>
	£20,827 7 2		£20,827 7 2

Institute Fund at 31st March, 1923	£5,718 18 5
Less Excess of Expenditure over Income from Income and Expenditure Account	2,320 18 11
	<hr/>
	£3,397 19 6

Annual Meeting of Members

The 15th Annual Meeting of the members of the Victorian Railways Institute was held in the Concert Hall on 30th August.

The minutes of the last meeting, on the suggestion of the President, were taken as read, as also was the Annual Report and Balance-sheet.

Mr. Turner moved the adoption of the balance-sheet and report. In view of the large amount of money involved, he considered that it would be wise for all members to procure a copy of the report, and scrutinise the expenditure and receipts. He referred to the gratifying increase in the number of members, nearly 1000 for the year, and noted that £1600 had been expended on the purchase of new books for the library. Notwithstanding the subsidy received from the Commissioners, amounting to £8234 9s., an excess of expenditure over receipts of £2320 18s. 11d. was shown on the balance-sheet, and he felt sure all present would agree that the incoming Council had a difficult task before them. He further observed that there was an amount of £3450 15s. 3d. on the balance-sheet, comprising cash in hand, Commonwealth War Bond interests, and sundry debtors, and against that amount sundry creditors, totalling about £8157 19s. 9d. Some action was essential in the near future if the Institute finances were to be placed on a proper basis.

Mr. McCullagh seconded the motion.

At this stage, a member asked if it was a fact that the Saturday evening entertainments had been conducted at a heavy loss.

The General Secretary replied that, although the salaries of the conductors or managers had to be subsidised by the Council, the takings at the door just balanced matters.

The motion for the adoption of the annual report was then put to the meeting, and carried.

The Chairman introduced the returning officer, Mr. W. Henderson, who announced the result of the election of 17 Councillors for the year 1924-25. Sixty-one thousand one hundred and forty-three votes were recorded (135 informal), with the result that the following were elected:—W. Roberts, J. Gault, M. A. Curlett, R. Balmer, J. A. Neilsen, J. F. Stewart, C. E. Davis, B. E. Falloon, J. S. O'Haire, H. D. Eddy, D. Gallagher, D. P. Ryan, E. A. Classen, G. Dowsett, A. Cobb, R. A. Guyot, B. B. Deveney.

Concerning the election of the auditors, 5933 votes were recorded (45 informal), and Messrs. W. A. Tregoning and F. J. Timms, retiring auditors, were re-elected. Mr. Henderson thanked the General Secretary for the consideration he and his colleagues had received regarding accommodation during the counting of the votes.

Mr. Watson moved the adoption of the declaration of the ballot, and also a vote of thanks to Mr. Henderson for the capable manner in which he and his assistants, Messrs. W. C. Bunning and S. Williams, had carried out their arduous duties. Mr. Balmer seconded

the proposal, which was carried by acclamation.

The President read a letter, dated 29th August, from the Secretary for Railways, intimating that the representatives of the Commissioners on the Council for the ensuing year were as follow:—

Hon. President: Mr. T. F. Brennan, Chief Accountant.

Hon. Vice-Presidents: Mr. E. H. Ballard, C.E. of W. and W.; Mr. A. E. Smith, Chief Mechanical Engineer; Mr. G. K. Low, Auditor of Receipts.

Trustees: Mr. H. P. Colwell, Chief Electrical Engineer; Mr. C. W. J. Coleman, Chief Storekeeper; Mr. W. E. Keast, G.P. and F. Agent.

President: Mr. J. S. Rees, Chief Clerk, Sec.'s Branch.

Vice-Presidents: Mr. W. Phelan, Signalman; Mr. J. Conlan, Supt. Goods Train Service; Mr. E. W. Arthur, Workshops Manager, Newport.

Councillors: Mr. S. H. Evans, Signal Workshops Manager; Mr. H. W. Clark, Member of Board of Discipline; Mr. E. Richard, Asst. Supt. Refreshment Services; Mr. D. Cameron, Chairman, Staff Board; Mr. W. Watson, Inspector of Ironwork; Mr. H. W. L. Forster, Electrical Engineer; Mr. A. E. Hyland, Chairman, Betterment Board.

The President then heartily congratulated the new Councillors on their election. He also desired to express his regret at parting with the retiring Councillors, many of whom had been connected with the Institute since its inception. He thanked them for their loyal support, and was confident that they would still continue to take a live interest in the activities of the Institute. A motion was put to the meeting, and carried unanimously, thanking them for their past valuable services.

He pointed out that in the report mention was made of the assistance the Commissioners had given the Institute. Every member knew how deeply the Institute was indebted to the Commissioners, not only because of the very generous monetary help they had given, but also on account of the personal interest they evinced in every railwayman.

He drew the meeting's attention to the aid received from the "Ladies' Committee," comprising wives of Councillors and one or two friends. During the Queen Victoria Hospital Appeal, these ladies raised the sum of £850, with an expenditure of £5, and in the President's own words, "this small sum would have been lessened by about half had not an enterprising person stolen our hoop-la ring." On behalf of the attending committee, he invited the wives and sisters of the new Councillors to join up with the "Ladies' Committee," with a view to furthering the sale of tickets for social functions in the Concert Hall. Reference was made to the progress that had been maintained in the provision of increased Institute accommodation at country centres.

The President referred to the appointment of Mr. T. F. Brennan, Chief Accountant, to the office of Hon. President, pointing out that he had always taken a keen interest in the Insti-

tute. He congratulated him on behalf of the Council, and members of the Institute.

Mr. Brennan suitably responded. He thought the new blood coming into the Council would endeavour, as the old had done, to make the Institute a success. He was proud to be associated with them.

Mr. Conlan pointed out that, according to the balance-sheet, the Commissioners had contributed something like 15s. per member—a most generous donation. He had heard it said that it was a good thing to have new blood. He thought it was. He had never been associated with more energetic or capable gentlemen than the retiring Councillors, and he hoped that their successors would bring in some new ideas and plans. He would like the meeting to have its deep appreciation of the services of the retiring Councillors recorded on the minutes of the meeting.

The President endorsed Mr. Conlan's remarks generally, and his last suggestion in particular. Carried with acclamation.

A member in the hall asked if fines imposed by the Department were given as a subsidy to the Institute.

Mr. Brennan replied that this practice had been abolished some years ago. Fines were now retained by the Department, and paid into the Treasury.

A motion by Mr. Hyland that the Council record its pleasure at the accession to the Commissionership of the late Hon. President, Mr. Molomby. Seconded by Mr. Rees, and carried unanimously.

Owing to pressure of Departmental duties, Mr. W. Roberts, who headed the poll, has since resigned his office as Councillor. Mr. F. W. Kaiser, runner-up on the poll, was invited to fill the vacancy. The invitation has been accepted, and Mr. Kaiser has also been appointed Treasurer to the Institute.

Sub-Committees for 1924.

Lectures and Classes Committee.—Hyland, A. E. (Chairman), Watson, W. (V. Chair). Balmer, R., Cameron, D., Conlan, J., Evans, S. H., Forster, H. W. L., Richard, E.

Library Committee.—Arthur, E. W., Clark, H. W. (Chairman), Gallagher, D. (V. Chair), Gault, J., Kaiser, F. W., Stewart, J. F.

Newspaper Committee.—Conlan, J. (Chairman), Hyland, A. E. (V. Chair), Cameron, D., Richard, E.

Socials Committee.—Nielsen, J. A. (Chairman), Arthur, E. W., Classen, E. A., Cobb, A. (V. Chair), Davis, C. E., Forster, H. W. L.

Gymnasium Committee.—Dowsett, G. (Chairman), O'Haire, J. S. (V. Chair), Curlett, M. A., Eddy, H. D., Guyot, R. A., Ryan, D. P., Stewart, J. F.

House Committee.—Watson, W. (Chairman), Davis, C. E. (V. Chair), Kaiser, F. W., Phelan, W., Richard, E.

Finance Committee.—Cameron, D. (Chairman), Deveney, B. B. (V. Chair), Clark, H. W., Classen, E. A., Curlett, M. A., Hyland, A. E., Kaiser, F. W. (Treasurer).

Band Board.—Arthur, E. W., Classen, E. A., Nielsen, J. A.

Executive Committee.—Rees, J. S. (President), Phelan, W. (Vice-Pres.), Conlan, J. (Vice-Pres.), Arthur, E. W. (Vice-Pres.), Cameron, D. (Finance Ct.), Clark, H. W. (Library Ct.), Dowsett, G. (Gym. Ct.), Hyland, A. E. (L. and C. Ct.), Nielsen, J. A. (Social Ct.), Watson, W. (House Ct.), Kaiser, T. W. (Treasurer).

* * *

BENDIGO CENTRE AREA.—At the commencement of the 3rd class term, a Safe Working Class, instructed by Mr C. Hicks, was started, and is being well attended. Three students have obtained their Electric Staff certificate, and one student a Guard's certificate. A number of others will be ready for examination in a few weeks' time. A boxing class was also commenced; Mr. J. Kane instructor; and one lad named A. Walker from the class was successful in winning the feather-weight event in the recent Institute's competitions.

Carpet bowls have peculiarly fascinated a number of members here; even the young fellows who, when bowls were recently brought into use, stated that it was only an old man's game. It would be hard to find a bowls carpet which is being used more than the one in our rooms. "Too hard, Neddie." "Put one here" (an impossible place). "Ah, that's a good roll, Len." These are some of the remarks frequently made on our "green." An individual competition is just being commenced; each competitor playing 10 ends, 4 balls each, and we will immediately follow on with an inter-branch teams' competition. This pastime can be thoroughly recommended to members at other centres. Although this game takes a number of players away from the billiard tables, the receipts from the tables for the month of August were a record for this centre, and a third table is becoming an urgent necessity.

In recognition of the charity concert given by Institute artists the day after our rooms were opened, the committee of the Bendigo Hospital gave two life governorships, and the committee recommended that Messrs. T. J. Bishop and W. C. Ellis receive them. Mr. W. McShane, Vice-Chairman, presented them at our last monthly meeting.—A. R. ELLIOTT, Hon. Sec.

* * *

The Reader

He has his Rome, his Florence, his whole glowing Italy, within the four walls of his library. He has in his books the ruin of an antique world, and the glories of a modern one.—Longfellow.



V.R.I. Orchestra

“ISM’s.”

By the Conductor.

The full attendances at weekly rehearsals continue, and are significant of the interest displayed by the members in the good class of work being done. A conspicuous feature of these weekly gatherings is the fine spirit of good feeling existing among our players. However, “Exception proves the rule,” and in this case one does. A recent member, after making rapid progress with us, and leaving curtsy and thanklessly to become a “salaried” player elsewhere, had lately developed an acute attack of Megalocephalia, that condition of head (often vacant) for which no hat in town is large enough. An abscess is, medically defined, a “morbid tumour,” but is frequently seen growing above the shoulders and swelling to a considerable size when coming to a head with nothing in it: not always a natural disease, for “nature abhors a vacuum”; yet attacking, indiscriminately, fools, fops, faddists, fanatics, and not infrequently old women of both sexes. What an unendingly interesting study are these, and such heads we see in our daily meanderings, bulbous excrescences of special use to many as a peg to hang a hat on, or a mere barber’s block to support a wig, or a snuff-box or chatterbox, or receptacle for freaks, fancies, follies, passions, prejudices, predilections—for anything, in short, but brains.

The Mid-Rehearsal interval still provides opportunity for little discussions on various topics, and the exchange of views on Socialism we overhead the other evening suggested the title of this brief article—ISM’S! Yes, how varied and extensive are these—the Muscovite’s Bolshevism, the Poilu’s Chauvinism, the Persian’s Parseeism, the early Greek’s Polytheism, the friar’s Monasticism, the negro’s Fetishism, the Turk’s Islamism, the labourite’s Syndicalism, Plato’s Idealism, the Hindoo’s Brahminism, Church-folks’ Baptism, and Pussyfoot’s Teetotalism, with various folks’ optimism and pessimism, and our own individual mannerism. Fine subjects, these, for future discussion, boys! We supply one or two more for the consideration of Fred and his coterie at the smoke-o interval: Monarchy is me-ism; Sinn-Fein, we-ism. Darwinism declares that in the early æoes we lived in a state of tree-ism (that is, monkey-ism), discovering the meaning of he-ism and shee-ism with, later on, a knowledge of De-ism degenerating with some into Pharisee-ism (mere bow-the-knee-ism), which, denouncing Eau-de-vie-ism, insisted on weak-tea-ism, while the

“heathen” preferred Barley-bree-ism, otherwise howling-spree-ism. Class laws introduced fee-ism (in default, lock-and-key-ism), also flag-of-the-free-ism, with Quakerish why-can’t-we-agree-ism. Coming back to Fred, what he (and most of us) need is more get-up-and-gee-ism and less drift-to-lee-ism.

Closing Orchestral Concert of the Season,
Saturday, November 1st.

Overtures: “William Tell,” “Lohengrin,”
“Mikado,” Marches, etc.

A Great Programme Don’t Miss It!
J.J.

Orchestral Concert

Very material improvement is noticeable in the work of the Victorian Railways Institute Orchestra, and much credit is due to the popular conductor, Mr. J. Jamieson, M.A., who has achieved so much as a result of regular practice and rehearsals; thus its concert on Saturday night, 23rd August, was a notable one.

Right throughout the performance, the Orchestra exhibited great vitality, combined with delicate shading, a rare feature in orchestral playing. The programme, comprised of works of Gounod, Bendix, Alford, Thomas and Pierson, was one of the best that has been presented this year. Whilst every item was greatly appreciated by the huge audience, special mention must be made of Pierson’s Entr’acte, “Panama,” and the operatic selection “Faust” (Gounod), the playing of which was both crisply and tunefully rendered.

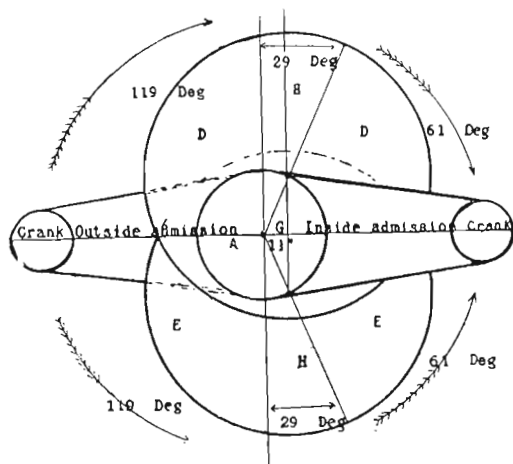
The encores provided were “Nearer My God to Thee,” specially scored by the conductor, and “The Marshall Hay Police.” Miss Tess Stewart, contralto, Mr. F. C. McRae, baritone, and Mr. Geo. Harvey, humorist, were the vocalists, and Mr. Lou Classen solo instrumentalist. The artists all presented numbers which were very refreshing indeed.

Miss Stewart is the possessor of a voice of melodious quality, and her work was graceful and convincing. Mr. McRae has a rich baritone voice that never failed to draw warm appreciation from the audience. Mr. Classen, flautist, has become a very popular colorist at these concerts, and his playing of the Valse Mignonne was tone perfect. His encore number was also much appreciated. Mr. George Harvey, in his numerous songs and stories, became an immediate favourite; a good humorist, possessing a resonant voice and a lively sense of fun. Everybody appeared to enjoy all the items immensely. Mr. Reg. Brown, as accompanist, was very efficient.

Loco. Working

QUESTIONS AND ANSWERS.

Explain how the positions of the eccentrics are related to the position of the crank for an "outside admission" valve, and also for an "inside admission" valve?



Answer.—In the accompanying diagram the angle of advance is taken as being 29 degrees, so that the lines drawn at 119 degrees from the "outside admission" crank give the positions of the fore gear and back gear eccentrics respectively. Either direction may be considered as forward, and the eccentric which leads the crank in that direction, by 119 degrees, is the fore gear eccentric. The back gear eccentric will then be following the crank 119 degrees behind it.

Now, looking at the "inside admission" crank, the same lines as before represent the eccentric positions; either direction may be considered forward, and the eccentric which follows the crank 61 degrees behind it is the forward eccentric.

The back gear eccentric will then be leading the crank by 61 degrees.

Why is a graduating valve required in the triple valve of the Westinghouse brake?

Answer.—Because without it the slide valve would have to be moved to cut off the flow of air to brake cylinder when the desired brake cylinder pressure was obtained.

It would then have to be moved again if it was desired to increase the brake cylinder pressure. To move the slide valve requires considerable force, owing to the friction caused by auxiliary pressure forcing it on its seat. Therefore the sensitiveness of the triple valve would be destroyed.

What would be the effect of a leaky graduating valve during a service application?

Answer.—When the auxiliary pressure fell slightly below train pipe pressure the triple

piston would close the graduating valve, which, however, by leaking, would still further lower auxiliary pressure, so that triple piston would move slide valve to release position, and this brake would release. If the triple valve is very sensitive, however, the slide valve may stop when brake cylinder port is blanked, and before exhaust cavity connects with exhaust port. When a full application is made, no more air can flow past the leaky valve, because brake cylinder pressure is then equal to auxiliary reservoir pressure, and in this case the brake will not release until released in the ordinary way.

Good Service Brings Appreciation

The sincere thanks of the Geelong Poultry and Kennel Club are here tendered to The Victorian Railways Commissioners for the excellent manner in which the railway transfers connected with the recent show were arranged.

There were no complaints by exhibitors; on the contrary, complete satisfaction was voiced at the promptness and care given to consignments. In connection with the services rendered by Mr. Kerley, of the Goods Sheds, and the O.C. and staff of Parcels Office, Geelong, deserve special mention, and I shall be pleased if you will convey to them the thanks of this Club.—From Mr. H. SAYERS, Hon. Secretary, Geelong Poultry and Kennel Club, 55 Waratah-street, Geelong West, to the Secretary for Railways.

With reference to the party which we took down to visit our Glaxo Factory at Port Fairy on Friday, 8th instant, we wish to acknowledge the fine service rendered by the Department in providing for the requirements of the party.

We would like you to pass on to the officers concerned, especially those of the Catering Department, our appreciation of the courteous and efficient service rendered to us in regard to all matters in connection with the transport to and from Port Fairy. — From Mr. JOSEPH NATHAN & CO. (AUST.) LTD., 26 Queen-street, Melbourne, to Mr. HAROLD W. CLAPP, Chairman of Vict. Rlys. Commissioners.

Dear Sirs,—At the last meeting of the Elmore-Cohuna Football League, I was asked to convey to you the thanks of the League for the consideration shown by your Department in the running of special trains, and also for the splendid provision made for the football followers in the form of good accommodation.

Thanking you again on behalf of the League.—From Mr. C. S. LANSSELL, Secretary, E.C.F. League, Gunbower, to Railways Commissioners.



Personal.



Sir Chas. Ryan's Retirement

Ryan, M.B., C.M., V.D., Railways Medical Officer, has, we regret to say, retired from that

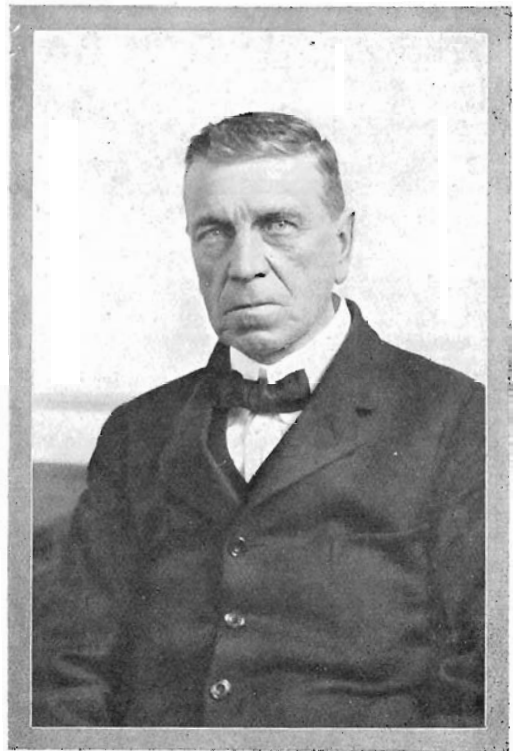


Sir Chas. Ryan.

position which he has held for nearly 30 years. The department has been most fortunate in retaining for so long the services of this distinguished surgeon. Born in Melbourne, September 20th, 1853, Sir Charles was educated at the Church of England Grammar School, and left for England in 1873, to complete his medical studies overseas. He studied at the Edinburgh University, Paris, Bonn and Vienna, and for some time travelled on the Continent as a young medical man. He served for two years in the Turkish Army as surgeon during the Servian and Russian campaigns, and at the sieges of Plevna and Erzerum. He was decorated for war service with the Order of the Medjidie and Order of the Osmanieh and war medal. He had active service with the A.I.F. in Egypt and Gallipoli, gaining the title of C.B. in 1916, and

K.B.E. and C.M.G. in 1919. In addition to being an Hon. Surgeon at the Melbourne and Children's Hospitals for 34 years, he was principal medical officer to the Victorian Military Forces, Consul-General for Turkey, and President of the Melbourne Club. His book, "Under the Red Crescent," has been much discussed. It is to be hoped that Sir Charles Ryan will, for a long time to come, enjoy immunity from all those ills which it has been his task through life to protect others from. He is at present on a visit to England.

Dr. John Gordon, C.M.G., M.D., M.S., F.R.C.S., F.R.C.P. succeeds Sir Chas. Ryan as Railways Medical Officer. Dr. Gordon has been Examiner in Surgery at the Melbourne University, and Honorary Surgeon at the Melbourne Hospital for many years, and under the Repatriation Department actively concerns himself in furthering the interests of limbless soldiers. He has had a distinguished career, and was with the



Dr. John Gordon.

A.I.F. in Gallipoli, Egypt, France, and England, from 1914-1919. The department can congratulate itself on its good fortune in securing the services of such an eminent surgeon.

Mr. John M. Ashworth, M.I.E., Aust., who was appointed to the position of Assistant Chief Engineer of Way and Works on 1/8/24.



Mr. J. M. Ashworth



Mr. A. Goudy

on the retirement of Mr. W. R. Rennick, entered the department as an engineering student on 11th January, 1889. After passing through the grades of engineering assistant, roadmaster, and superintending roadmaster, he attained the position of Assistant Engineer of Way on 1/9/11, and Engineer of Maintenance on 1/1/21.

Mr. Ashworth recently visited America as a member of a delegation of Victorian Railways Officers to study railway methods in that country, where he became a member of the American Railroad Engineering Association.

Mr. Arthur Goudy, B.C.E., who succeeds Mr. Ashworth as Engineer of Maintenance, entered the service of the Railways Construction Branch as an engineering student on 3rd May, 1887.

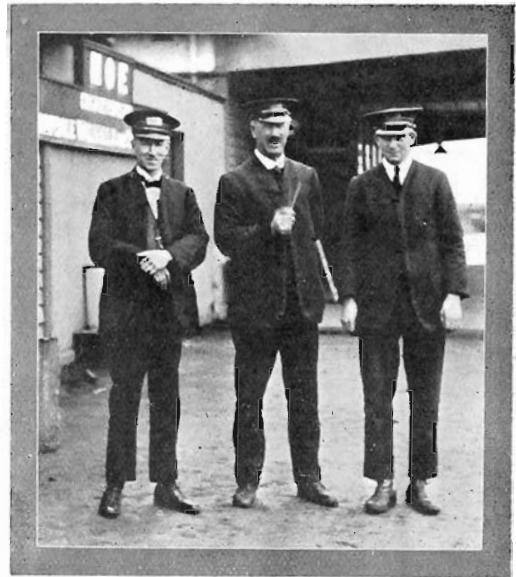
Mr. Goudy's association with the Way and Works Branch dates from 1st July, 1900. He has occupied the positions of Assistant Engineer, Bridge Engineer, and Assistant Engineer of Maintenance, and attained his present position on 1/8/24.

Mr. W. Stone, late Chief Electrical Engineer, left for Europe last month in connection with business for the Crankless Engine Company of Australia.

Mr. T. P. Martin, Operating Porter, Warrnambool, was recently transferred to Gisborne as an Assistant Stationmaster. On the eve of his departure, he received a serviceable present in the shape of a gold-mounted fountain pen, presented to him by the Stationmaster, Mr. Brown, on behalf of his fellow-mates.

Bendigo is loth to lose its valued civil servants, and it is with regret that it learns of the removal of the supervisor of the signal and telegraph branch (Mr. James Incoll), who has been transferred from the Bendigo railway station to Seymour. Prior to his departure yesterday, Mr. Incoll was presented by Mr. F. Jeffree, on behalf of the staff, with a gold fountain pen, as a mark of the esteem in which he was held. Laudatory reference was made to the capability of Mr. Incoll, and the popularity he had gained during his term in Bendigo.—“Bendigo Advertiser,” 6/9/24.

Mr. W. Roberts, we much regret to announce, has been compelled, through ill-health, to resign his seat as a Councillor of the Institute. All members will unite in expressing the hope that his health will benefit by the rest and that he may resume his association with the Council at an early date. Mr. Roberts has been actively connected with the social side of the work of the Institute for many years, and has been a member of the Council continuously for the past six years. His ability as a singer of note amongst Melbourne professionals has always been most generously placed by him at the disposal of the Institute.



The above illustration is from a photograph kindly sent in by Mr. L. P. N. Sullivan, T.S.M., Walhalla line, with the following comment:—“There is one station (Moe) where at certain portions of the day three stationmasters are on duty at the one time; I do not know of another station where this is so. The S.M.'s in the photo, are, left to right, myself (L. P. N. Sullivan, T.S.M., Walhalla line), Mr. R. McLean (S.M., Moe), and Mr. H. R. Davis (T.S.M., Thorpdale line).” Note.—Yes, the snaps would be valued.—Ed.

Retirements

Mr. John Findlay, Saw Doctor, Newport Workshops, having reached the statutory age-limit, has retired from the railways after 42 years' service. He was very popular with his



Mr. J. Findlay.



Mr. T. Leigh.

shopmates, who, on the eve of his departure, assembled to bid him au revoir, and hand him some useful presents as a mark of their esteem.

Mr. Thomas Leigh, Iron Machinist, Newport Workshops, retired the other day from the railways, after 37 years' service. Mr. Leigh served his apprenticeship at Beeley's Hyde Junction Ironworks, Manchester (England). On coming to Australia he first settled in Tasmania for some years, after which he came to Victoria, and obtained the position in our service, which he has just vacated, and which he filled so satisfactorily. We wish Mr. Leigh every prosperity and happiness in his retirement.

Mr. C. H. Nicholson, Clerk, for 42 years in the Stores Branch, upon his retirement from the service the other day, was farewelled by his fellow officers.

The Chief Storekeeper (Mr. C. W. J. Coleman), on behalf of the staff, in presenting the guest with a handsome pedestal and jardiniere as a parting gift, referred to Mr. Nicholson's long and honorable career in the Branch, also to the fact that he was almost the last among them who was entitled to a pension. They all trusted he would be long spared to enjoy it. Mr. Nicholson suitably responded.

Mr. C. P. H. Holbrook, Stationmaster, Irrewarra, has been granted 12 months' leave of absence, and has taken over a fine farm at Gosford, N.S. Wales. We understand that Mr. Holbrook is more than satisfied with his changed conditions and we wish him success in his venture.

Mr. M. Kennedy, Stationmaster, Hopetoun, severed his connection with the department on the 5th July, and purposes visiting the old country before entering into business on his own account.

Mr. H. H. Holt, Porter, Flinders-street, retired from the department on the 15th July,

and is, we understand, entering into business on his own account.

Mr. J. P. Prideaux, Travelling S.M., Leon-gatha, retired from the department on the 17th July, and intends following the pursuits of a farmer in the district where he was so well and popularly known.

Mr. C. A. Dickson, Ticket Checker, Flinders-street, severed his connection with the department on 19th July, and has entered into a business partnership with an ex-railwayman.

Mr. J. Noonan, S.M., Berwick, who has been laid aside by a serious illness for two months, has, we are glad to announce, shown an improvement. We hope that he will soon be restored to health.

Mr. P. A. Turner, of the Accountancy Branch, retired from the service on 13th August in consequence of ill-health. Mr. Turner entered the department in 1889, and it is regrettable that he should have found it necessary to terminate his long service of 35 years before the time at which he would ordinarily have been obliged to retire.

On 9th September, Mr. T. F. Brennan, Chief Accountant, presented Mr. Turner, on behalf of the Accountancy Branch, with some stainless cutlery, table silver, and two armchairs. Mr. Brennan referred to Mr. Turner's popularity in the branch, and expressed the hope that his health would benefit by his retirement.



Mr. P. A. Turner.



Mr. C. F. Neville.

Mr. Macdonald (Auditor of Disbursements), Mr. Hourigan (Paymaster), and Mr. Tregoning (Chief Clerk) also spoke.

Mr. Chas. F. Neville, Running Gear Repairer, stationed at North Bendigo, retired from the railways on 2nd ult., after 35 years' service. Prior to joining the Victorian Railways, Mr. Neville was engaged on construction work on the New South Wales Railways in the early days. His fellow-workers at Bendigo presented him with a handsome gold watch and albert, suitably inscribed, on the occasion of his retirement, and he takes with him their high esteem and best wishes for his future welfare from all who came in contact with him during his long and creditable service in the department.

Wedding Bells

Cupid has been very busy amongst the Book-keeper's staff at the Melbourne Goods, and within the last few weeks has claimed three more victims.

Mr. and Mrs. Chas. Rich have just returned from their honeymoon, which was happily spent at Sydney and the Blue Mountains; whilst Mr. and Mrs. Clem Mason are at present spending their honeymoon in Queensland. On August 27th, another member of the staff, Mr. Jack Fawcett, took the bold step, and the happy couple left for Sydney the same day.

We all join in wishing these young couples every joy and happiness.

Mr. Gordon Petterson, of the Outwards Office, "A" Shed, recently plunged into matrimony, his companion being Miss Eileen O'Keefe. The happy pair spent their honeymoon at Sydney and the Blue Mountains. We wish them the greatest happiness and prosperity.

Mr. H. L. Chappell, Parcels Porter, Maryborough Football League team, a kitchen tea was organised for him, at which he was the recipient of separate presentations by the committee, trainers, and supporters. Every good wish was vouchsafed for the happiness of the young couple.

Cupid and Hymen have, in combination, made an onslaught on members of the Accountancy Branch of late with great effect. Elsternwick Methodist Church was the scene, on July 26th last, of a bright wedding, when Mr. Chas. Kenneth Davies, of the Accountancy Branch, and Miss J. M. Kent, of Elsternwick, registered a vow to love, honour and obey till death, etc. The sequel took place on the 20th August, when the happy couple were recipients of a presentation from the groom's fellow-officers. Mr. T. F. Brennan, Chief Accountant, supported by Mr. D. H. McCullagh, made the presentation, which consisted of cutlery, pictures, and crystals.

Mr. Harold Loveluck was wedded to Miss Heinze at Nagambie on Wednesday, September 3rd. The collection list is now complete, and we will be in possession of fuller details next month.

Saturday, September 6th, was the date fixed for the journey to the Hymenal altar by Mr. H. T. Richardson and Miss M. Wilson. The said altar, in this instance, is situate in St. Mary's R.C. Church, St. Leonard's-road, Ascot Vale.

A very pleasing function was carried out in the District Superintendent's office, Geelong, on 9th, at 5 p.m., when a presentation was made to Mr. J. F. Sutton, Clerk in charge of leave arrangements, who recently had joined the ranks of benedicts, and had returned from his honeymoon in Sydney and the Blue Mountains. The presentation, which consisted of a rosewood fluted Corinthian pillar pedestal and a brass iardinere, was made by Mr. T. J. Lane, District Superintendent, who, in a very

appropriate speech, eulogised Mr. Sutton's good qualities. Mr. J. A. McGrath, S.M., on behalf of the Passenger Staff, and Mr. J. F. Kerley, on behalf of Goods Shed Staff, conveyed the good sentiments of their respective staffs, whilst other members of the District Superintendent's office also wished Mr. and Mrs. Sutton a most happy and prosperous time in their new walk of life. Mr. Sutton ably responded, and stated that he could assure the company that it did not need a concrete form for their good wishes to be understood, and that the handsome gifts were much appreciated by both Mrs. Sutton and himself.

Mr. M. E. McGrath, A.S.M., Woodleigh, was married on the 17th ult., to Miss Ivy Humphries, late of Mansfield. The happy function took place at St. Patrick's Cathedral, Melbourne. Mr. C. Wilson, of Echuca, gave away the bride, while Mr. J. R. Daly, A.S.M., of Manor, acted as best man. The wedding breakfast was held at Hawthorn, after which the happy couple left by the 5.6 p.m. train for Mount Gambier, where a part of the honeymoon was to be spent. Best wishes for the happy couple.

The Last Mile Post

It is with deep regret that we report the death of the late Sub-Foreman W. T. J. Moloney, of Melbourne Goods. After contracting pneumonia in April he was on the way to recovery, but unfortunately suffered a relapse, and died on 27th July. Born on 10th January, 1876, he joined the department on 16th No-



Mr. W. T. J. Moloney



Mr. S. Lawley

vember, 1901, and steadily rose to the position of Sub-Foreman, which he attained in 1920. Of a genial nature, he was well liked by all who came in contact with him. We express our deepest sympathy with his wife and five children.

The death of a very old retired railway official, in the person of Mr. S. Lawley, recently occurred suddenly at his residence, Eaglehawk, at the age of 85 years.

Mr. Lawley first commenced his railway career in 1858, on construction of the Brighton railway, with Messrs. Randall and McKenzie, contractors. Later on he worked on the con-

struction of the main line from Melbourne to Bendigo, both with the contractors (Messrs. Cornish and Bruce), and with the Government. His first entry into the Railway Department was in the year 1863. He worked mostly on the main line between Kyneton and Bendigo until 1874, when he was appointed ganger in the Echuca yard. In 1883 he was appointed inspector over the construction of the Korong Vale and Boort line, and in the same year was appointed Inspector of Permanent Way on the Eaglehawk and Kerang lines. He also had charge of the Bendigo to Echuca and Inglewood lines. He retired from the service in 1896, after 33 years of duty. The late Mr. Lawley was one of the founders of the Victorian Railways Benefit Society, and continued to pay his contributions to same up to the time of his death. He was well known in the Bendigo district, where he resided for about 40 years. The funeral was largely attended, several of the old retired railwaymen attending to pay their last respects.

It is with much regret that we have to record the death of Guard Edwin H. Phillips, which occurred at Dimboola on the 9th July last. Mr. Phillips was transferred to Dimboola as a Leading Shunter in August, 1920, and soon won the respect and confidence of his officers and mates. He was regarded by his District Superintendent as an efficient and trustworthy member of his staff, a man whose work was invariably well done, and whose loyal co-operation could always be relied upon. He took a keen interest in the younger members of the Dimboola staff, many of whom he voluntarily coached for safe working and other certificates. So thorough were his efforts in this respect that it was a rare thing for one of his pupils to fail. A common remark by examiners was "So and So passed. He was one of Phillips' boys." Until his health failed Mr. Phillips was captain of the Railway Cricket team and its wicketkeeper. Mr. Phillips combined those qualities which made him a valued railwayman, and a favourite with his mates, and his death at the early age of 35 is a loss to everyone. We extend our sincere sympathy to his widow and children, to whom he was an affectionate husband and father.

It is with deep regret that we announce the death from pneumonia on August 23rd of Mr. William Henry Wavcott, Signal and Telegraph Supervisor, Seymour. Mr. Wavcott, who was a son of Mr. W. H. Wavcott, formerly Works Foreman, Metropolitan District, was born in 1881, and joined the Victorian Railways as an apprentice fitter at the Signal Shops, Newport, in June, 1898. After completing his apprenticeship, he was appointed an interlocking fitter, and in 1911 was promoted to foreman fitter. Three years later he was appointed an Inspector of Signals, which title in 1918 was changed to Signal Supervisor, and on the formation of the Signal and Telegraph Branch in 1922 to Signal and Telegraph Supervisor.

Before going to Seymour in 1914, Mr. Wavcott, as acting Inspector of Signals, had travelled all over the State, and thus became very well known throughout the railway system. He was a great favourite with members of the Signal and Telegraph Branch and other branches, and was a keen worker for the interests and well-being of his fellow-officers and staff.



Mr. E. H. Phillips.



Mr. W. H. Wavcott.

Our deepest sympathy goes out to his widow and six children, who are left to mourn his loss, particularly as Mr. Wavcott at the time of his death was strenuously endeavouring to establish a permanent home for his family in the Seymour neighbourhood, where his sons would later develop the stud farming he had in mind.

We regret to chronicle the death of Mr. G. E. Matfin, Leading Hand Fitter, Traralgon. The sad event took place on September 2nd, he having only been ill for about one week. A widow, two daughters and one son (the latter is employed as Clerk in the Depot Foreman's office) are left to mourn his loss. Mr. Matfin had been stationed at Traralgon for about six years, and prior to that was at Maryborough and Woomelang. We extend our deepest sympathy to the widow and family.

It is with deep regret that we report the death, after a serious operation, of Mr. Reg. T. Wunderly, Clerk in the Electrical Engineering Branch. Mr. Wunderly entered the department as a supernumerary in 1911, was appointed to the permanent staff on 1/1/14, and, after experience under Mr. T. Hayes, the then Metropolitan Superintendent, transferred from the Transportation to the Electrical Engineering Branch, August, 1914. He served abroad with the A.I.F., and the sad news of his death came as a great shock to his many friends in the service.

* * *

The Renaissance in France

There is something dark and wintry about the atmosphere of the later Middle Ages. The poems of Villon produce the impression of some bleak, desolate landscape of snow-covered roofs and frozen streets. . . . Then all at once the grey gloom lifts, and we are among the colours, the sunshine, and the bursting vitality of spring.—Lytton Strachey, in "Landmarks in French Literature."



Inter-State Football Carnival

Victorian Team Successful.

The Interstate football carnival (Austrian rules) concluded recently, with a victory for Victoria. This is something to be very pleased about, and from the Victorian Railwayman's point of view, is especially interesting, because the team declared that the good result was largely due to the capable management of Mr. Reg. Hunt, secretary of the Carlton Club, and an officer in the Train Running Room, Transportation Branch.

Tennis Challenge Match

A match between the Signal and Telegraph Branch and the Telegraph and Train Running Club was played on 20th September, and resulted in a win for the former branch. The teams were:—Signal and Telegraph Branch: Meares, McIver, Melhuish, Arnold, and Porritt; Telegraph and Train Running Club: Messrs. O'Brien (captain), Black, Lewis, and Dempster. Scores:—Doubles: McIver-Porritt d. O'Brien-Black, 6—1, 4—6, 6—2; Melhuish-Arnold d. Lewis-Dempster, 6—0, 6—4; Lewis-Dempster d. McIver-Porritt, 0—6, 6—1, 6—4; Melhuish-Arnold d. O'Brien-Black, 6—4, 6—2. Singles: Melhuish d. O'Brien, 6—1, 6—5; Porritt d. Dempster, 6—3, 6—4.

R. M. KYDD, Hon. Sec.

Boxing and Wrestling Championships

The Annual Inter-State Boxing and Wrestling Championships, which are held under the auspices of the New South Wales, Queensland, and Victorian Railways Institutes, will be held in Brisbane this year, on 8th and 10th inst.

The following is the personnel of the Victorian team:—

Boxing.—Bantam-weight: J. W. Haines; Feather-weight: T. P. Thompson; Light-weight: P. L. Clancy; Welter-weight: L. C. Stephens; Middle-weight: L. Wookey; Heavy-weight: P. Ratcliff.

Wrestling.—Feather-weight: R. A. Guyot; Light-weight: F. J. Allen; Welter-weight: T. P. Bolger; Middle-weight: J. Jenkins; Heavy-weight: A. W. Asker.

Officials.—Manager of Team: D. P. Ryan; Trainers (2): H. D. Eddy and H. O'Reilly; Weighing Steward: J. S. O'Haire; Time Steward: J. Stewart; Glove Steward: M. A. Curlett; Chairman: G. Dowsett.

Delegates to Inter-State Conference.—Messrs. Dowsett, O'Haire, and Ryan.

Victorian Railways Rifle Club Notes

By Red and Green.

On August 2nd, the Union monthly match was fired from 500 yards, and this Club fired a "Spoon" match in conjunction with the Union match. The weather was extremely rough and squally, and at the height of the squalls 46deg. of windage would have been required. As the afternoon progressed the weather moderated. The winner of the "Spoon" was "Canter" Thurlow, with the h.p.s. (50) off the rifle, and this rifleman also topped the Union shoot.

August 9th saw the first stage of the McKay Pennant Teams Match, 6 men per team. This stage was fired from the 300 yard mound, 10 shots per man. This is a Union shoot, and under its present conditions the element of luck makes the successful team, and so lessens its usefulness as such. It lacks the keenness associated with team matches. Twenty-one teams entered, totalling 126 men; the average points per man scored off the rifle was 42.3, and the average handicap per man was 5.1 points. The shooting, as indicated by the average, is poor, but 300 yards, with the 8in. bull, has never collectively given a high rate of scoring, and this in a major sense may be attributed to carelessness on the part of the shooter, although many other excuses have been proffered. It is hoped, from a financial viewpoint, the same, or, rather, an increased interest will be evinced for the other three stages. This Club entered 3 teams, and "C" team, consisting of Messrs. T. Kirk, A. Page, A. Smith, M. Welch, C. Lowe, and H. Trembath, attained 3rd place; "A" and "B" teams finished 15th and 9th respectively. The winners were Essendon "A," and no one will begrudge them the laurels. Melbourne Cricket Club topped the scores off the rifle with 269 points. Railways "A" team scored 261 points, "B" team 263, and "C" team 258 off the rifle.

August 16th found the Club shooting from 900 yards a "Club" match, and this shoot was topped by "Builder" Sid. Grant, with 49. Before this issue is published, "Builder," providing his memory remains good, may add more lustre to his laurels at the Adelaide meeting. For the second time this season the allotment of the targets by the Union officials has left much to be desired, with the result several members had to shoot this match in a failing light, which means an impossible handicap.

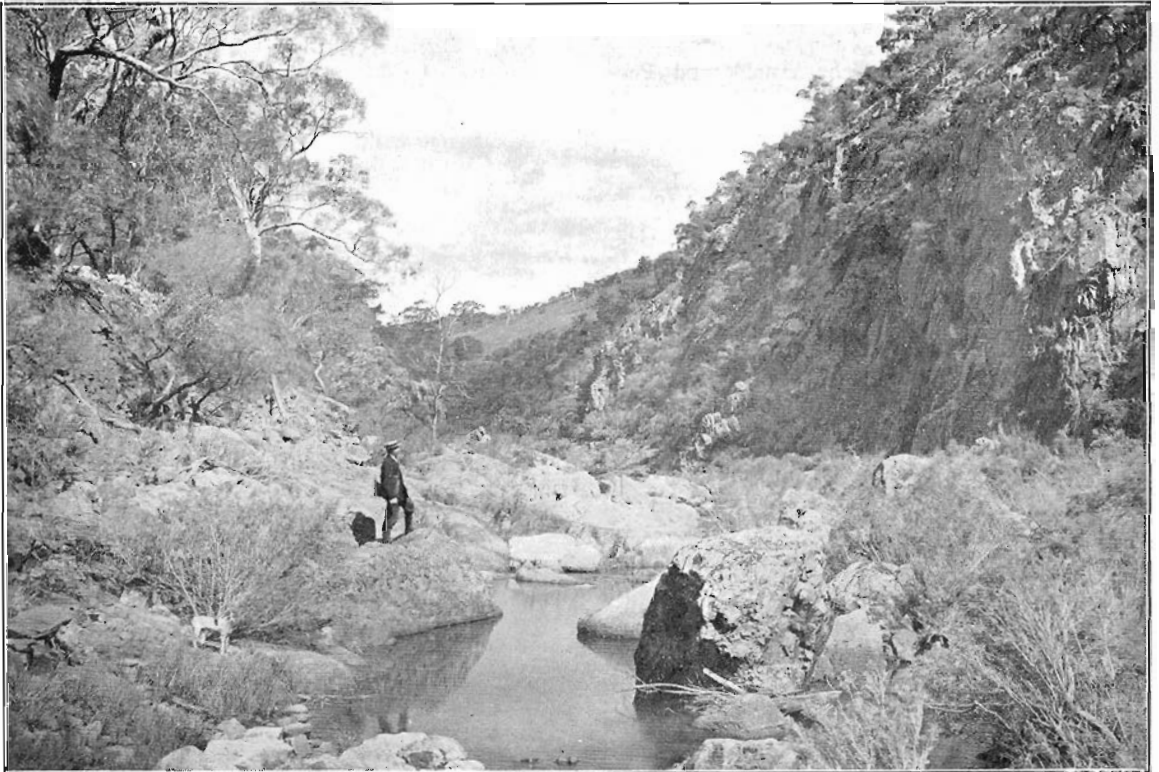


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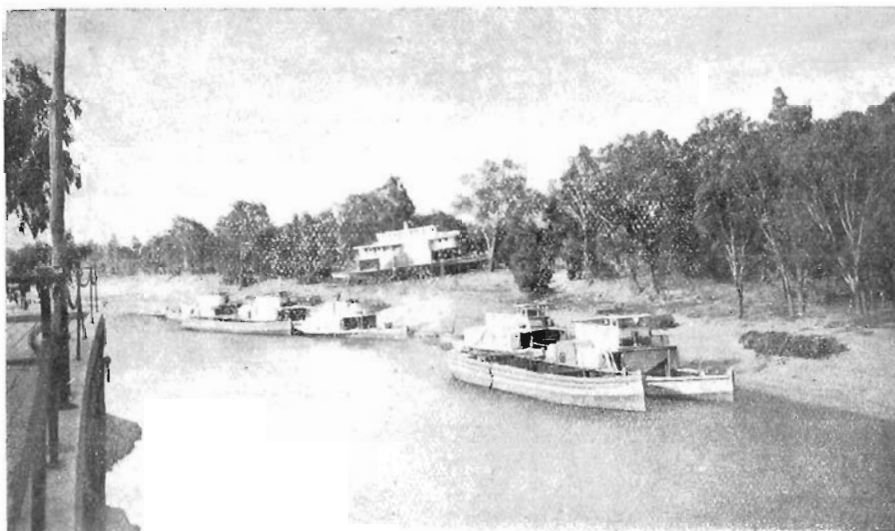
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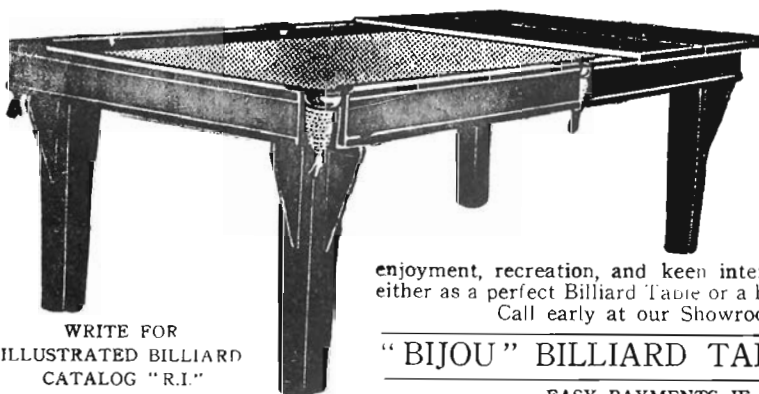
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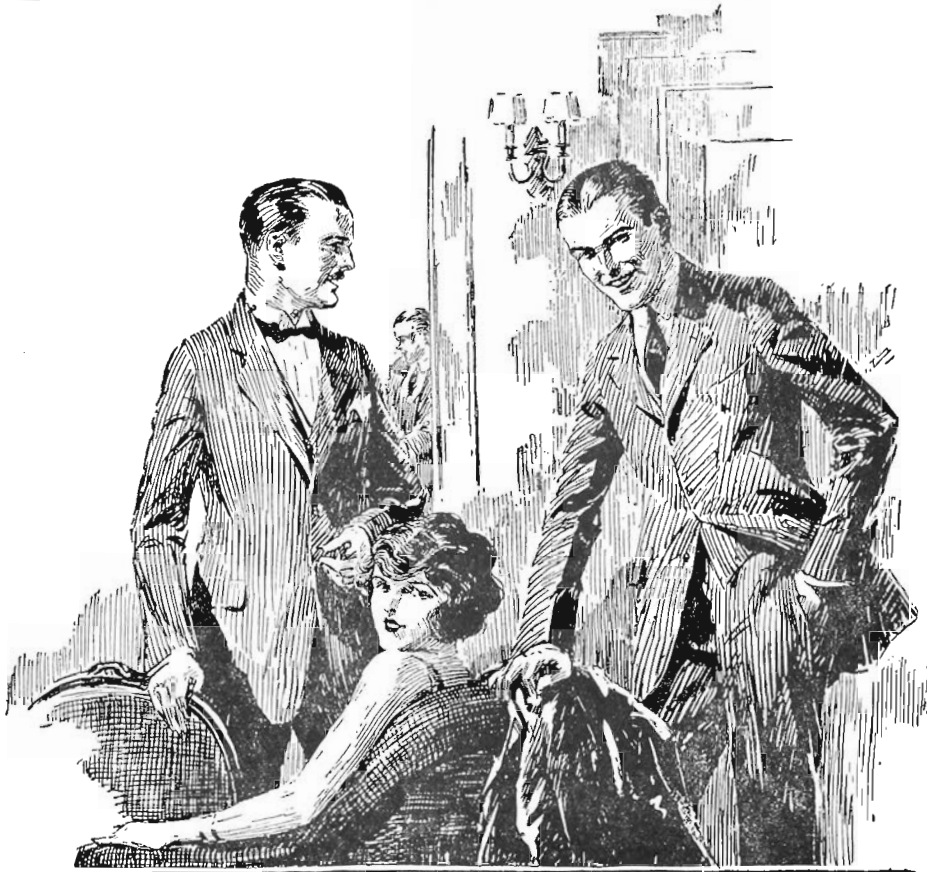
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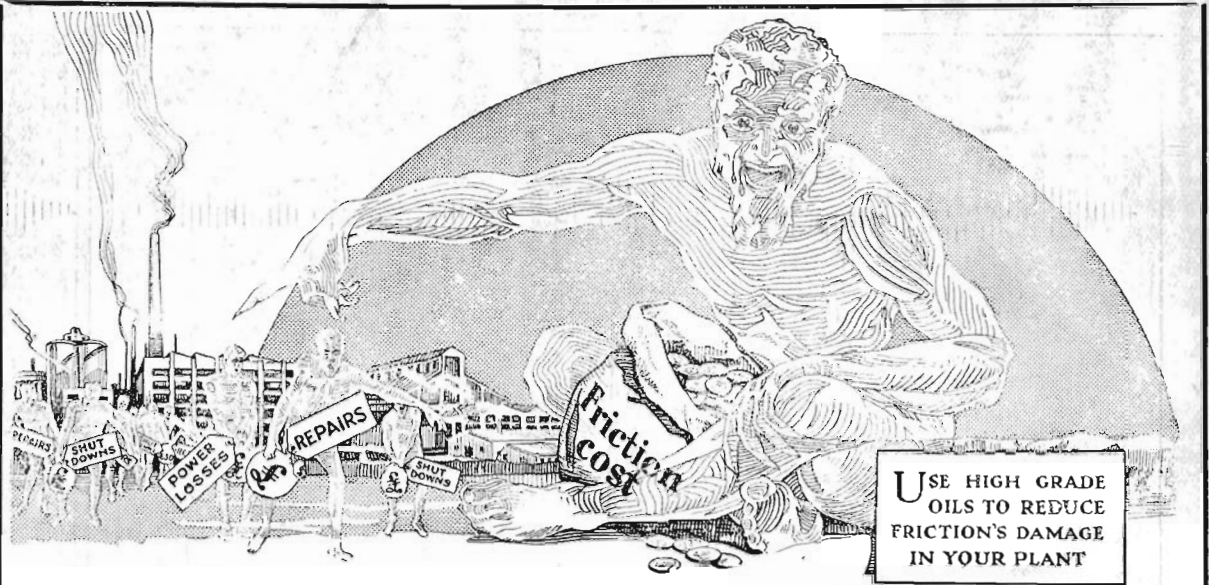
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NOVEMBER, 1924

Vol. 1
No. 11

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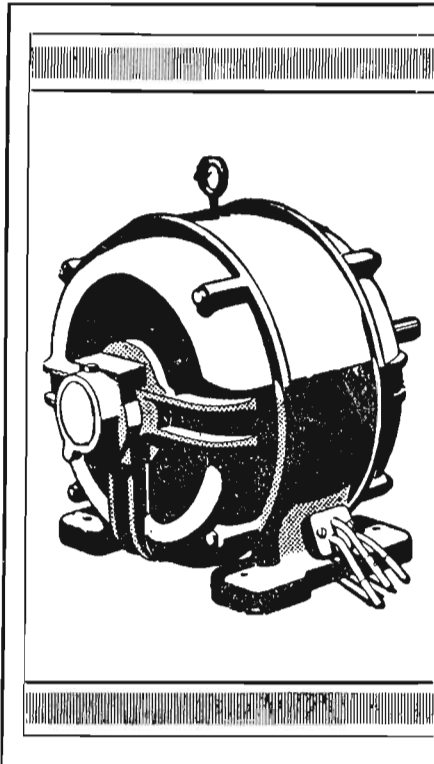


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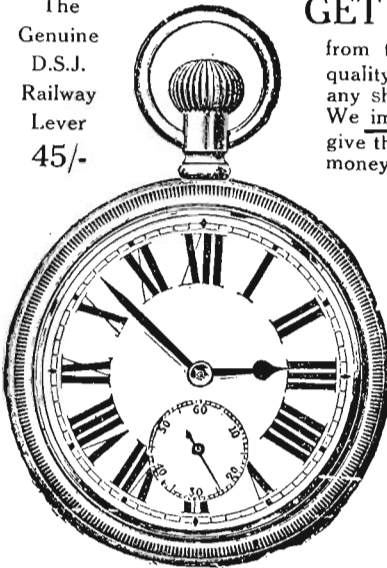
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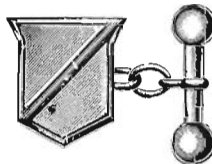
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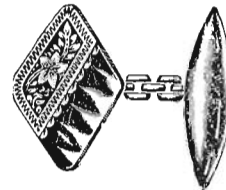
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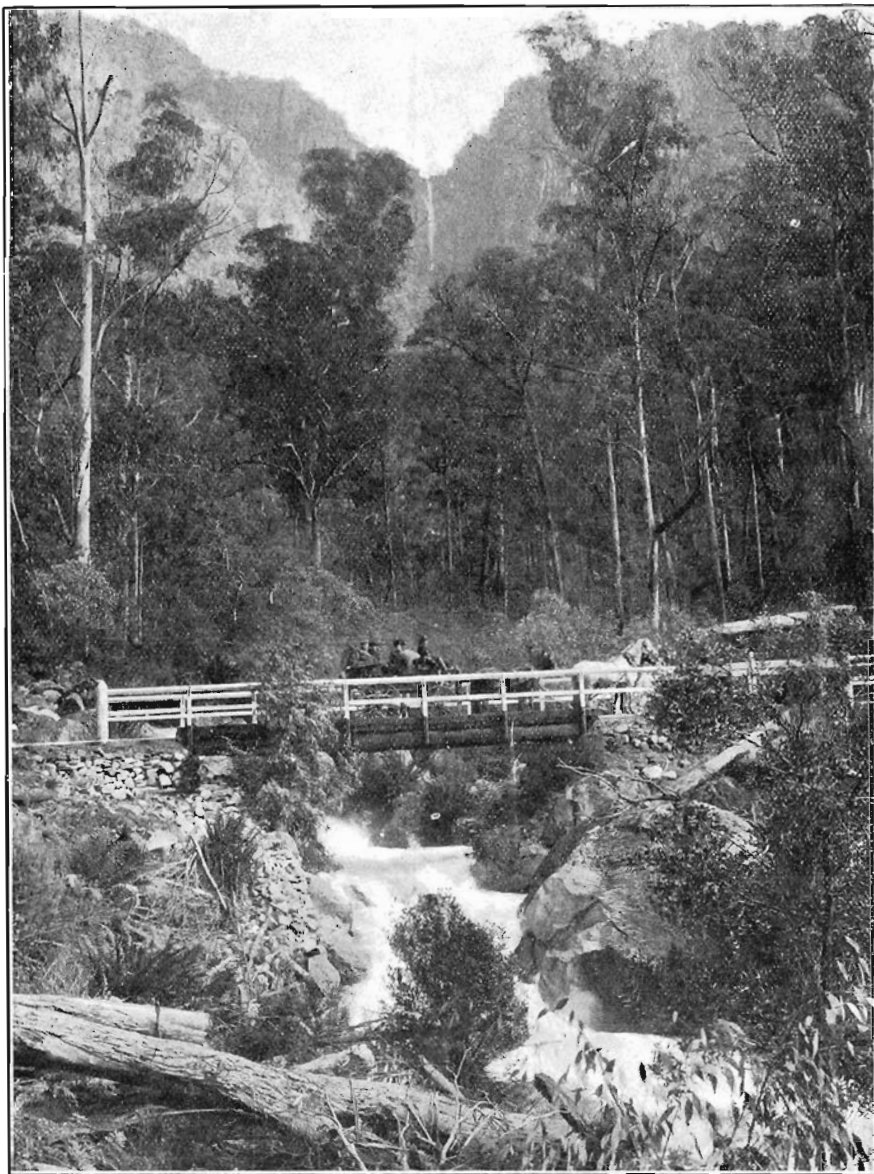
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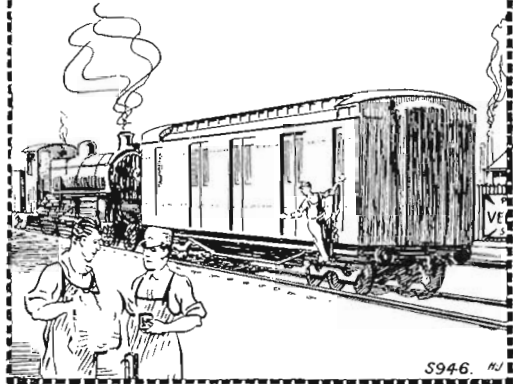


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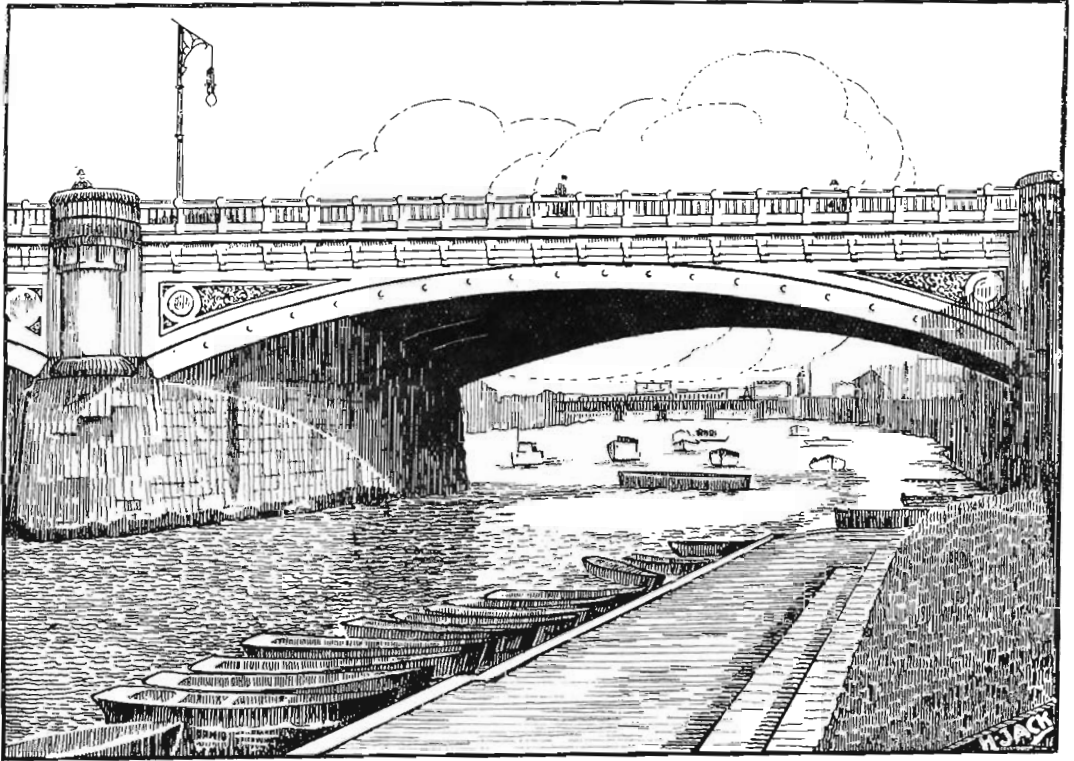
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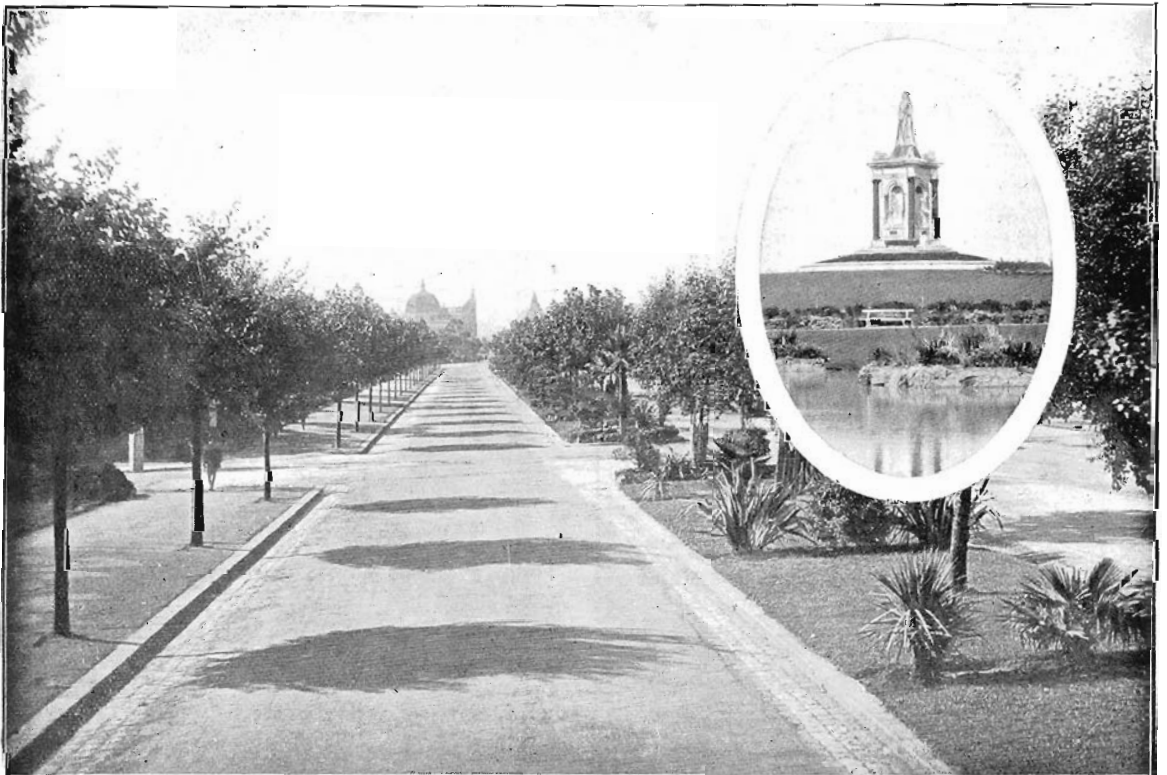
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Melbourne, November 1924

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Articles and reports on matters of interest to
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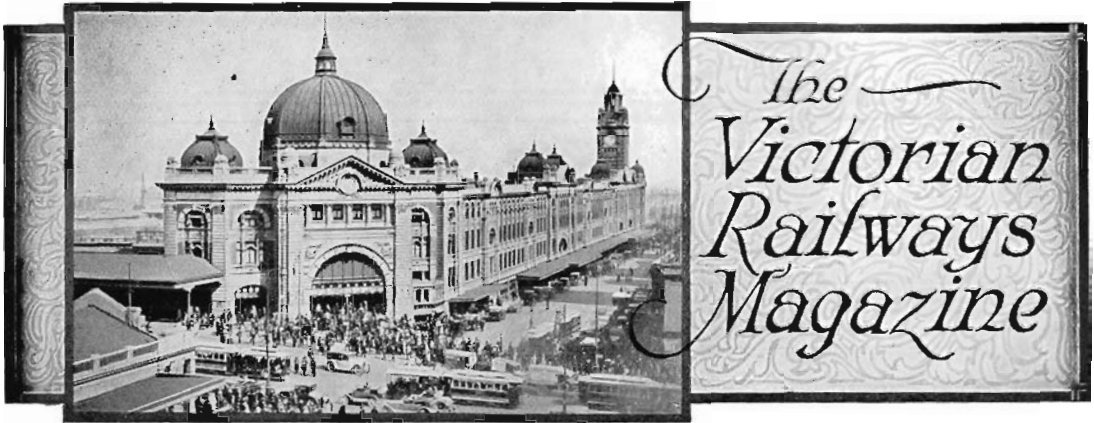
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London Lure—Facts and Figures

"See Naples and die." So the saying runs. Many prefer "See London and live." At all events, all roads nowadays lead to London. Age cannot wither, nor custom stale, its infinite variety. No wonder romance is all about it, even though reality is its very essence. Old but young, Capitol and Capital both, unchanging yet changing, out of the dim dark it rides onward and ever onward, fulfilling itself step upon step and stage after stage, but ceaselessly questing forward to its destiny, knowing itself deathless. London is what has been, what is, and what shall be—and its veil has never been rent.

Of world cities London remains the living greatest, and of it it can be claimed, as of no rival, that it is more universal than all others together. It strides them like a Colossus. The centre of an Empire upon which the sun never sets, neither it nor the radius of its Imperial connection has ever been beaten in bigness or power. London holds in her broad bosom the Mother of Parliaments. Her progeny in Commerce, Learning and Art have left pages of glorious genius in the Book of Immortality.

London has a literature of it and for it, nor does the tradition dim the practice. The tomes mount higher and higher. Each generation will have its Boswell. Thus to-day the writers find a thirst for their wares that is thirstless. Of high and of low degree in the scale—from Shakespearian heights to Tit-Bitsian levels, chronicles of London life and lore find their devotees. When we have bred an interest as keen in Melbourne, and all that went to its making, we too shall know patriotism and the poets and essayists thereof.

Let these reflections be put down not to any premeditated search for material on the subject, but to a chance reading of some well-done pamphleteering on London, aptly enough preceded by a stanza from Cowper:—
"Where has commerce such a mart

So rich, so throng'd, so drain'd, and so supplied

As London—opulent, enlarg'd and still
Increasing London? Babylon of old
No more the glory of the earth than she
A more accomplished world's chief glory
now."

Descending to firm ground, where tread the feet of the hard-headed, it is if obvious, nevertheless striking, to read the bald statement that everything that enters London can find a buyer. In addition, London attracts the keenest brains, the shrewdest minds, and the ablest organisers. How strong a magnet it has been to the novelists and playwrights—Barrie's record is typical. The late W. T. Stead delighted to tell of how the ambitions for leadership made for London. It is to London our Australian talent increasingly looks, and, when it may, tests. But, keeping to business, it carries weight to know that London remains the money market of the world: At the same time, it attracts the greatest number of travellers and tourists from every land than any other land.

What London can do with wool is illustrated arithmetically. It can store 1,000,000 bales and show 60,000 at one time. Wool can be financed more easily and cheaply in London than anywhere else in the world.

As to meat, in one year the imports totalled 817,000 tons, 72 per cent. of which passed through the Port of London. Storage accommodation for 3,600,000 carcasses of sheep is available.

Since 1908 the Port has spent over ten million pounds on extension and improvements. On an average, one thousand vessels enter and leave the Thames daily. Every railway trunk line radiates from London. Within ten miles of its docks London has a population exceeding that of Australia and New Zealand together.

And there you are!



Things We Are Talking About

The "Better Farming" Train

A chorus of admiration and approval has marked the advent of the "Better Farming" train wherever it has been seen, and the almost unanimous opinion of the thousands who have seen the exhibits and listened to the lectures, and others competent to form an opinion on the subject is that no project has ever been conceived in Australia which will do so much for the advancement of agriculture and scientific farming.

Agricultural trains are not new in America, but they are mostly sectional in character, intended to further more scientific practices in some particular branch of farming, and we have the opinion of our Chairman of Commissioners that the "Better Farming" Train of Victoria is the most complete in railway history.

Having completed its initial tour, it may, therefore, be of interest to give a brief description of the train, and set down some impressions gained on the tour just completed.

The train was 670ft. long, and was composed of 15 cars and trucks. A "K" class engine was used for the tour, in the capable hands of Driver J. Clarke and Fireman F. O'Neill. Next the engine was the Victoria car, which was the travelling compartment for the company and a rendezvous and haven of rest in the brief intervals between lectures and demonstrations. The smaller compartment of the car was reserved for the lady demonstrators on the train. A louvre truck followed the Victoria, in which was installed a plant for generating the electric light by which the train was lighted, and the remaining space of the truck was utilised for carrying fodder for the pure bred stock which played an important part in the daily programme of lectures. Next came a "Q" truck, in which was carried models of buildings pertaining to the farm, such as silos and poultry

pens, and many useful appliances made from cheap and waste materials, such as kerosene tins and boxes. From one end of this truck lectures were delivered and demonstrations of Babcock and Herd testing by Messrs. Gill and Yuill, Dairy Supervisors. Dairy utensils were on exhibition in the next car, and the necessity for suitable cans for the transport of milk and cream was here particularly stressed. The hygienic advantages of the approved cans, as compared with the cheap and rusty cans sometimes used, being discer-



Dr A. E. V. Richardson delivers a Lecture at Bunyip.

nible by the samples of each carried, and emphasised by the lecturers when dealing with milk grading and testing. Mr. R. T. Archer, Dairy Inspector, Mr. W. J. Yuill, Dairy Supervisor, and Mr. J. M. Kerr, Herd Registrar, were in attendance to give advice on all matters relating to the dairying industry. A section of this car was devoted to honey, and a most attractive display of honey frames, comb, etc., on view under the supervision of Mr. J. F. Eagland, who was on hand to give general information on this industry.

Following and closely related to the last in its purpose was the one devoted to diseases of stock. Here in glass jars were the diseased organs of stock preserved in a special

preparation, and lectures and advice given on their prevention and cure by Mr. R. N. Johnstone, B.V.Sc. The proper feeding of stock was also dealt with in this car, and exhibits of various stock foods with their chemical constituents were here to be seen, their virtues and uses being explained by Messrs. Kerr and Archer.

The tobacco and potato car followed. The former section was presided over by Mr. Temple Smith. The samples of leaf and the model curing barn excited much interest, and his lectures on the subject, illustrated by lantern slides, were eagerly listened to.

Mr. Smith is of opinion that the soil in parts of Gippsland is particularly suitable for tobacco culture, and during the tour many farmers obtained tobacco seed from Mr. Smith with a view to putting in experimental plots. Potatoes are, of course, a more familiar subject. The fine samples of different varieties which were on view were closely inspected, and the lectures of Mr. J. T. Ramsay on the cultivation of potatoes, in which he laid stress on the selection of seed, and the use of immature seed, judicious manuring and the prevention of disease, were largely attended and listened to with close attention.

The next vehicle was an "AB" car, portion of which was utilised to show a fine display



Exhibit of Grasses and Noxious Weeds.

wool is classed and sold. Samples of carded and scoured wool were also exhibited, as well as diagrams of shearing sheds and sheep dips. Mr. C. Wilson, manager of the Werribee Experimental Agricultural Farm, was in charge, and was kept busy answering inquiries and giving information on the subject. The remainder of this car was used for the exhibition of dry and growing samples of noxious weeds, edible grasses and clover, described by both the common and botanical names. In a "Q" truck next to this car were carried boxes, 12in. deep, containing actual sods of growing grasses cut from the field. These grasses have been taken from plots in different parts of the State. Some have been top-dressed with artificial fertilisers and others have not, for the purpose of contrast. This exhibit everywhere excited the liveliest interest, illustrating, as it does, in a very marked and forcible manner the value of the application of suitable fertilisers to natural pastures. The grasses section was under the charge of Mr. H. A. Mullett, B.Ag.Sc., and Mr. J. Brake, B.Ag.Sc., assisted by Field Officers Messrs. F. Leuba and W. Whelan.



Visitors interested in Grass Exhibits.

of wool, illustrating the six standard grades in the Commonwealth, and under which all

The cattle followed in three specially equipped trucks. The specimens carried

were fine types of Jersey, Red Poll, Ayrshire and Friesian cattle. A bull and cow of each breed comprised the exhibits. In addition, a "scrub," selected from a typical dairy herd, was also carried and used by the lecturers for the purpose of comparison with the pure bred stock. The pigs were carried in a "Q" flat truck specially fitted. The types on the train were pure bred Yorkshires and Berkshires. The stock demonstrations were a feature of the tour. Generally held in the afternoon, they always attracted large audiences, and the forcible addresses of Messrs. Kerr, Baker, Gill and Yuill on the various phases of the dairying industry were closely followed and evoked much favourable comment. Pigs were dealt with by Mr. G. F. Baker, the Livestock Specialist, and his advice was eagerly sought by pig breeders at each centre. The lecture car came next. It was fitted with forms to seat approximately 80 people. In addition, a very complete wireless plant and a lantern for the projection of slides used in various lectures were installed. During the day this car was used by Sister Peck, Principal of the Baby Health Centres, to give her lectures,



Interior of Milk Exhibit Car.

which evoked so much interest and proved so popular amongst the ladies at the various centres, that the accommodation proved inadequate for the numbers who came to hear. The next vehicle was the Domestic Economy Car. In this was installed a cooking range, and here the Directress of Domestic Arts, Miss F. Pell, held her cooking demonstrations. This car was also utilised by Mrs. Storer, Needlework Supervisor, of the Education Department, for her demonstrations in needlework. The attendances at the lectures of these ladies were also so large as to necessitate "repeat" lectures being given; in fact, the success of the section of the train devoted to female interests exceeded all expectations. The "C" class van which was used for the accommodation of the train crew and attendants.

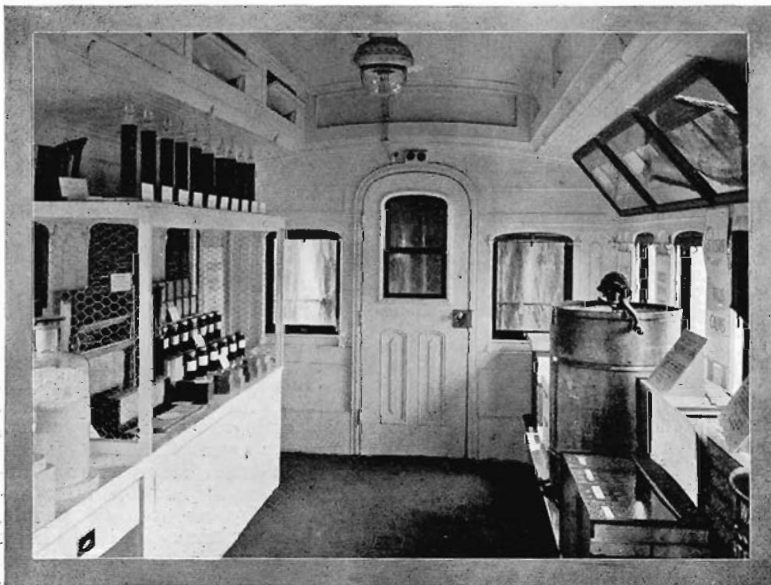


Exhibit of Honey, Eggs, etc.

In all the glory of its brand new coat of orange, and complete as far as could be foreseen to meet every contingency, the train left Jolimont Yard early in the morning of October 23rd, and at Caulfield was joined by the Officers of the Agricultural and Education Departments, headed by Dr. A. E. V. Richardson, D.Sc.,

M.A., Superintendent of Agriculture, and Mr. W. A. V. Robertson, B.V.Sc., Chief Veterinary Officer.

It was quickly apparent that every member of the company realised the purposes for which the project had been launched, and was zealous to achieve the object in view, a spirit and atmosphere that was maintained throughout the trip. A consultation of officers was quickly held to determine procedure and draw up programmes, of which the following is a typical example:—

PROGRAMME.

- 10 to 11 a.m.—Demonstration of Stock.
 11 to 11.30 a.m.—Lecture: "Grasses and Top Dressing."
 11.30 to 11.40 a.m.—Demonstration Babcock Testing.
 11.45 to 12 noon.—Address on Formation of Herd Testing Societies.
 12 to 2 p.m.—Train Open for Inspection.
 2 to 2.30 p.m.—Lecture: "Diseases of Stock."
 2.30 to 3 p.m.—Lecture: "Feeding of Stock."
 3 to 3.15 p.m.—Lecture: "Milk and Cream Grading."
 4 p.m.—Lecture: "Potatoes."
 3.15 to 6 p.m.—Train Open for Inspection.
 8 p.m.—Lantern Lecture: "Tobacco."

DOMESTIC ECONOMY.

- 10 to 11.45 a.m.—Cooking Demonstration.
 11.45 to 12.30 p.m.—Mothercraft.
 2 to 3.30 p.m.—Needlecraft Demonstration.
 4 p.m.—Mothercraft.

Bunyip, the first centre, was reached at 9.20 a.m., and after necessary shunting operations were completed a formal welcome was tendered to the train by Cr. J. Dore, President of the Berwick Shire, and Mr. J. Fallon, President of the Agricultural Society, in the presence of about 250 people. The addresses of welcome were replied to by Dr. Richardson, who explained the objects of the venture and what was hoped to be achieved, and also by Mr. M. J. Canny, Acting General Superintendent of Transportation, on behalf of the Railways Commissioners; and the first "Better Farming" train in Australia had commenced its mission. As the day advanced the attendance largely increased, and a conservative estimate of the number who visited the train on the day of opening was 800 people. Some distinguished visitors were amongst the gathering, notably the Prime Minister and the Railways Commissioners. Mr. Bruce expressed himself surprised and delighted at the completeness of the exhi-

bition, and said that the opportunity of obtaining information and seeing the practical results from the adoption of up-to-date and improved methods was a great one, and that fullest advantage should be taken of it. The Chairman of Commissioners was gratified at the large attendance and the great interest shown by farmers. He had seen many demonstration trains in America, but none of them compared with this one, which was easily the most complete demonstration train in the world.

The desire for information and the eagerness to hear the advice of the lecturers in the various subjects by the large numbers of farmers present was very noticeable here, as well as at every centre at which the train subsequently stopped, and was extremely gratifying to every member of the train's company.

The day's programme at Bunyip was concluded in a most happy manner, when again several hundreds assembled in the evening and listened by wireless to Dame Nellie Melba's Opera Company in "La Boheme."

Tuesday, 14th, found the train at Neerim South. After being welcomed by Cr. Notman on behalf of the residents, the train was thrown open for inspection, and lectures began immediately. The people of the district attended in large numbers, and the day was made a picnic day. Hot water was provided, and at the lunch interval numerous parties



A Lecture at Bairnsdale.

could be seen in the shade of trees and cars enjoying the contents of capacious hampers. Although the district is very sparsely settled, the attendance was approximately 350.

In the evening the train returned to Waragul, and having been thrown open for inspection, was visited by about 1500 people, including the senior scholars of the High School. Important engagements made it necessary for Dr. Richardson to return to Melbourne at this stage, and the leadership of the company devolved upon Mr. Robertson, who has been one of the chief figures in connection with the launching of the project.

Yarragon was the next stopping place, and the train arrived from Warragul, remaining there until the next day. The attendance was about 700. On the following day we journeyed to North Mirboo. The weather was cold and showery, and shortly after our arrival a terrific hailstorm occurred. Towards mid-day, however, the weather cleared and the attendance in the afternoon was remarkable, numbering at least 1200, and proving in the most striking manner the interest of the people of the district in the train and what it stood for. All its activities were viewed with the greatest interest. The popularity of the dairy supervisor of the district, Mr. W. J. Yuill, was manifested at this centre by cheering when his name was mentioned by one of the lecturers, and on another occasion by being hoisted shoulder high by a band of enthusiastic dairymen. In the evening the train returned to Morwell, and between 8 and 10 o'clock was visited by approximately 700 people. Next morning we arrived at Maffra on schedule time, and remained there for the day. Over 1000 people came to see the train and hear the lectures. A farmer at this centre, whilst inspecting the noxious weeds, recognised one of the exhibits as a plant that had recently made its appearance in a neighbour's property. The eradication of the patch followed immediately, thus preventing its spread. The instance served to show the practical lessons to be learned from the exhibits alone.

The week-end was spent in Bairnsdale, where the train arrived on Saturday morning, and after being welcomed by the President of the Shire, Cr. T. Murphy, and the President of the Agricultural Society, Mr. J. Giles, the train was opened for inspection, and the day's programme commenced. The weather was particularly fine, and the attendance at this centre was the greatest of the whole tour. Fully 2000 people visited the train during the day, and every lecture and demonstration was largely attended. Large numbers of farmers came from the surrounding districts in motor cars and other vehicles, apart from those who came by rail. One family journeyed over 60 miles by car to see the train. On the Sunday the majority of the train's company took advantage of a steamer excursion to see the Lakes and spend a delightful day at the Lakes Entrance. On Monday morning the train started on its return journey and reached Kilmany, the next stopping place, at 11.30 a.m. Here, again, was another remarkable attendance of farmers from far and near, and many people from Maffra took the opportunity of visiting the train for the second time. Large numbers also came from Sale and other nearby centres, and the attendance during the day was about 800. Traralgon was reached late the same evening, and the train opened the next morning. The weather here was particularly bad, and the attendance, in consequence, affected. Nevertheless, about 600 people viewed the exhibits and listened to the lectures. Moe was the next town visited, and close upon 1000 people attended the lectures at this centre. The interest here was particularly keen, and all the lecturers were kept busy giving information and answering enquiries throughout the day. Thursday, 23rd

October, saw the termination of the tour at Drouin. The weather was delightful, and the attendance again remarkable. About 1400 people came from the surrounding districts by train, motor cars and other vehicles, and the day proved most successful, and provided a happy finale to the initial tour of the "Better Farming" train.

Throughout the trip extremely favourable opinions were heard on all sides regarding the educational value of the train, and a few may be quoted:—

Mr. T. Paterson, Federal Member for a large portion of the country through which the train passed:—

"A splendid exhibition. I was particularly struck with the grasses exhibit, showing the advantages of top dressing. The lesson conveyed in such a way is far more valuable than a volume of statistics. The whole project is to the credit of the Departments concerned."

Cr. T. Murphy, President of the Shire of Bairnsdale, and a farmer himself:—

"It is a great project, and will be the means of doing an immense amount of good throughout the country. The stock demonstrations are remarkably fine, and I was greatly impressed by the lecturers. These officers have a thorough knowledge of their subjects, and their advice is well worth following."

Mr. F. G. Feckner, Moe:—

"People have come 30 to 40 miles to see this train and have not been disappointed. It is a splendid move in the right direction of bringing up-to-date methods to the notice of the farmer. The top dressing lessons are of particular value to the district. I have proved by experience what the lecturers are teaching."

Mr. A. Gerrand, Kilmany:—

"A great many soldier settlers are in this district, and the lectures and information have been eagerly availed of by them. The educational value of the train is great."

Running Trains and Writing Slogans.

"Now our problem, simply put, is this—to haul a ton of freight or carry a passenger for a mile under such conditions as to necessitate a minimum of energy, which means cost. When we increase the loads or reduce the running time of our goods trains we save the building of more trucks. At the same time, we give just that sort of satisfaction which creates a wider market. The users of trucks have a fifty-fifty responsibility with us

for making possible this process of eliminating waste time and increasing the mileage run by our goods trucks. Knowing their own minds, studying well ahead of time their probable requirements, taking counsel of their station masters, arranging with their neighbours joint occupancy of space—these are as potent factors in quick service as skill and promptness and courtesy on the part of the railwayman."

This is a characteristically terse extract from a special and lengthy article by the Chief of the Railways, Mr. Harold W. Clapp, in the "Herald" on 18th October, entitled "Running Trains and Writing Slogans."

The chairman commented briefly on the need for co-operation between the railway user and the railwayman, the importance of the "Better Farming" and "Reso" trains, and the psychological value of the humorous and catchy slogan as an advertising medium. He looks ahead, and forecasts that in the next few years the advance of this country will be at a greater pace than ever before. . . . "We must learn to think and talk and write on broad Australian lines, and it is under the influence of this spirit, together with a view to the growing improvement and prosperity of the whole magnificent continent, that our State railways are being handled. The greatness of Victoria is but a link in the chain of national prosperity."

The "Better Farming" Train

An account of the "Better Farming" train and the success attending its initial tour in the Gippsland district appears elsewhere in this issue.

The eulogistic references to the train by the press have been most gratifying, and the publicity thus afforded has been of great assistance. The following brief comments are typical of many similar references which have appeared:—

The Prime Minister (Mr. Bruce): "This train has supplied what has been wanting in Australia—a practical demonstration of how to bring science to bear on

farming. I cannot speak too highly of the manner in which the train has been made up nor of the immense value of the work it will do."

The "Herald" (14/10/24): "The train will be a great success, and will do important work in improving agriculture. Experts declare that Gippsland production can be easily doubled, and if the train succeeds in raising the butter production by 10 per cent., the State will be £500,000 better off."

The "Age" (14/10/24): "Never before has such a complete and comprehensive collection of exhibits as has been gathered together in this Victorian train been seen in any other part of the world."

The "Argus" (21/10/24): "At Sale, great interest was evinced in the lectures and the exhibits, and the innovation could not fail to have an educational effect."

Reso. Train Sought.

Some time ago when the Commissioners were at Walpeup, the local Progress Association asked if a Reso. train could be organised to take the people of north-western Victoria to the western district or to Gippsland. Some favoured the western district, because people from that part of the State had previously visited them by means of one of these trains.

Mr. A. E. Hyland, Chairman of the Betterment Board, met the local people recently, and, as a result of his visit, the residents intend to get in touch with the people of the western district, and suggest that they extend their hospitality to visitors representing the district from Birchip to Merbein, and Ouyen to Pinbaroo, probably during the month of March, 1925.

The fare will be the usual Reso. one of £15 15s. for one week, plus Holiday Excursion fare from the starting point to Melbourne, because it would be a very costly business to run a heavy train like the Reso. train away into the country and return it to Melbourne empty, after having taken the visitors back to their

homes. In these cases, therefore, the Department arranges for the provision of reserved compartments, or a special car if necessary, between the home station and Melbourne. In the present instance, if our friends from the Mallee desire to travel a full week on the Reso. train, it will be necessary for them to arrive in Melbourne on the Saturday.

We understand that the people of the Wimmera, particularly Horsham, are anxious for a trip, and there has been talk of running a train for the Goulburn Valley people.

Suggestions from Victorian Railwaymen are Welcome.

An excellent avenue for co-operation on the part of the staff is presented by the Betterment Board, which was created by the Commissioners on the 1st April, 1921, to receive and deal with suggestions from the staff, and the public, for the promotion of the greater efficiency in the service.

Up to the end of August last, 5665 suggestions were received, and 934 of them adopted. The savings are great, and a handsome sum has been distributed in bonuses.

These figures are striking, but they should be larger. There are 26,000 officers and employes in the Victorian Railways, and surely such a number could pour in an immense stream of ideas for the general good. No doubt many are diffident; but no one should be backward in submitting suggestions to the Board, which largely exists to investigate ideas.

For the benefit of those who have overlooked this matter, or for those who may, for some reason or other, be hesitant about proffering suggestions, it is pointed out that bonuses for suggestions and inventions have been granted in amounts ranging from 10s. to as high as £420. Nothing is too small or too great.

Every officer and employe is invited to submit to the Betterment Board, Railway Offices, Spencer-street, Melbourne, either personally or by writing, any ideas he may have for the betterment of any phase of railway working whatsoever.

Every suggestion submitted is given the closest attention by the Board, care being taken not to disclose the identity of the suggester, and everyone is assured of thoroughly satisfactory treatment. In

fact the Board has sometimes gone so far as to recommend recognition of good work done in developing ideas found unsuitable for adoption.

On Railways—By the Man in the Street.

An English correspondent of the "South African Ports and Harbours Magazine," writing in the July issue of that journal, says, amongst other things:

"You can well understand what a difficult position a General Manager in Great Britain has to fill to-day, because, as you know, railways are the one business in which every man in the street considers himself an expert."

The man in the street seems to be the same all over the world, and there is a grain of comfort in the reflection that his well-meant observations and advice upon railway management are sufficiently broad and generous to include the big privately managed railway as well as the Government concern.

Something to Write Home About.

A refreshing feature of recent years is the note of praise of the Victorian Railways sounded frequently by the press.

The following is what the Melbourne "Herald" published in a leading article on 14th October:—"We (that is, Victoria) have the best railway service of any State in the Commonwealth."

The comment is published with appropriate blushes, but it is felt that it should be seen by every railwayman who may not have read it in the first instance.

Henley Day.

Henley Day this year was held on the 25th October, and special arrangements were made by the Department to meet the increased traffic. Augmented services were provided on all suburban lines, and special trains were run from Bendigo, Geelong, Benalla, Traralgon, and Leon-gatha, reaching Melbourne about midday on Saturday, and returning same evening after 11 p.m. The estimated maximum attendance at one time was 100,000. All told it is believed that 300,000 people saw Henley, and the glittering spectacle, Henley on the Yarra, is undoubtedly the greatest aquatic carnival in Australia.



Dining Room, Newport Workshops.

Newport Workshops Visited

His Honour Mr. Justice Powers, President of the Commonwealth Court of Conciliation and Arbitration, who is at present dealing with the claims made by the Metal Trades, paid a visit of inspection to the Newport Workshops and the Newport power-house on Tuesday, the 14th October.

He was accompanied by officers of the Victorian, New South Wales, South Australian, and Tasmanian Railways, representatives of the Chamber of Manufactures, Electricity Commission, Tramway Board, Broken Hill Proprietary Co., and the Engineers' and Blacksmiths' Unions.

The Technical School was also visited, and lunch was partaken of at the departmental dining rooms, where 900 employes daily sit down to lunch. The visitors were wonderfully impressed with the organisation and magnitude of the works, and were enthusiastic concerning the catering arrangements at the dining rooms. They commented freely on the cheapness and excellence of the meals, and the smart and efficient service.

New Time Tables

The new summer time-tables, both suburban and country, are now being prepared, and should be on issue to the

general public towards the end of November. Numerous improvements and alterations are being given consideration.

Railway Anniversary

An anniversary of interest to Victorian railwaymen occurred recently. This was the seventieth anniversary of the opening of the first railway line in Victoria and in Australia—the Hobson's Bay line, between Flinders-street and Port Melbourne, on September 12th, 1854. It is also of interest to recall that this service was run by the first locomotive built in Australia.

A land slide occurred on the Walhalla line on 12th October, 70 tons of rock crashing on to the permanent way. A gang of men at once proceeded to the spot, and, after strenuous effort, cleared the line, no trains being delayed.

The Melbourne Cup

By the time this issue reaches the greater majority of our readers, the Melbourne Cup will be a thing of the past. All the excitement will be over, the name of the victorious horse will be enshrined among the immortals, myriads of sweep-winners will have collected their win-

nings, and a host of unsuccessful punters will be bewailing the evils of betting, and making solemn resolutions never to touch horse racing again.

From the railwayman's point of view, the Melbourne Cup is one of the most important events of the year, ranking second only to the Royal Agricultural Show as an incentive to people to travel by rail. The same special traffic arrangements are necessary for the race traffic as for the Show. Race tickets, available from Spencer-street, are supplied to the principal suburban stations, and Geelong, and a special train is run from the latter station on Cup morning for the convenience of Geelong racegoers. On the eventful Tuesday, and on Derby Day, trains for first class passengers only leave Number one platform, and for second class passengers from Number two. This latter arrangement, however, is not in force on Oaks and Steeplechase Days.

The Department has also to consider the Sunday School picnicking section of the community, a large number of schools selecting this day for their annual picnic. On Cup Day last year, a total of 4582 adults and 9805 children travelled in the suburban area in connection with Sunday School picnics.

Caulfield Cup Traffic.

Railway traffic to and from Caulfield on Caulfield Cup Day was exceptionally heavy, a total of 32,700 passengers travelling, as compared with 28,964 last years. Ten 7-coach trains, running 29 trips, met the traffic on the forward journey, and 21 trains were required for the return traffic.

The arrangements were efficiently carried out, no hitch of any kind occurring throughout the day.

Mildura Again.

Mildura, that marvellous fruit-growing settlement on the Murray in the far north-west of Victoria, is notable not only for the rich quality and delicate flavour of its grapes and citrus fruits, and for its dried fruit products, but also for the possession of an autumn, winter, and spring climate which it would be almost impossible to excel.

When it is learned that, in addition to the climate, Mildura is a well established town of fine buildings and handsome

streets, with the largest river in Australia sweeping majestically along close by, we realise that this centre, which it is understood will soon be proclaimed a city, has possibilities for the tourist which need only be described to be appreciated.

This is just how the Commissioners feel, and two or three weeks ago they sent Mr. A. E. Hyland, Chairman of the Betterment Board and Railways Publicity Officer, and Mr. J. C. Boyce, Government Tourist Officer, to Mildura to discuss with the local people the matter of making Mildura's attractions more widely known. A meeting representing the town council and the Traders' Association decided, after a talk with the railway officers, to convene a public meeting, form a Tourist Association, issue a pamphlet featuring the attractions of Mildura, and, generally speaking, do all that was necessary to place their town amongst the foremost tourist resorts of the continent.

The attractions Mildura holds out for the tourist are remarkable. On both sides of the river excursions of an intensely interesting nature can be arranged at little expense, and he would be an extraordinary person who could fail to be fascinated by the delicate purple of the budding vines in the spring, their rich green in the summer, and the amber bunches of luscious fruit which await the nimble fingers of the grape-pickers in autumn. And throughout the year, the rich dark green of the orange and lemon trees is in evidence; and when the trees are in blossom, the air for miles around is filled with their fragrance.

Mildura is perhaps unique among the inland towns and cities of Australia, because there we find traffic being conducted by steam railway train, petrol rail motor cars, which practically run a suburban service, river steam boats, motor boats, motor cars, and aeroplanes, for Mildura is on the overland Air Mail route from Adelaide to Sydney.

"Mr. James Stephen, president of Albury Hospital, who visited the Wimmera District with the 'Reso' train party, was so impressed with the perfection of the arrangements and the educational value of the work undertaken by the Victorian Railways Department that he and others have decided to request the New South Wales Minister of Railways to introduce the same policy in that State."—"Age," 11/10/24.

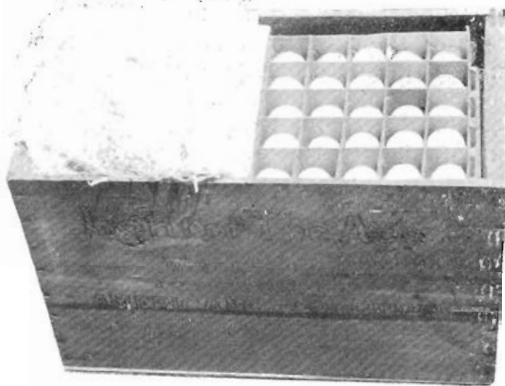
Eggs

How Many do the Railways Break?

Very few, relatively speaking, is the answer, although, of course, it is the desire of every conscientious man that none should be broken at all.

Actually an egg or any other item of property is a part of the country's wealth, and, if we destroy it, we destroy just so much wealth. Sounds far-fetched, but it isn't. If we smashed every egg as it is laid we would ruin a great industry, and the result would be bad for everyone in the community—the producer, the merchant, the tradesman, the consumer, and the railwayman. Half the destruction would be half the loss, and so on.

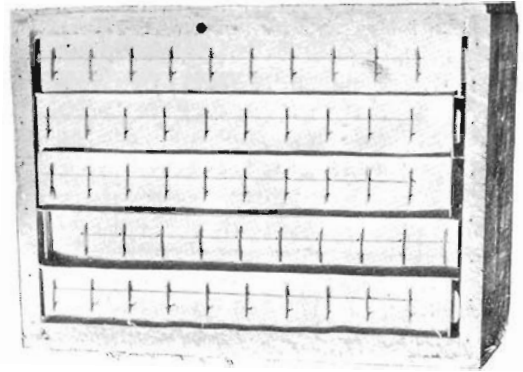
The chief cause of breakages of eggs in transit by train or otherwise is, however, defective packing.



The Swedish Filler

A most successful method of packing in petrol or kerosene cases is provided by "Swedish fillers," composed of .035 leatherboard. The bottom of the case is lined with woodwool or straw, on which is laid a cardboard "platform." Upon this is put a filler, in whose spaces eggs are placed. Then follows another platform, and another filler, and so on until the case is filled. A "platform" is placed over the top layer, and the balance of the space between the "platform" and the top of the case is filled with woodwool or straw. No chaff or other substance is placed in the compartment of the "fillers" containing the eggs. Breakages of eggs packed by this method have been less than 1 per cent.

We railwaymen are improving every day in the way we do our job, and we will keep on improving if we keep in mind that the community's interests are our



Sectional View of Filler

own personal interests. The Golden Rule comes in here the same as it enters everywhere else.

Australian-Made Goods

Under the heading, "Railway Department and Australian-made Goods," the "Industrial Australian and Mining Standard" says: "Following upon the other good work done by the Victorian Railway Commissioners, the secretary of the Australian Industries Protection League has been asked to supply a list of manufacturers of Australian-made goods who might be able to furnish some of the departmental requirements. The Railways Commissioners are to be heartily congratulated on their patriotic endeavour to assist Australian industries."

Live Stock Traffic

There has been a decided increase in the live stock business during the past two months. Mr. Fitzpatrick, Live Stock Agent, reports that the number of trucks of live stock loaded during the month of August increased by 980 over August last year, while an increase of 3061 was recorded for the month of September.

Mr. Fitzpatrick attributes this satisfactory improvement to increased markets and inter-station and cross-country movements.

A Land Mark Removed.

Another relic of the early days is passing with the removal of the sixty-eight years old "loco. sheds" at Williamstown. The first railway workshops erected in Victoria, they occupy considerable space close to the deep-water piers at Williamstown.

These sheds have been used for a long time past as grain stores, and now a large warehouse of modern design will be erected on their site, their removal being part of the scheme to improve the port. Here several locomotives of the "O," an obsolete type, together with other rolling stock, were built, and many railway engineers (Mr. A. E. Smith, the present Chief Mechanical Engineer, started work at these sheds as an apprentice) learned the first principles of their profession. Here Mr. R. Seddon, afterwards Prime Minister of New Zealand, was employed as a tradesman in his earlier days.

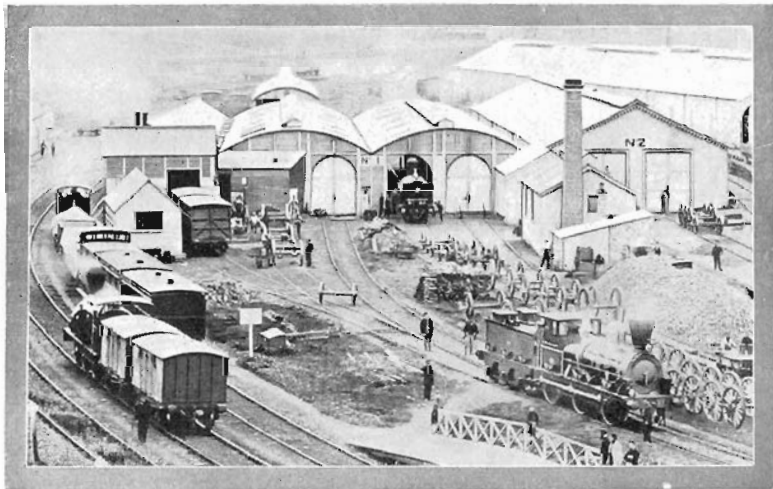
Overhead Maintenance and Construction, Offices, Workshops, and Railway Motor Garage.

The new concrete two-story building, on the south side of Flinders-street yard, to which we made reference in a previous issue, is now nearing completion, having been designed by the Chief Architect of the Railway Department to serve the dual purpose of housing the Overhead Emergency, Maintenance, and Construction Staffs, and for garaging all departmental motor vehicles.

Special features in this building are the arrangement on the top floor of offices, workshops, paint shop, and mess room, and the installation of an extensive telephone exchange, embodying G.P.O., Rail-

way Auto., Power Auto., Station to Station and Railway Inter-communication systems, in order to facilitate the reporting of, and dealing with overhead electrical equipment troubles, derailments, and other emergencies. A lift has been provided for the purpose of transferring any motor vehicles in need of overhaul from the ground floor to the repair shops on the first floor.

The whole of the overhead equipment in the electrified area, consisting of 355 miles of track, will be controlled from this



Old Loco. Sheds, Williamstown.

central depot, which is a section of the Chief Electrical Engineer's Branch.

Important Maintenance Operations.

The siding, $2\frac{1}{2}$ miles long, connecting Bet Bet railway station with a large heap of tailings at the site known as the Duke and Main Lead Consols Mine, has been completed, and it is now possible for quantities of gravel to be conveyed from the mine for ballast purposes or concrete structures. The quantity of clean gravel at this spot is estimated to be somewhere in the neighbourhood of 200,000 cu. yds.

At Stawell and Tallarook regrading work is in progress, which, when completed, will permit of the operation of

longer trains over lengths of track where breakaways have occurred in the past.

The regrading of the line between Korong Vale and Ultima has now been completed at an approximate cost of £13,000. This improvement will allow of a considerable increase in the tonnage of through trains on the "Up."

Claims Notes

The number of claims paid during the month of September this year was 86, £58/10/5 being the amount involved, as compared with 98 and £61/8/7 for September, 1923.

For the three months ended September this year, it was only necessary to give free conveyance to one-fourth of the quantity of damaged manure from and to country stations that was necessary for a similar period last year.

Railway Revenue

A comparison of the returns of traffic for September, 1923, and 1924, is shown hereunder:—

	1923.		1924.	
Passengers	£441,103	16 1½	£448,678	16 0
Parcels, etc.	36,480	12 9	39,347	14 5
H., C. and Dogs ..	2,918	15 6	3,026	1 7
Mails	1,921	0 9	4,960	8 7
Goods	337,626	14 5	366,129	4 3
Live Stock	32,032	17 0	32,770	8 3
Power	15,145	18 5	19,096	6 3
Rentals	8,565	12 2	9,596	16 7
Miscellaneous	1,719	13 10½	702	13 5
Dining Car	1,977	0 2	1,961	9 7
Ref. Rooms, Services	25,500	10 7	31,372	10 4
Advertising	1,780	16 3	2,531	4 6
Bookstalls	—		5,170	12 7
	£910,103	14 1	£985,344	0 3
Increase for month of September, 1924.			£75,240	8 2
Increase from 1st July, 1924, to 30th September, 1924			£202,287	9 7

St. Kilda, Victoria's Busiest Station

Statistics recently compiled show that St. Kilda is the busiest suburban railway station in Victoria, having a total of 4,690,000 passenger journeys for the last financial year. Footscray is a close second with 3,975,000, and Elsternwick, Ascot Vale, Essendon, Moonee Ponds, and Balaclava follow in that order.

The following table, in which figures at these stations for 1919-20 are compared with 1922-23, shows the enormous in-

crease in suburban passenger business since electrification:—

	1919-20.	1922-23.
St. Kilda	4,251,000	4,690,000
Footscray	3,213,000	3,975,000
Elsternwick	3,566,000	3,639,000
Ascot Vale	3,052,000	3,407,000
Essendon	2,335,000	2,926,000
Moonee Ponds	2,486,000	2,861,000
Balaclava	1,997,000	2,772,000

Next in order of importance after Balaclava comes Malvern; then Caulfield, Albert Park, Middle Park, Richmond, South Yarra, Camberwell, Windsor, Prahran, Clifton Hill, Glenferrie, Newmarket, Coburg, and Sandringham.

13,552,077 suburban passenger journeys were made from Flinders-street last financial year, and 2,352,905 from Prince's Bridge.

These figures refer only to tickets actually issued at the booking offices at each of the stations indicated, and it should be noted that the passenger journeys are computed as follows:—

	Journey.
Each single ticket	1
.. return ticket	2
.. weekly workmen's ticket ..	12
.. monthly ticket	60
.. quarterly ticket	180
.. half-yearly ticket	360
.. yearly ticket	720

To get a true indication of the number of passengers handled at each of these stations, it would of course be necessary to include particulars of tickets issued to them from other stations.

It is interesting to note, however, that a check at Flinders Street barriers some time ago disclosed that 210,000 passengers passed in and out there in one day, and, accepting these figures as a fair average, this gives a yearly total of 76,650,000 passengers.

Mr. Moody's Impressions of the World's Railways

Mr. A. J. Moody, Assistant Engineer at the Jolimont workshops, recently made a trip round the world, visiting England, America, Germany, Austria, France, Italy, and Switzerland, and in an interesting lecture at the Lecture Hall, Jolimont, last month, gave some of his impressions concerning transport conditions in these countries.

He thought that the Victorian Railways were equal to any in the world. With the exception of New York, the schedule speeds in the suburban area are faster than in any other country.

Great Britain, to his mind, leads the world in regard to railway efficiency. The manner in which the many ramifications of the British railways are controlled is little short of amazing. London had to solve the problem of rapid transit for seven and a half million people within a radius of from 5 to 10 miles. New York's population was over five and a half million, with a radius of 15 miles; Berlin, two millions, with a radius of 3 to 4 miles; and Paris, nearly 3 millions, with a radius of 4 miles.

Mr. Moody considered that the motor 'bus supplied a needed service in Melbourne. Regarding Melbourne's transport problem, he said: "A combination of train, 'bus and tram, controlled by a responsible and experienced transport body, will be the real solution. In this way, the great underground railway combination of London solved the same problem."

He explained in detail the various types of train, tram and 'bus used in the different cities, and was accorded a hearty vote of thanks at the close of his interesting lecture.

Electrification of Fern Tree Gully and Healesville Lines.

Parliament having approved of the electrification of the Fern Tree Gully and Healesville lines, this work will be taken in hand as early as practicable.

Further Extracts from the Commissioners' Annual Report.

Sixty-five suburban stations were equipped with electric light during the year, their illumination being thus much improved. The installation of this method of lighting will be completed at all the more important stations in the metropolitan area within the next few months. The policy of installing electric light at country stations where a supply of electricity can be obtained at reasonable cost was continued, and the follow-

ing stations were so equipped during the year: — Maryborough, Minyip, Trentham, Traralgon, Warburton, and Waragul. In addition, electric lighting was provided in eighteen departmental residences, and at various refreshment rooms, trucking yards, engine sheds, and coal stages throughout the State.

Tourist Bureau.

Mr. J. C. Boyce, Government Tourist Officer, reports:—

"The weather during September, particularly at the week-ends, was not conducive to passenger traffic, and a decrease of nearly 60 per cent. was recorded in the revenue from the 'Wattle' traffic. This deficiency, however, was atoned for by the bookings in connection with the South Street Competitions, the monthly cheap excursions, and the 'Back to Kyabram' movement.

"Two Escorted Tours were run during the month—on September 6th, to the Gippsland Lakes and Buchan Caves, and another to the Buffalo Plateau, the latter being the largest personally conducted tour which has ever been organised by the Bureau for this favourite mountain playground. On this occasion, some twenty-six visitors from South Australia availed themselves of an opportunity to join this tour—special tickets combining travel from South Australia and hotel accommodation en route being on issue at a cost of £17.

"The privilege of reserving seats on the Bendigo express is being appreciated by passengers, and the Mildura sleeping car is more freely patronised than formerly.

"The River Murray trip is yearly increasing in popularity, and the patronage for this year is a record. It would appear that this winter trip is now becoming an annual excursion with many who hitherto went further afield in search of sunshine and warmth.

"Well-attended lectures were delivered by the Government Tourist Officer at many suburbs, and for country associations, at Winchelsea, Werribee, Warburton and Beac.

"The number of passenger journeys for the month, booked through the Bureau, was 20,488, and the revenue £30,085, an increase over the figures for September, 1923, of £1546, or 5.4 per cent."

Transportation District Notes

Metropolitan District

Mr. J. G. Lee, Relieving Metropolitan Superintendent, reports that exceptionally promising news has been received from Healesville.

Three months ago there were three motor trucks conveying goods between Melbourne and Healesville. To-day the whole of the goods is carried by the Railway Department; the motor trucks have disappeared off the road.

Mr. Middleton, S.M., after an interview with the manager of the Granton Saw Mills, submitted a suggestion for an adjustment of the number of super. feet of timber allowed to the ton. This suggestion was adopted, with the result that this class of traffic was recaptured from the motors.

The S.M. then directed his attention to the carriage of beer. He arranged a conference of hotelkeepers and carriers, and after explaining several misconceptions under which the hotelkeepers were labouring, and having the carriers' charges from the local station reduced, this traffic (about 20 tons per week) reverted to us.

These two main items once again in our hands, the general merchandise soon followed, finally resulting in the Railway Department again coming into its own.

It is also pleasing to note that owing to the efforts of the S.M., the motor fare between Healesville and Marysville has been reduced, and that shortly a combined rail and motor ticket from Melbourne to Marysville will be on issue. These will be issued at 30/6 as against the through motor fare of 40/-. This will mean a big set-back to the competitive motor passenger traffic.

These activities on the part of the S.M. show what can be done to assist the Department to compete against outside competition, and Mr. Middleton is to be commended upon the interest he has taken in this connection.

Tourist Traffic.—During the month of September, 3398 passengers travelled to Healesville. This is most encouraging, and it is anticipated that there will be an exceptionally heavy tourist traffic this season. The comfort of the tourists and

the general progress of the town, are well attended to by a particularly live Tourist and Progress Association, well-appointed Guest Houses, and a fleet of 40 motor cars and cabs, which provide a good service from the Railway Station and town to the numerous places of interest around Healesville.

Fruit Traffic, Warburton Line.—With the continued favourable conditions, a heavy berry fruit traffic is expected from Mount Evelyn and Wandin during the forthcoming season. A number of the growers are co-operating with a view to better distribution of the fruit this year.

The new label, suggested by Mr. Koster, S.M., Wandin, and adopted by the Department, has resulted in considerably reducing the number of claims, and the orchardists are now enquiring for further supplies.

Timber Traffic.—Although at present two of the timber mills at Powelltown are out of action, owing to a disastrous fire in May last, Mr. Fitzpatrick, S.M., Yarra Junction, reports that an average of 16 trucks daily are being despatched from that station. A steam crane, in addition to two ordinary cranes, are in use, and 14 men are kept busy transferring the timber from the narrow gauge railway, owned by the Hardwood Timber Co., to the broad gauge trucks.

Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, reports that for the month of September increased traffic is noted in the following commodities, as compared with the corresponding period of last year:—Bran, beans, malt, maize, chicory, potatoes (42,531 bags), grass seed, chaff (71,405 bags), wool (6690 bales), cream, butter (local and export), fruit, rabbits, and various.

The increase in wool is particularly satisfactory, and a record season is hoped for. The traffic in potatoes has since fallen off, due, no doubt, to the very low prices. The quantity of chaff coming forward is also less than might be expected; a possible explanation is that city merchants and carriers are replacing

horses with motors: whilst the increase in butter and cream, etc., is the result of the favourable season now being experienced.

The inter-State fast goods between Melbourne and Sydney, inaugurated on 5/8/24, now leaves Melbourne every Tuesday, and provides a 33¼ hours' service between the two capitals. It is becoming more popular, but so far the traffic, which consists mostly of hats, boots, drapery, etc., has not been up to anticipations.

Fluctuations in the shipping traffic are evidenced by the fact that at the present time there are 90 checkers and labourers employed at the Melbourne shipping shed, whereas last week the number was only 5.

The use of the new goods labels (paper and manilla) is much appreciated by Melbourne Goods Staff, as it provides a ready means of identifying excess consignments, etc.

Recent returns show that the number of packages from Melbourne for one month (June, 1924) totalled 1,423,450, in addition to which 1394 trucks were forwarded, containing commodities other than in packages, also that the number of vehicles passing out of the goods yard for 24 hours was 3842. It is obvious that a similar number of vehicles entered.

It may be interesting to our Victorian readers to know that bananas and certain other tropical or semi-tropical fruits are now brought overland by rail, in the course of which two transshipments are effected, one at Wallangarra, on the Queensland border, and one at Albury, on the Victorian border. These transshipments are due, of course, to the fact that there are three gauges involved, viz., Queensland (3ft. 6in. gauge), New South Wales (universal, or 4ft. 8½in. gauge), and the Victorian gauge, known as the "Irish" gauge of 5ft. 3in.

Notwithstanding the great distance, and these transshipments, the fruit is landed at the Perishable Shed, Melbourne, in good order.

During the winter months, the medium ("I" trucks) are used, and in the summer season the louvre trucks are used, for the transshipment from Albury to Melbourne. The use of the medium "J" trucks in the

winter time is necessitated owing to the fact that were the bananas loaded in louvre trucks the cold draught in transit, owing to the motion of the train through the air, would chill the bananas, with the result that they would not ripen, and consequently would become bad in their green state.

This traffic is controlled by the Committee of Direction of Fruit Marketing, under the aegis of the Queensland Government, a representative in Melbourne arranging for the different agents receiving their correct quantities of fruit.

A standard case, which has become known as the Queensland banana case, is used in the packing of this fruit, which answers the purpose admirably, and withstands the transshipments and handling very well.

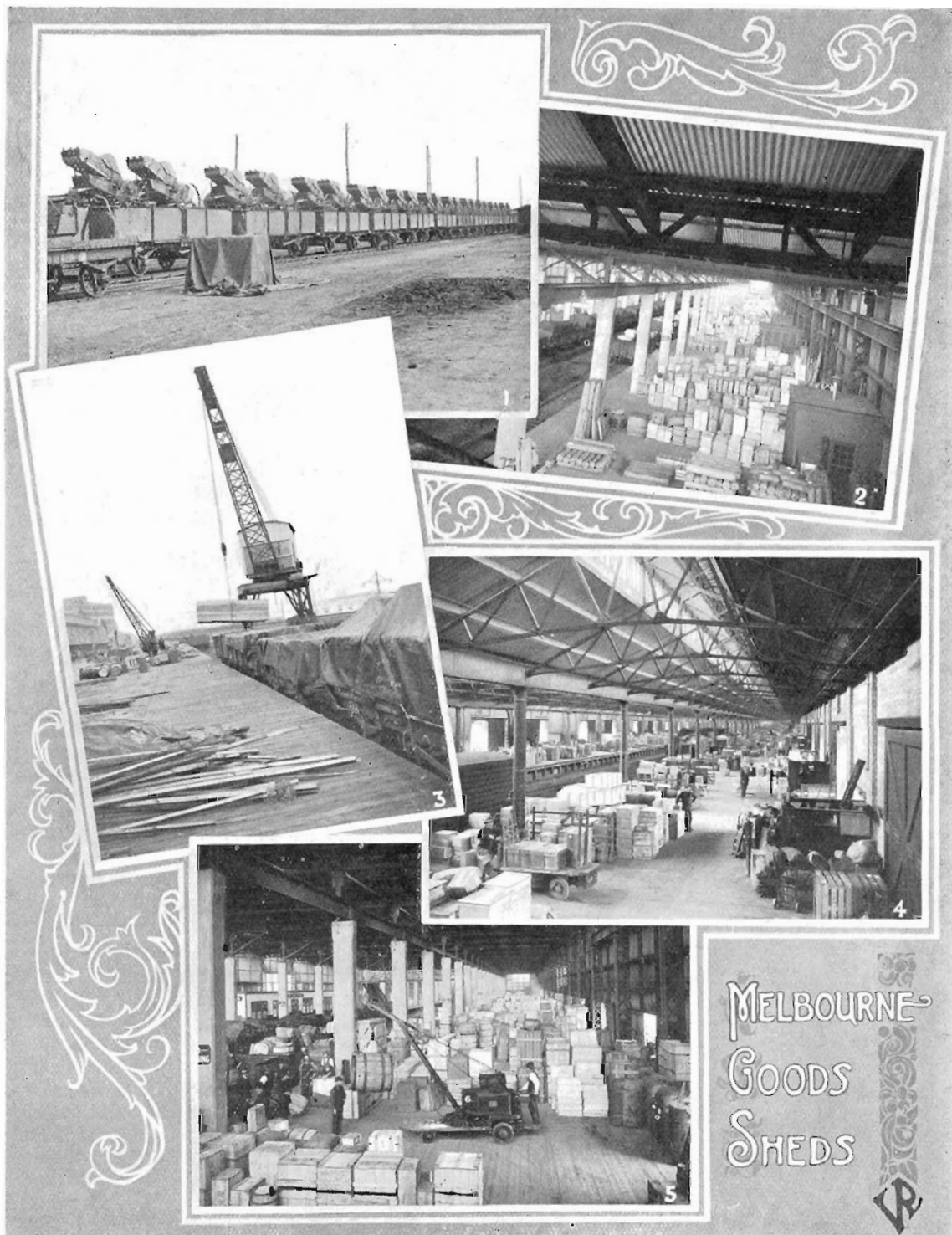
Trucks containing this fruit are received in the Perishable Shed between 6.0 a.m. and 7.0 a.m. in the morning, when unloading arrangements are at once entered into, and the consignments are expeditiously removed from the floor of the shed, whilst other consignments are removed to the Outwards Shed for transshipment to Adelaide.

As showing the dimensions of this traffic, it may be seen that the following table shows the number of packages of different sorts of fruit for one week, totalling approximately from 450 tons to 500 tons—

Bananas	9137 cases
Pines	1275 ..
Early tomatoes	444 ..
Passion fruit	140 ..
Paw paws and various	100 ..

Total	11,096 ..

In moving amongst the cases of these consignments on any morning, the imagination is stirred by the sight of these tropical fruits, from far away Queensland, from where a hop, step and a jump takes us to the Pacific Islands, where we envisage blue skies, atolls, and dusky maidens moving amongst the cocoanut palms, which in a minute is all dispersed by the raging hurricane, seas are lashed to fury, cocoanut trees are bent double, and many small islands disappear for ever. All these dreams have been so charmingly portrayed by that great writer "Jack" London. These dreams are



1. Headers from H. V. McKay. 2. General view of interior of Shipping Shed. 3. Electric crane outside Shipping Shed. 4. General view of interior of "A" Shed. 5. Electric crane at work in Shipping Shed.

speedily dissipated by the constant row and bustle of the various men engaged in the handling of the fruit in the shed, who have to handle the consignments against time, so that no delay will be caused.

This traffic promises to increase considerably in the near future, when it is probable that the Department may be compelled to provide other accommodation to successfully cope with it.

Ballarat District

Mr. T. W. J. Cox, District Superintendent, sends in a glowing and optimistic report regarding conditions in his district.

The prospects are most promising. There is an abundance of feed, and the stock generally are in fine condition. Crops are looking well, and there should be a phenomenal harvest. The season's wool clip has never been surpassed.

The weather continues excellent for settler's needs, which also augurs well for good results, and, incidentally, increased traffic revenue.

Bendigo District

Mr. W. Tredennick, District Superintendent, intimates that the agricultural outlook in the Northern and Riverina districts is exceptionally good. The recent beneficial rains were followed by warm weather, and the effect on the crops and natural grasses was most marked.

Whilst on the Annuello and Denilquin lines recently crops were seen, which were uniformly good and clean, standing at least 3ft. 6in. high.

Samples were exhibited at Manangatang, which were surprisingly good, and Manangatang is not regarded as first-class wheat country.

The pastoral outlook would appear to be even better than the agricultural, and the effect of an abundance of natural grasses is reflected by the high prices of stock in the Bendigo market. The district at present is comparatively understocked, yet sheep off the shears are moving south in large quantities.

The wool traffic is in full swing, and since the 11th August, 38,569 bales of wool have been transported by rail from this district, principally from the Riverina, through Echuca, where a full staff

of stevedores are busily engaged transhipping wool from steamers and barges to rail. Four steamers, with their attendant barges, were seen there recently moored the full length of the wharf. One barge contained 2000 bales, of an approximate value of £100,000. One clip of 1500 bales was handled.

The Bendigo Co-operative Freezing Co. has commenced operations, and is preparing the first shipment of frozen lambs, at the rate of 2500 per day.

Closer settlement in the far North is increasing, and the State Rivers and Water Supply Commission is busily engaged extending channels in the Lake Lonsdale scheme.

Considerable interest is evident in the development of the Robinvale area, where a sub-divisional sale of town allotments will be held on the 23rd October. On completion of the bridge over the Murray, a fair stock business is anticipated. Recently a mob of 1200 sheep from New South Wales arrived in the Annuello district for transport by rail. These sheep were off the shears, and yielded fleeces averaging 14 lb. weight.

On Saturday, the 4th October, the annual picnic, inaugurated by the Railways Benefit Society, was held at Bendigo. More than 9000 visitors journeyed to the city in 11 special trains from Melbourne, and one each from Ballarat, Swan Hill, Boort, Wycheproof, and Toolamba.

The weather for the day was fine, and the visitors had a most enjoyable outing. Mr. Commissioner Molomby, Mr. A. E. Smith, Chief Mechanical Engineer, Mr. Canny, Acting General Superintendent of Transportation, and other representative railway officers were amongst the visitors.

Dandenong District

Mr. H. T. Robertson, District Superintendent, reports that the whole of the Gippsland district is looking exceedingly well. In some parts the rainfall has been heavy, but between Traralgon and Orbost there has been a scantiness. However, this area benefited by some of the later rains.

This year the weather was mild during September, so that the pastures in conse-

quence are affording good feed for the stock.

This is reflected at the butter factories in some places by their volume of business increasing earlier than was the case in 1923.

Crops of all sorts are coming along well. Of course, in this district those cereals grown (except maize) are usually for home feeding purposes, and do not affect our tonnage in the same way as those in the wheat areas of the State.

I understand that notwithstanding the low market price of potatoes just now, there will be a larger area planted this year than last year, whilst a slightly increased crop of onions may be expected if the season hereafter proves favourable.

Onions are now quoted at £21 10s. to £22 per ton, and in response those having them are forwarding, few now remaining.

Potatoes, on the other hand, are so low as 30s. to 35s. per ton that trucking is light, and large numbers of growers have not gone to the expense of digging them.

The market price for maize is keeping too low to induce holders to forward in large quantities. We are getting a few trucks only from the stations adjacent to the areas where this cereal flourishes.

Not so much sawn hardwood is now being railed from the lines where this class of traffic is usually drawn. The explanation seems to be the number of residences now being built in brick and concrete, and the use of Baltic timbers for constructional purposes therein.

The number of buildings now constructed of brick and concrete is evidenced by the business now being done in the sand pits at Cranbourne, whose orders keep them going at full pressure.

The coal traffic from State Mine and Yallourn continues at about the same volume. It seems quite possible the briquettes from Yallourn, both for domestic and industrial purposes, will be available at the beginning of next year. Their popularity will mean some extra haulage for the Department.

Live stock of all descriptions throughout the district are in fine condition. Dairying stock give promise of a very good season ahead.

Geelong District.

Mr. J. A. McGrath, Acting District Superintendent, says that the wheat season has now practically been completed, only a very limited quantity of this loading coming to hand at Geelong since end of September. For the season ended 30/8/24, and 30/9/23, the following figures are furnished as a comparison:—

1923.	1,951,845	bags received;
	1,909,653	bags shipped.
1924.	1,749,893	bags received;
	1,716,654	bags shipped.

The traffic dealt with in respect to coal ex New South Wales, at Geelong Pier, has, during the current year, greatly exceeded the tonnage dealt with for a similar period this year. For the period of 9 months, January to September, each year, the following tonnage was discharged at and despatched from the Geelong Pier to various portions of the State:—

1923.	Month of September,	12,910
	tons (for 9 months period,	83,859
	tons, ex 26 boats).	
1924.	Month of September,	20,891
	tons (for 9 months period,	165,506
	tons, ex 40 boats).	

It will be noted that the tonnage handled has increased by approximately 100 per cent., whilst the boats dealt with show an increase of approximately 50 per cent. only. This, however, is due to the boats dealt with this year carrying large cargoes.

During September, a kerosene boat was also at the Railway Pier, Geelong, and discharged 30,000 cases.

In consequence of the favourable weather conditions and excellent lambing, it is anticipated that the wool traffic received at Geelong will eclipse all previous records, and for previous and current seasons up to and inclusive of 6/10/24, the following constitute the number of bales received:—1923. 3257 bales; 1924. 6380 bales; an increase approximately of 100 per cent.

As a result of representations made by Mr. Kerley, Clerk-in-Charge, of Geelong Goods Shed, the Carlton Brewery Coy. have now reverted to the old arrangement of sending all their consignments from Melbourne to Geelong by rail, and also for empty returns being returned by rail. For some considerable time this traffic had been given to the motor lorries. The Ballarat Brewing Coy. have also fallen

into line with the former firm, and are sending their consignments by rail.

Maryborough District.

Mr. A. J. Morris, District Superintendent, reports that the beneficial rains which have fallen during the month, and the prospects for the coming season, are particularly bright. The lambing has exceeded expectations, and farmers are in good spirits.

The Commissioners recently were on tour over the Mildura and Pinnaroo lines. Pleasure was expressed by the Chairman (Mr. Harold W. Clapp), Mr. Canny (Acting General Superintendent), and Mr. Low (Auditor of Receipts) at the prosperous outlook for the district.

Credit is due to the staff for the interest shown in their work, and departmental property under their care, and the commendation of results achieved will no doubt encourage all concerned to go further.

The Department has benefited as a result of the enlargement of the Ballarat Football League, by the inclusion of Maryborough and Ararat. Revenue obtained from holiday excursion tickets issued at Maryborough during football season (April to September inclusive) for 1923 totalled £119, whereas for 1924 it reached between eight and nine hundred pounds. The Ballarat Clubs in the past did not travel, and when the revenue from football specials between Ballarat and Maryborough, and to Ararat, is added to the increase from Maryborough, it will be seen that the new League is in the interests of the Department.

Railwaymen in Maryborough played a prominent part in the formation of the Maryborough Club, and its admission at Ballarat; a number of them are among the leading players and officials.

The new Small Tools Factory has commenced operations at Maryborough, starting off with 20 hands, which will be gradually increased up to about 120.

The Maryborough Knitting Mills are working at high pressure. Fresh orders cannot be undertaken until February next.

Seymour District.

Mr. J. Fitzpatrick, District Superintendent, reports that the agricultural outlook continues very good indeed, and prospects were never more promising. The crops

and pastures are now making very rapid growth, the showery weather, with warm spring days, being ideal. There is abundance of natural feed, and the stock is in prime condition throughout the whole of the North-Eastern, Goulburn Valley, and Riverina territory. Glowing reports are to hand from all centres, and farmers and graziers generally are looking forward to very good times ahead. In the farm produce classes at the recent Royal Agricultural Show, the district farmers were well represented, and more than held their own.

Agricultural Shows.—Great local interest was taken in connection with the Agricultural Shows held at Benalla, Yarrawonga, Numurkah, Nathalia, Tocumwal, and Rutherglen during the past few weeks, and the forthcoming Grand National Show at Tatura, which coincides with the town's jubilee, promises to be a record in every respect. Preparations are being made for a big influx of visitors, and record entries have been received in all classes. A very pleasing feature this year has been the record entries received, and the increased attendances generally which may be taken as an indication of the season's fine prospects.

Wool Traffic.—Shearing is now in full swing in many parts of the district, and is proving to be the heaviest clip for some years. Fleeces are well grown, and in splendid condition, and with the record prices now ruling for all grades growers generally are optimistic as to the future.

Lamb traffic is greatly in excess of last year, and likely to continue for some time. At the last Shepparton market prices for sheep advanced slightly. Prime wethers realised 44/- to 49/-, and shorn wethers 30/- to 32/6; best spring lambs from 38/6 to 44/6.

Orchard Prospects. — Enquiries amongst orchardists disclose that trees are budding well, and showing good promise. A number of new orchards will come into full bearing this season. Prices that have been obtained for the sales of citrus fruit on the market and the development of the export trade indicate the excellent work carried out by the Victorian Central Citrus Association. Generally speaking, the returns to growers have been better this year than in any previous year, and which is almost solely due to the organised marketing of the produce.



An Impudent Little Boy.

Father: "Now, Willie, don't be naughty!"

Willie: "How do you know I am going to be naughty? You're not a barometer."

The evening was very cold, and Mr. Jones came home late.

"Where have you been till this time of the night?" asked his wife.

"Been and had my photo taken," replied Mr. Jones.

"And what have you done with your overcoat?" Mrs. Jones inquired.

"Overcoat," said Mr. Jones; "they've taken that, too."

"I had a funny dream last night. I dreamt that my mother-in-law had died, and that a few days afterwards Satan appeared before me."

"What did you say to Satan?"

"I asked him, 'Where in hell is my mother-in-law?'"

"Mein fader," asked John Gordon (otherwise Jacob Cohen, junior), of the secondhand clothes emporium, "a shentleman wants to know if dot all-vool, non-shrinkable shirt vill shrink?"

"Does it fid him?" asked father.

"No," replied J.G., junior; "it is too big."

"Vell, then, mein son," was J.G., senior's placid reply, "it vill shrink."

It was a well-known fact among his friends that Jake Levinsky wanted to marry.

"Say, Levinsky," said his friend Solinger, "they tell me you're looking for a wife?"

"Yes; but, of course, if I do get one she must be rich, pretty, young, well educated and respectable."

"Oh, come off, Jake; a girl like that would be crazy to marry you."

"Crazy she can be, too."

An Imbecile.—Mann: What makes you think Joe is weak-minded?

Phann: Whenever he goes to a ball game he is always perfectly satisfied with the decisions of the umpire.

The Tax that Failed.—An English shopkeeper noticed a tax collector looking closely at his shop. Presently, notebook in hand, the officer entered, and began a conversation as follows:—

"Your name is Jones?"

"Yes," Jones answered.

"You keep a trap?"

"I do, indeed."

"Have you a licence for it?" came question No. 3.

"No," Jones replied. An entry was made in the notebook.

Then, "How many does the trap hold?"

"Five," said Jones.

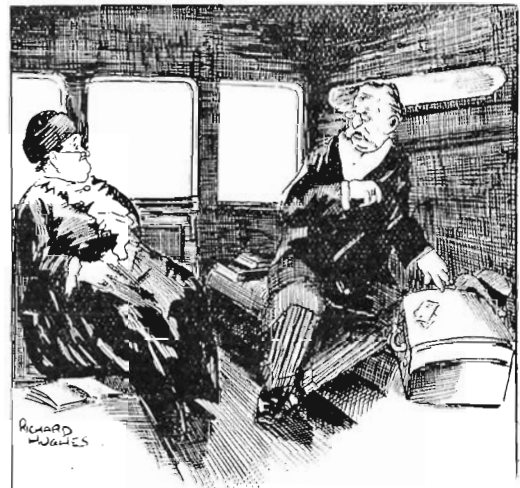
Another entry.

"How many wheels has it?" the officer persisted.

"None," answered Jones.

"Why, what kind of a trap is it?"

"A mouse trap," quietly answered Jones.



The Department's Oversight.

"We'll change into another carriage at the next station, Martha. The last carriage is dangerous in case of a collision."

"Well, William, isn't it a wonder they put it on?"



Horticultural Notes

November is always a busy and most important month in this department. Vigilance must be the motto, as the first stress of hot weather will quickly show the weak places, and after the favourable Spring the growths of plants, trees and shrubs, necessarily somewhat soft, will suffer. Lawns also will go "off colour," and if the hoe has been allowed to rust the weeds will exhaust the soil, and leave a fine crop of seed for future trouble. We would emphasise regularity as in last month's notes. It's the "grooming" that makes the lawn. In new gardens buffalo grass may still be planted to advantage.

Dahlia: must now have attention—time is the essence of success with these. Most frequently they are planted too early. Tubers that have been stored will probably have sprouted, possibly made a lot of growth. Cut it all back, and divide the tubers, selecting for preference just one tuber with a growth: these are the best for planting in mixed borders. For Show purposes the "green plants," or those struck from cuttings, are best, and the new varieties can only be obtained in this way. Prepare the ground for these by forking in the manure and turning the soil over two or three times, and don't plant till the end of this month, or first part of next.

Perennial Phlox, Delphiniums, Carnations, may still be planted. The American Carnations are practically robust and fine.

Petunias make glorious beds, standing the mid-summer sun. Planted now, they will bloom till nearly mid-winter. Seedlings are obtainable now.

Celosia, the plume variety, also **Amaranthus tricolor, New Giant Marigold, Mammoth Cosmos, Miniature Sunflower,** are all tall growing, and are most suitable and effective planted in the background or amongst shrubs.

Balsams look well when massed, also the **Cockscombs (Celosia cristata).** **French and African Marigolds,** the indispensable **Phlox Drummondii, Zinnias, Dianthus,** especially the single variety, all will give a wealth of colour.

Spring Bulbs that are now maturing will look untidy. Do not cut away the foliage, or the bulbs will be weakened. It may be neatly knotted or tied up.

Japanese Iris.—Another beautiful genus, long misunderstood, as requiring artificial running watercourses or ponds. They will do amazingly well in a deeply trenched, enriched bed, with plenty of water applied, in the same way as for Dahlias. Some fine displays will soon be seen in the public gardens, and our readers should note them for next season.

Keep the seed pods gathered off Sweet Peas and hose the foliage freely to prolong flowering. Liquid manure applied weekly will also improve them.

Shrubs.—Any that can be obtained in pots can be safely planted, also our native trees—Wattles, Gums, Callistemons, etc. **Bougainvilleas, Snail Creepers, Tacsonias, Passion Flowers and Passion Fruit** all do best planted at this season, given a little attention if weather proves dry.

Vegetable Garden.

Keep up regular sowings of **Lettuce,** the **Summer Cabbage Lettuce** or other Summer variety. Insist upon getting it. Sow in the drills. Let the drills be three inches deep, but only just cover the seed. The drill retains the moisture; a little short manure as mulch is very necessary.

Radish, Mustard and Cress.—A little sown every fortnight will maintain the salading supply. If nothing else can be grown in the home garden, grow the saladings above all. Our Melbourne market conditions render saladings, to say the least, most unsatisfactory.

French and Runner Beans.—Sow largely, also a successional sowings of **Peas.** **Yorkshire Hero** is an all-round everybody's Pea in Victoria.

Cabbage.—The large **St. John's Day** should be planted largely now. **Sureheader** is also a good resister. **Sugar Corn** is a luscious Summer vegetable. Sow now in rich soil, the rows four feet apart, and the seed 12 to 18 inches; if too close the cobs will be poor.

Spinach.—The round or Summer is best for now—a most wholesome dish. **Parsley** and **Celery** may still be sown, and towards the end of the month **Brussels Sprouts** and **Savoy Cabbage.** Keep the soil regularly stirred, and always have on hand a bag of superphosphate and bone dust mixed, to give a half-way help to all growing crops, hoeing it in just a little away from the stems of the plants.



With the "7th Reso." Train



IT is only just two years ago that the Victorian National Resources Development Train was first inaugurated.

From the very inception it has been popularly designated as the "Reso" Train, and as such is becoming more and more widely known.

The path set for the "Reso" Train is being gradually traversed, and each succeeding

trip is bringing us surely nearer the goal for which it was created.

The first few trips were mainly enjoyed by busy men of our commercial world, who were astounded at the lack of their true knowledge of the character and value of the land we possess and are proud of. The intimate knowledge which they gained of our country districts made them appreciative of the fine sterling work of those who tackled the storehouse of nature and made it give of its plenty to the benefit and prosperity of the people of our Continent.

The happy intermingling of city and country interests very soon demonstrated the value of our peoples in one part of the State getting to know the peoples of another part in their own environment, and so the development of the "Reso" spirit between different districts was the evidence of the progress made along the "Reso" road.

The "7th Reso" Train now marks a further milestone on that road by the happy association, under most favourable conditions, of men of neighbouring States coming together to discuss cultural methods and learn from each other how these methods may be improved to the advantage of their own district. This cannot only make for the advancement of the prosperity of this State alone, but of those of our neighbours; it must also help to create and develop such an interstate spirit that will lead us to cast aside all State parochial thoughts and prejudices and give us that wider national spirit and vision necessary for the promotion of the prosperity of the whole Commonwealth.

So far have we travelled along the "Reso" road: what are we to accomplish in the future?

The "7th Reso" was largely arranged at the request of representative farmers of the Riverina, who, having learnt of the advantages of the "Reso" Train, desired to use it and see at first hand how our farmers of the Wimmera had made their district so widely renowned for the advanced cultural methods adopted, and which resulted in marked increases in wheat yields.

The tour commenced on the 29th September, on which date the State Research Farm at Werribee was visited. Here the visitors were enabled to see the splendid experimental work which was being carried out by the Department of Agriculture for the benefit of the primary producers of the State.

Tests of various types of wheat, propagation of new crossbred wheats, rotation of crops, seeding rates, and the determination as to quantity and type of soil manures are all thoroughly investigated; these tests in various stages of development were the objects of keen interest to the Resonians.

In addition, specially selected seed is produced at this farm for distribution wherever required, thus assisting to build up a wheat crop from seed of the best quality, and best suited to the prevailing conditions.

In this way the members of the "7th Reso" had a very fitting introduction to their inspection of the wheat fields of the Wimmera. The first evening, whilst travelling to Beulah, a representative committee was formed to guide the interests and control the functions of this "Reso." The party was very fortunate in having amongst its number Professor Prescott, of the Adelaide University, on whom was conferred the privilege of being the president of the committee.

From the 30th September until the 2nd October, the party visited typical Mallee and Wimmera farms at Beulah, Warracknabeal, Dimboola and Horsham. It could not but be easily perceived in what manner this part of the State had been made to produce such excellent crops, bringing in its train prosperity to the settlers. Especially pronounced is this prosperity when we remember that in the early days of settlement a rabbit-proof fence was erected across the State cutting off that part which was not considered worth further thought. Portion of this abandoned country around Beulah was traversed on this tour, and was found to be now extensively settled and covered with waving wheat fields with beautiful homes dotted over the whole landscape.



1. Even the growing crop is inspected. 2. Water—the life-blood of the Mallee and Wimmera. 3. Resonian's inspecting seed plots at Longerenong College. 4. A concrete evidence of prosperity, array of motors at Horsham Show. 5. A panorama of the Horsham Show. 6. Resonians are keenly interested in the address on fallowing at Dimboola. 7. Dimboola's cars lined up. 8. Mr. McNabb explains the Wimmera-Mallee water supply at its head.

At every centre visited the local residents who voluntarily placed their motor cars at the disposal of the visitors, enthusiastically welcomed the party and had the utmost pride in showing them what their district could produce. Can we estimate what amount of good this exhibition of pardonable pride will do, not only to the local people, but also by impression on the visitors?

On this occasion the visit of the "Reso" train to Horsham synchronised with the local Agricultural Show, which is probably one of the finest in the State. Such was the pleasure of the local people at receiving their interstate visitors, that although it was Horsham's annual gala day, yet more motor cars than were actually required for the party were at their disposal. Such is the evidence of the growing popularity of the "Reso" Train, and is a distinct recognition of its value.

The members of the party visited the Show, and as each was wearing his "Reso" button (a distinctive disc with the member's name thereon as well as the slogan, "See Australia First—Start with Victoria," a more extensive knowledge of the institution of these trains was gained in the Wimmera than perhaps would otherwise be the case.

At the Show, Resonians were made to realise that the Wimmera could produce excellent live stock—particularly Clydesdales—as well as cereals.

Largely attended social functions were held at Warracknabeal and Horsham, at the latter about 500 men being present, at which public men acknowledged the wisdom in creating the facilities by which a better knowledge of the country could be attained, whilst members of the party expressed their appreciation of the whole-hearted co-operation of the local people in the movement and which was a very important factor in its success.

At Horsham the head waters of the Wimmera-Mallee Domestic and Stock Water Supply System was also inspected. It will be appreciated that an adequate supply of water is all important where the natural rainfall is only light, and as parts of the Mallee and Wimmera, unfortunately, have a very small annual rainfall, the benefits of such a system must be recognised. We should be proud of the fact that this system has no parallel in the world; it covers one-eighth of the State of Victoria, and has nearly 5000 miles of State channels, apart from private channels. The water supply for 33 towns is provided from it, and a population of over 70,000 persons depends on the scheme. Although the waters stored are those from the Grampian Mountains around Stawell and Horsham, yet channels delivered it across the State to even within two or three miles of the Murray. It is a paying proposition, and even if it were not it is such a factor in the welfare of our people as to make it a most valuable asset.

Leaving Horsham at midnight on Thursday, 2nd October, the train arrived at Werribee at 9 o'clock the following morning. Here a fleet

of motor cars voluntarily provided by the local residents was waiting at the station. A visit was made to the Melbourne and Metropolitan Sewerage Farm and the adjacent settlements, where about 240 settlers (including 110 returned soldiers) are successfully engaged in lucerne and vegetable growing and poultry farming. At the Sewerage Farm the important work of the Board in building up breeding herds of beef cattle was seen. Stud's of Short-horns and Herefords have been selected, and for these only pedigreed bulls, many of which are Show prize-winners, have been used.

The system of the disposal and purification of the sewerage of Melbourne was also explained and noted with interest by the visitors.

The whole party returned to Melbourne fully satisfied that the tour was worth while, and as an educator was of inestimable value.

It is interesting to record the following extract from the Country News of the "Argus" of the 18th October last, as one instance of the practical results of our "Reso" tours.

"The gift of a Friesian bull calf, from his pure bred herd, was made by Mr. A. W. Jones, of St. Albans, Geelong, for the use of returned soldiers in the Korumburra Shire, following his visit to the district on the 'Reso' train. The shire council decided to forward a letter of thanks, under the seal of the council, to Mr. Jones."

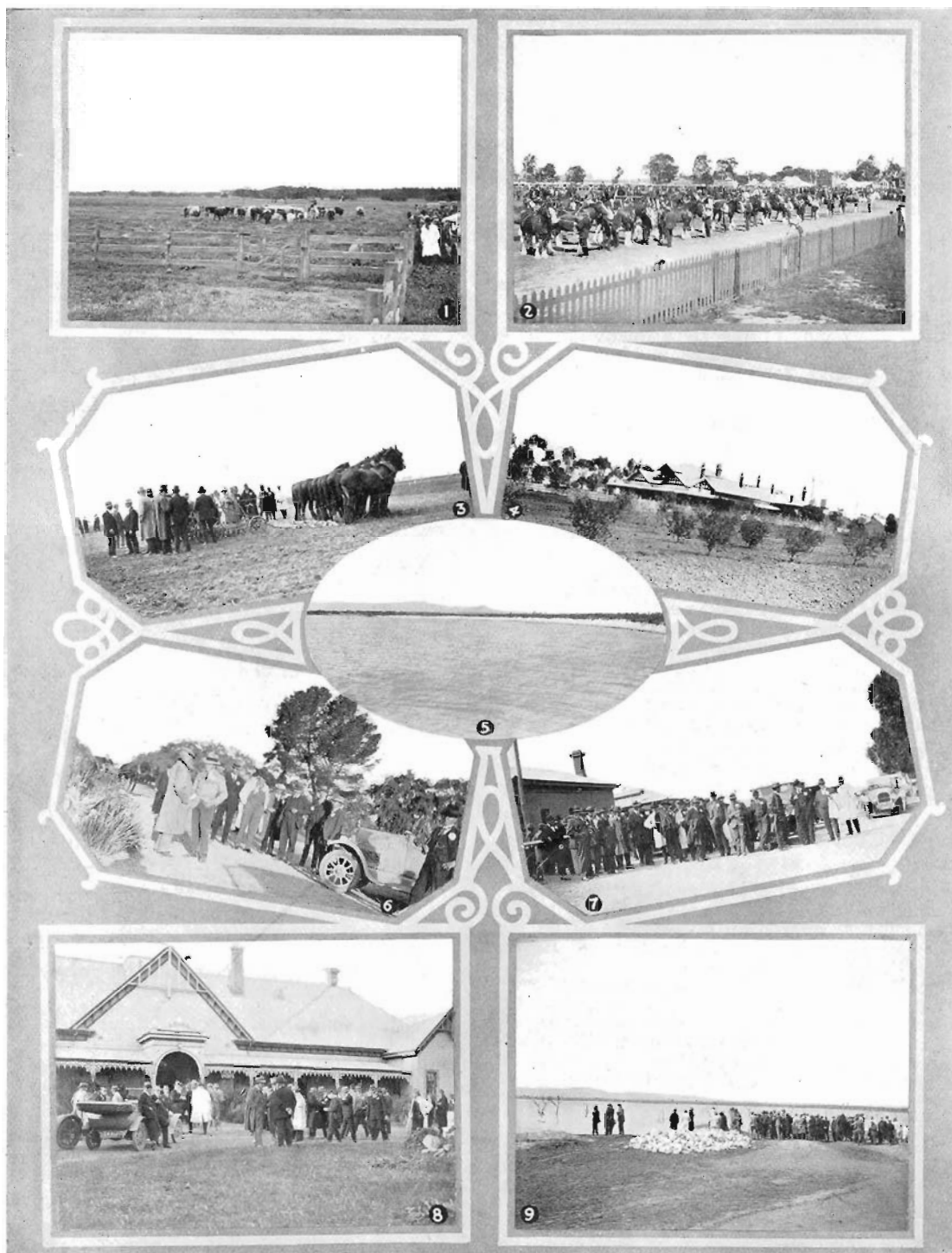
Each day a small Bulletin was issued on the train, in which matters of interest arising during the tour might be recorded, and in the final issue the following expressions of opinion from members of the party were published, which will give some idea of the thoughts of the participants of the tour.

Professor Prescott says:—

"The spirit of travel exemplified and developed by the "Reso" system is one that deserves every encouragement, and should be of boundless value in the development of the national resources of the country. The average tourist pays all his attention to the scenery or to the buildings, but very rarely takes any account of the people of the district, except perhaps to make personal remarks about their appearance and habits.

"Most Resonians travel with a set purpose; while we are not unmindful of the national beauties of the country, our main purpose is to meet the people, to see the other fellow, to learn what we can of his difficulties and how he overcame them, and then to go back to our own place to apply with discretion the knowledge that has been acquired. Whatever may be learnt, most Resonians will go back with the conviction that their own place wasn't so bad after all, but could be undoubtedly improved.

"It is only by the method of travel actually adopted that so much can be accomplished—it has been said that one may meet more men in three days than in three weeks by personal travel. The opportunities for discussion that occur on the train and the development of the feeling of comradeship is all to the good. There is not a Resonian who does not believe



1. Resonians view the pure-bred cattle at Werribee Sewerage Farm. 2. Magnificent display of horses at Horsham Show. 3. Farming methods are keenly discussed. 4. A sign of prosperity—one of Dimboola's beautiful homes. 5. A fine storage basin, Taylor's Lake, Horsham. 6. Mr. A. C. Drivermann, Principal of Longerenong College, welcomes Resonians. 7. Horsham welcomes Resonians (Professor Prescott with camera). 8. At Longerenong College. 9. A huge storage basin—Taylor's Lake.

that the money spent on the trip has been wisely spent, and will more than repay itself. As at present conducted, it is difficult to see how any improvement could be suggested. The personal element is the great secret of the success, the close contact with our fellow-travellers on the one side and the hospitality of the farmers visited on the other. One would like to see such a spirit of travel extended to the solution of other problems of interstate and even international importance, for it is only by such a method that we begin to understand each other, and that the knowledge can be built up which is the secret of a successful democracy."

One member of the party was an Agricultural Instructor of the Department of Agriculture of New South Wales, and he (Mr. E. S. Clayton) says, *inter alia*:—

"During this tour of the Wimmera. I have been endeavouring to closely study the system of fallowing and to consider how far Wimmera cultural methods or modified Wimmera methods can be applied to our Riverina soils.

"In the Riverina we have quite extensive areas of country similar to that in the Wimmera. This country is heavy black (crab holey) soil on which Boree timber will usually be found. We call this our 'Boree country.' It is extremely fertile, being wonderful grazing country, and producing very heavy crops of wheat when judiciously worked. This country is somewhat 'self-mulching,' but not quite to the same extent as your Wimmera country. After serious consideration, I have come to the conclusion that if Wimmera cultural methods are adopted in their entirety on this 'Boree country,' we can produce wheat crops just as heavy as those grown here; in fact, we have an advantage in that our rainfall is heavier.

"To my mind, the "Reso" Train affords wonderful educational opportunities to the community. Taking this particular trip for example, it affords an opportunity of seeing and discussing up-to-date methods in use in the best wheat growing district in Victoria. Apart from the excellent opportunity of seeing such a great number of farms, etc., the fact of discussing among ourselves what we have seen is of great value, especially as we are from a number of different localities in New South Wales and Victoria, and because we are such a mixed community, including as we do farmers and business men."

Mr. Kingdon, of Coolamon, who did most of the organising work in the Riverina, and through whom the Riverina farmers asked for this train, states:—

"On behalf of the New South Welsh Resonians, I desire to express unstinted appreciation of the great national service this, the seventh tour of the 'Reso' Train, has rendered. Latterly in our district there has been an agricultural awakening, due, in a large measure, to the published reports of the, to us, phenomenal wheat yields which in recent years, as a result of advancing agri-

cultural methods, have been harvested in the famous Wimmera district.

"The 'Reso' spirit which has been engendered amongst us during the past few days will in our district be perpetuated, and will be an added asset to the valuable information we shall take back concerning the methods of wheat culture which have been evolved in Australia's most famous and productive wheat district—the Wimmera.

"This tour is going to have a wonderful effect in the Riverina—I would have said Coolamon had I not previously made up my mind not to mention that very important district."

At the close of the tour the Reso. Committee forwarded the following letter to Mr. Clapp:—

Victorian National Resources Development Train.

See Australia First—Start with Victoria.

3rd October, 1924.

Mr. H. W. Clapp, Chairman of Commissioners,
Victorian Railways, Melbourne.

Dear Sir,—Before we leave this Seventh "Reso" Train, the Resonians unanimously wish to express their appreciation for the facilities which have been afforded them to see the Wimmera district under such favourable conditions. We have had a most enjoyable and comfortable trip, and we desire to express our sincere appreciation for the way in which the officers and staff of the train have, with unfailing courtesy and cheerful willingness, placed their services at our disposal. The visitors from the Riverina district of New South Wales particularly desire to express their appreciation to the Government for this wonderful opportunity.

Apart from the successful farming methods of the district, we are particularly impressed with the development of the water resources of the Wimmera—Mallee area, which has enabled the farmers to build up their prosperity on a secure foundation.

In conception and actual development the Resonian system of travel, if we may so call it, is one that deserves to be made widely known and extended to the other States of the Commonwealth.

We are, for and on behalf of the Resonians,

Your faithfully,

The Committee.

(Signed) H. R. Alexander, J. A. Prescott (chairman), M. L. Kingdon, T. E. Gorman, W. D. Leslie, J. W. Curnow, H. E. Guy, R. Hammon, J. C. McLean, T. Purves.

Truly we can confidently affirm that the "Reso" tours are materially helping to advance the prosperity of the State and Commonwealth, on which the success of our own service largely depends.



BOOKS AND NEW BOOKS.



Books—New and Old

Stories of Sea, of London, and for Girls

By DELTA

Of all the notices I have read on the passing of Joseph Conrad—I was busy with his last fine novel, "The Rover," when the cables chronicled his demise—I doubt if anything sweeter in its simple strength than Robert Blatchford's estimate has been written. Sample these shining lines: "Joseph Conrad, who has been taken from us so suddenly that we had not even time to say good-bye, was one of the most remarkable and interesting personalities in literary history. A great novelist and a great writer (the two qualities are not inseparable) his achievement extended beyond the mastery of his beloved art. We have all been struck into admiration by his unique proficiency in the English language, but that proficiency is less surprising than his marvellous understanding and appreciation of the English character. To this literary magician the people of these islands were an open book. It is a simple statement of fact to say that he knew us better than we know ourselves. In how many native authors do we find British characters so essentially and completely British?"

Conrad's name suggests that one of the successes of the season is "Ordeal," by Dale Collins. It is a sea story, full of drama, and it holds you to it breathlessly. Because a steward held him as a boy over the rail of an Australian coastal ship, we get "Ordeal" as an expression in a way of the hatred Dale Collins has ever since felt for that steward who so terrified his boyhood. At any rate, the yarn is altogether readable, and both striking in plot and absorbing in its live interest. The piercing picturing of the fascination and dreads of the sea reminds me of "Anna Christie," that play of greatness by O'Neill. Dale Collins, an Australian, has given us a novel at least equal in strength to most of the American full-blooded stuff of which so many rave. Try "Ordeal" if you want to be thrilled.

By the way, Dale Collins used to be descriptive writer of the Melbourne "Herald." At 25 he left and went voyaging on the "Speejacks," and wrote a book on the trip that was enthusiastically reviewed. He was born in Sydnev, and had had his name in print when aged 8, and by 11 had written a story! His father, a doctor, died attending miners in a bush camp. Dale Collins is now doing well in London.

In "More Queer Things About London," C. G. Harper gossips entertainingly about London's interesting objects, customs and survivals. He talks of the changes he has seen, and in his passages makes us realise a similar emotional experience in contemplating Melbourne. Says he: "Altered although so many things are, when you come to consider the work of but a few years upon London, the alterations have come about so insensibly that you do not feel strange—not being an expatriated Londoner, returning after many years—amid them. It is only when halting awhile to take stock of such things that the changes are seen to be so considerable. It is this quality of continuous, but not too rapid, progress that keeps us Londoners warm in our affections for our great city. Like our friends, she changes insensibly from day to day, not to us, but in herself."

Apropos, many changes, of course, have come to London in the last 40 years. One of these is the lessening of drunkenness. "There was a period," says W. Pett Ridge in "A Story Teller: Forty Years in London," "when the tipsy man constituted one of the best appreciated jokes. Drunkenness amused everybody, except, maybe, the wife and children of the drunkard. I walk about in London now, east, west, north and south, and often a week goes by without an encounter with anybody who exhibits the signs of over-indulgence in alcohol." Other changes are noted. "The electric light made its bluish, ghost-like appearance outside the old Gaiety Theatre in '78; a chairman of a gas company said, 'When the Paris Exhibition—then being held—'closes, the electric light will close with it!' Motor-drawn vehicles I first saw in the 'nineties with a man ahead carrying a cautionary red flag, and under the four miles an hour limit."

A story that in its appearance, size and contents makes an ideal Christmas gift-book for a grown-up girl is "The Maid of Stonystream," by Faith Baldwin. It is of the category called "clean and bright," and is not likely to unsettle character or the home by its introduction to the family circle. Faith Baldwin writes with a charm all her own, and knows how to interest her audience. The plot revolves

around the doings and love affairs of happy young American people, whose lives are cast in pleasant places, but to whom sentimentality is as dear as high spirits. Jilted by one girl, a rising playwright is not at first able to see the love light which glints for him in the eyes of the jilt's friend, but in the finish everything ends right for everybody. Simple things make up life's joys and sorrows in such a world, and the story gets somewhere near being fairylike. Laurel, Elaine, the flapper Jane, Aunt Samantha, Uncle John and the heroes, with others, make exploits and characterisation captivantly displayed in a 300-page story reminiscent of Charles Garvice. Our copy is from Robertson and Mullens.

Robertson and Mullens also send "Fidelis." by Jane Abbott, whose books for girl scouts and girls generally have a wide vogue in the States. Mrs. Abbott's new story deals with a girl's school and the struggles of the new principal's daughter—fifteen years old—to win the friendship of her companions. Incidental to the unfoldment of shyness and the overcoming of it—with friendships held fast and cheerfulness over all—we have a haunted house, a mystery, and, if you like, secret society, otherwise a band of girls grouped as the Gyppery. They have fun aplenty, do the girls of the story, even in spite of their young tragicallness.

"The Care of Your Car."

A Reliable Guide for All Motorists on the Subject of Car Maintenance

A new edition of this valuable little text-book on car maintenance has just been issued by the Vacuum Oil Company Pty. Ltd. Right through its 64 pages there is much that the motorist will read with interest and profit. There are many good illustrations which aid the reader to fully grasp the subject matter of the various chapters.

The information embodied in "The Care of Your Car" has been carefully compiled by the Boards of Automotive Engineers of the Vacuum Oil Company.

An interesting feature of the publication is the chapter on "Troubles and Their Remedies." Fifty-four common motor troubles are listed, and the remedy is shown in each case.

By following the practical and sound information contained in the pages of this booklet, and by using the grade of oil recommended in the chart for his particular car, the motorist will secure full operating efficiency and will be greatly assisted in keeping down his costs for maintenance and repairs.

"One of the great steps in organic evolution was the first voice, indicated by our frogs and toads—it serves as a sex-call. Then the voice later on in evolution becomes a maternal call. Later on it becomes an infantile call, as when the unhatched crocodile pipes from within the deeply buried egg signalling to the mother that it is time to be unearthed. Then comes the expression of emotion, as in the singing of birds outside of the breeding time. Later we have words for things or feelings. And lastly words become the medium of social intercourse and make it possible for man to reason."—"Discovery."

Bookselling in Old Rome.

No law of copyright protected the interests of authors; and when the works of Cicero, produced by experienced copyists whom Atticus had purchased, were circulated in Italy and Greece, there was nothing to prevent an enterprising tradesman from employing his own slaves to pirate, with gross blunders, the authorised edition. The booksellers' shops were situated mainly in a street called the Argiletum, which abutted on the north of the Forum, not far from the Rostra. The books were written on papyrus imported from Alexandria, and were mounted on wooden rollers. The titles of new publications were posted upon pillars outside the shops; but their best advertisement, apart from the reputation of the writer, was the praise of his friends, when their judgment was known to be sound. Their prices, considering that they were produced by hand, seem remarkably low; handsome copies of the first book of Martial's epigrams were sold for five denarii—about four shillings—a charge which the author thought excessive.—T. Rice Holmes, in "The Roman Republic and the Founder of the Empire."

Ivanhoe.

What a book it is! The second greatest historical novel in our language, I think. Every successive reading has deepened my admiration for it. Scott's soldiers are always as good as his women (with exceptions) are weak; but here, while the soldiers are at their very best, the romantic figure of Rebecca redeems the female side of the story from the usual commonplace routine. Scott drew manly men because he was a manly man himself, and found the task a sympathetic one.

He drew young heroines because a convention demanded it, which he had never the hardihood to break. It is only when we get him for a dozen chapters on end with a minimum of petticoat—in the long stretch, for example, from the beginning of the Tournament to the end of the Friar Tuck incident—that we realise the height of continued romantic narrative to which he could attain. I don't think in the whole range of our literature we have a finer sustained flight than that.—A. Conan Doyle, in "Through the Magic Door."

Keats gives us what is probably the most affecting picture in words that the English language possesses in his "Ode to a Nightingale." What mastery of arts lies in the words:
No hungry generations tread thee down;
The voice I hear this passing night was heard
In ancient days by emperor and clown:
Perhaps the self-same song that found a path
Through the sad heart of Ruth, when . . .
She stood in tears amid the alien corn. . . .

And again the sun blinks out, and the poor sower is casting his grain into the furrow, hopeful he that the Zodiacs and far Heavenly Horologes have not faltered; that there will be yet another summer added for us and another harvest.—Carlyle.

Safety First

"Don't Give a Hang"

According to a contemporary, two negroes had a deal in which a mule changed hands. Shortly afterwards they met. "Look here, Sambo," drawled Rastus, "dat mule you sold me am stone blind." "How come you know dat?" questioned Sambo. "Ah turned him out in de yard yiste'day and he walked right smak into a big tree." "Rastus," said Sambo, "dat mule ain't blind, he just doan give a hang."

How like mules some men are! They're not blind—they can't pass the eyesight test "on their heads"—outwardly they have all the faculties necessary for their safety, but they flout the law of self-preservation. Every employee who boards moving vehicles unnecessarily, uses defective tools, fools with machinery he doesn't understand, leaves broken glass and upturned nails about, or fails to remove avoidable risks to himself and others, is a self-proclaimed fool, and sooner or later he or his mates will have to pay the penalty of his neglect.

Let's all unite to get rid of the "Don't give a hang" feeling. Let's sit up and take notice of what is going on all round. A man's safety involves his own happiness, and that of his dependants. These things are too important to be dismissed with a careless "Don't give a hang."

One of the most useless things in the world is that part of a careless man which he leaves in a piece of machinery.

There is No Short Cut

There is never going to be any guarantee of the safety of human life that is not based upon the human factor. It is well enough to invent safety devices, but the best safety device in the world is intelligence. No amount of signs, notices, semaphores, red lanterns, machinery or policemen can save an absent-minded man who will not look where he is going, from breaking his neck. Safety, in other words, along with many other things we think we can get by cleverness, can only be gotten through education. There is no short cut.—(Arthur Brisbane).

Safety First! It's far more clever
To get to business late than never.

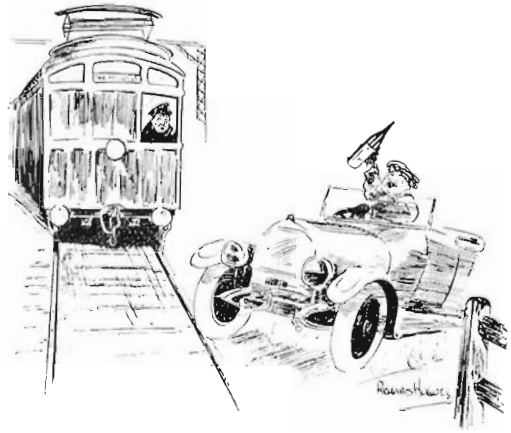
Life is short, don't make it shorter.
By crossing where you didn't oughter.

Accidents benefit no one, and bring loss to nearly all of us. It is so easy to be careful if we try.

Tragedy lurks unashamed in many a corner of the Service. Many a man to-day occupying a menial position through some defect either physically or mentally, caused by an injury sustained on duty, would, but for this disability, be on a rung much higher up the ladder of success, and although the sympathy of all goes out to such a man, he can only be paid according to the value of the labour he is performing. Can you imagine his feelings when he realises his inability financially to provide for the welfare of his children in the way he would like, and to give them the education necessary to successfully compete with those more fortunately situated, in this day of specialisation. Is not this alone sufficient to make us do all that lies in our power to prevent ourselves and others from being placed in this invidious position?

If you stop to think you will no doubt think to stop before crossing railway tracks.

The time is opportune to remind readers that we are always willing to hear from railway



Stop, and let the train go by—
It hardly takes a minute;
Your car starts out again, intact,
And better still, you're in it!

men their experiences in regard to hazards connected with their particular work, or accounts of accidents, the publication of which may prevent injury to others.

Whilst most accidents are the result of carelessness, and we try to keep the "Safety First" slogan ever before the staff, it is recognised that some mishaps are due to ignorance. There may be risks attending the operation of new machines and devices, or even in connection with those with which everybody is thought to be quite familiar, and if you know of any of these it is only fair to let your mates into the secret. Publication makes it possible for 27,000 of your fellow mates to be warned of unsuspected dangers.

Walking is one kind of exercise that prolongs life, provided you keep a sharp lookout for motor cars.



CONFESSION.

Professor Frank Dempster Sherman, an American who died in 1916 at the age of 56, put into these verses his wise philosophy of cheerfulness—a gift that should be natural to the brave hearts in all lands.

When I was young I made a vow
To keep youth in my heart as long
As there were birds upon the bough
To gladden me with song:

To learn what lessons Life might give,
To do my duty as I saw,
To love my friends, to laugh and live
Not holding Death in awe.

So all my lyrics sing of joy,
And shall until my lips are mute;
In old age happy as a boy
To whom God gave the lute.

DICK'S FACT.

"Teacher told us," said Dick, quite out of breath from running so fast, "to bring a fact to-morrow to school to tell about."

"A fact," said mother. "What is that for?"

"So we will know how to use our eyes, and tell things afterward," exclaimed Dick, stretching his own eyes very wide open.

Mother laughed, and said, "Well, Dick, it's a fact that I'm very glad you are home, for I need your help very much to run downtown to the market, to the post office and to the grocer's."

When Dick got home with all the things, supper was ready, and after supper he helped his mother with the dishes, so sister could study her geography.

Then it was bedtime, and the next morning he was so busy that he forgot all about the "fact" until he was almost at the school house.

He stopped to think about it, and just then a window in a little white house across the street flew open, and a voice cried out, "Dicky boy, come here; I want to show you something."

Some dear friends of his lived there, and it generally meant delicious sweets or cakes when they called to him; so he went in very willingly, for the school house clock told him that he had plenty of time.

Miss Amelia could not walk without crutches, and Dick felt very sorry for her.

She was in her wheel chair now, and she rolled it over by the window while her mother went to get the sweets, and there on the sun-

shiny pane was a great crimson and black butterfly.

"I found this," said Miss Amelia, taking a brown pod from the mantleshef, "last autumn in the porch, and I threw it into my work-basket. Last night I could not sleep, for I thought a mouse was scratching, and this morning we found the pod open, and this lovely butterfly. This pod is a cocoon, Dick."

"Oh, I'll have that to tell for my fact!" said Dick, stuffing his pockets with chocolates. "Thank you."

So, when the teacher called for the facts, Dick stood up very straight, and said:

"Miss 'Melia, my friend, who gives me sweets, found a 'coon in the porch last autumn, and when it was in her basket a long time, it turned into a mouse, and then to a butterfly."

The scholars laughed a little, but they were much interested when the teacher explained about the caterpillar, the cocoon and the butterfly. Dick had not understood.

THAT BOY.

Hurrah for me! I'm "that boy." Grandmother talks about him; she says, "There's that boy again!" I wonder if she wants me to be a girl? Then, whenever I go near the girls playing doll tea party, they begin to grab their things and cry, "O there comes that boy!" I would just as soon be some other boy; but I can't. Father says: "What is that boy up to now?" Just as though a boy didn't have to be up to something or—bust. What's wrong with being a boy? Father was one and grandma—she couldn't be. Father is always saying: "When I was a boy." I guess it's all right to be a boy, or God wouldn't make so many; but maybe I'm not the best kind. I could please grandma and the girls better; I guess I'll try—I'm tired of being "that boy."

LITTLE RUNAWAY.

It's half in earnest, half in play,
When Tommy tries to run away.
He pulls so hard that Sister Nan
Must tug and hold him all she can.
"Whoa! Whoa!" she cries, "my pony, O!
How hard you pull, how fast you go."

Suppose Nan wearied of the fun,
Let go her hold and let him run.
Suppose he tripped and fell—suppose
He bumped his precious, precious nose!
O then, I think, our little man
Would turn and run to Sister Nan.

Alonzo Ames.



Busy Day at Regan's

By "Bushie."

Rainin' cats and dogs on our selection in South Gippsland, and mud as sticky as glue up to your knees anywhere off the track. Not so much a day as a deluge. Up above seemed comin' underneath. We boys were skylarkin' in the barn, and hopin' it would rain on till world without end. Dad had dandered up to the vatican. That was a standin' joke of dad's, that about the vatican. A chap named Pope lived in a fencer's camp about a mile from our place, and dad and him was as thick as bees in a swamp.

Mother was cookin' fat scones in the kitchen, and Rose and Carrie were lookin' over a hawker's pack in the sittin' room. The hawker was tryin' to make hay on a rainy day. All the horses were hangin' their heads over the slip rail to pray to be taken in out of the wet. Except for two roosters who were fighting over a crowin' record, all the fowls that couldn't get into the henhouse because the pigs were in possession looked the picture of misery. The poddy calf was buckin' himself dry in the buggy shed. Over in the paddock the cows were standin' end on the weather. It was not a picnic outside, but we boys were makin' things hum in the barn. I tell you it did rain.

We were all about but Tom Blake, our new chum cousin, who came out from Home, so he told us, to shoot lubras, which he reckoned were wild beasts. Tom had quite lately swopped his flash pistol for a fancy shirt with brassy eyelets and embroidered collar.

He was a pretty useless 'possum was Tom, and a bit starchy when he had his fancy clothes on. Mother used to give him a serviette at meal times, and Dad said he was a dirty feeder to be wantin' an apron with his tucker.

Neither Rose nor Carrie cottoned to Tom, but mother said he was to be just like one of her own and somehow he got more goodies than we did. Tom was a great performer with a knife and fork. Carrie said he had an aching void. Dad's remark was too vulgar to repeat in decent company, but everybody around our way heard about it. We boys took care of that. Tom had left with an old packhorse just before the rain to fetch a couple of bags of sugar from the store at the Glue Pot. We boys reckoned Tom would get washed away at the creek, but we didn't stop considerin' long enough to feel sorry.

About 11 o'clock mother came over to the barn with a plate of smokin' hot scones, and

then begged us to go out into the deluge and look for Tom and his packhorse. It was rainin' river all the time, but mother coaxed us to put our macks on, and we three boys, with our mouths and pockets full of hot scones, started off on an easy run down the corduroy road.

About a mile down the track we saw Tom, and stopped suddenly to laugh like jackasses. Tom heard us, but he didn't laugh. He was too busy playin' a circus game with the old horse. That lazy Tom had ridden on top of the pack as far as the creek, and was slippin' down when one of them iron hooks on the saddle caught him, by the belt. There he hung like a capital V, upside down, and he and the old packhorse were turnin' round and round in a circle, and I reckon he would have died of water on the brain if we hadn't taken pity on the old nag, and cut him adrift. Tom was leakin' badly, and when he stopped coughin' and splutterin' he said that if anybody would hang him up to dry in a warm kitchen he'd feel as happy as anyone could be in this shell of a country. Tom is only a fine weather Australian, but rain is better than fog any day.

Just after dinner Dad, who had brought Pope back to curse the weather and play euchre for black tobacco, took offence at the way the hawker chap was laying up to Rose and Carrie, and he and Pope kicked the cheap fellow's bundle out into the rain, and then Dad and the hawker got mixed up in the landscape. Pope said he'd wait to see if Dad could lick the hawker. Mother was soolin' on Dad, because she always backed him up in everything, and the girls were cryin' and laughin' by turns.

They didn't care much for the hawker chap, but there'd been no city man around since a time-payment chap visited us in the spring and sold mother a thing that played the piano. We haven't got a piano yet, but mother said we'd get one some day, and it would be handy to have a player in the house.

We boys were enjoyin' the fight from a safe distance, and gave three cheers when Dad got the hawker's head under his arm and was punching him to sleep. Mother got Pope to drag Dad off, and the hawker harnessed up his horse and took a hasty departure. When he was quite a mile away we could see him shaking an angry fist in our direction.

Mother said that as it hadn't stopped rainin', she'd give us some tea and scones, and then we three boys could fetch the cows up to the milkin' shed.

We didn't milk for a creamery, but just enough for ourselves and the butter tub. Just as we were startin' off after the cows, blasted if old Fogarty didn't arrive with his traction engine to help Dad pull out some timber to the sawmill. We'd been expectin' Mister Fogarty for a month or so, and he'd come along the good corduroy road from his place, about five miles away, on a rainy day because he daren't try any other direction on account of the mud.

Dad, mother and all of us ran out to the slip rails to welcome Mister Fogarty, an old friend of ours, and he let off the steam whistle to show us how glad he was to see us all again. We laid planks down to make the passage easy from the corduroy into our place, and the engine steamed in as nice as if it were on steel rails.

All of a sudden Mister Fogarty gives a yell and tumbles out of the little staging where the stearin' gear was, and that old traction engine started on a career of its own makin'. The house yard was muddy, but hard with stones we'd paved it with, and the traction engine went round it as if it were a fiery demon of destruction. First, it tore the fowl-house off the earth, and on the next turn it just shaved the end of the barn and ran over two of the fat pigs that came squealin' out of the buggy-shed. Mister Fogarty and the rest of us were chasin' the crazy old thing and yellin' "Whoa," just as if it had been a horse.

Mister Fogarty told us in a hoarse yell that if only he could get on top he'd bring up with a round turn. We had no time to believe him. Dad was using language unfit for print, but mother and the girls laughed as if their feelin's were relieved thereby.

Pope got a brilliant idea, and he up and shoves a great log in front of the engine. Over the log it went as if an obstable race was what it had been waitin' for all the while, and before you could say Jack Robinson, the stupid old thing had butted into the kitchen doorway and was tryin' its very best to heave the whole house up on its back.

Mother and the girls were took with hysterics, and Dad said he'd sue Fogarty for heavy damages. But it was all right. Old Fogarty jumped on from behind, turned a wheel, and just saved us from being done out of house and home.

We boys always refer to that happy time in the wet as the busy day at Regan's. We're pretty old boys now, we three, and dead nuts on helpin' Dad pay off the mortgage, for mother's sake.

❖ ❖ ❖

The Sea's Greatest Mystery

What Happened to the "Marie Celeste"?

By Richard Hughes, Junr.

Mention was recently made in the Press, that a solution of the classic sea mystery, the inexplicable abandonment of the brig "Marie Celeste" fifty-two years ago, had been advanced by a Captain Lucy, who claims to

have obtained a confession from the boat-swain of the ill-fated brig. So many absurd and contradictory sailors' "deathbed confessions" have been made, however, that any suggested solution of this mystery is always regarded with suspicion. A brief recapitulation of the circumstances surrounding the mystery may be of interest.

In the autumn of 1872, a brig called the "Marie Celeste" left New York for Genoa with a valuable cargo of petroleum and alcohol. She had a crew of ten men and officers, and was captained by B. S. Briggs, who took with him his wife and two-year-old child. Some days later the "Dei Gratia" left New York for Gibraltar and overtook the "Marie Celeste," which was observed to be drifting along aimlessly, under partial sail. The sea being calm, the mate and captain were rowed from the "Dei Gratia" and boarded the brig. They were amazed at the condition of the "Marie Celeste."

There was not a soul on board. The last entry in the log was November 24th—some ten days before the vessel was encountered by the "Dei Gratia." The cargo was in perfect condition, while in the fore-castle the sailors' chests were found undisturbed, their clothing and money untouched. A sewing machine was found in one of the cabins, and a thimble lying on its side on a corner of the machine, which proved that there could have been no recent storm. Toys were strewn carelessly about the floor. The appearance of the table showed that four persons had risen from a half-eaten meal to leave the cabin for ever. A child's dish of porridge had been half-finished. By the captain's place at the table lay two halves of a hard-boiled egg in the shell. At another place at the table stood a bottle filled with a popular brand of cough medicine. The cork lay on the cloth, as further proof that there had been nothing but a calm sea. In the mate's cabin were found two watches on the table. In the fore-castle, too, pans on the stove contained a breakfast ready-cooked for the crew. Some of the crew's clothing, which had just been washed, was hanging on a line. While the compasses of the vessel were found, the chronometer was missing, but absolutely not another thing was gone.

Why, then, if there was no gale, no mutiny, no piracy, no famine, no pestilence, should the brig's occupants have vanished? In any case, how could they have vanished, as no boats were missing? These questions have never been satisfactorily answered.

Conan Doyle advanced an ingenious, if rather fanciful, explanation in his "J. Habakkuk Jephson's Statement," but the most plausible theory originated from Mr. A. Howard Linford, the headmaster of the Peterborough Lodge preparatory school in Hampstead, who stated that he had obtained papers from a survivor of the "Celeste" which gave a detailed explanation of the mystery, suggesting that Captain Briggs had gone out of his mind during the voyage.

The latest solution advanced by Captain Lucy is to the effect that the "Celeste" had

sighted a derelict which proved to contain £3500 in gold and notes. The officers and crew divided the money, sank the derelict, and wishing to avoid questions, decided to abandon the "Celeste" in the derelict's boats, and make their disappearance as mysterious as possible. This solution may be correct, but it is unlikely that many will accept it, and so the baffling and uncanny disappearance of thirteen people in mid ocean under such mysterious circumstances remains unsolved. And the probability is that it will remain so for all time.

* * *

Various Pars

Although traffic on the French railways increased approximately 30 per cent. over the preceding year, the financial results of operation did not register a corresponding improvement. The State railway is likely to show an operating deficit of 460,000,000 francs, which is over one-third of the total estimated operating deficit of all the important railways in France. On February 6th, 1924, the Superior Railway Council proposed an increase of 12½ per cent. in freights, and from 47 to 50 per cent. increase in passenger fares.

The installation of the millionth telephone by the Bell Telephone Co., in Illinois, U.S.A., marks an era in the progress of the world. More telephones are in use in Illinois than in all of England, while in Chicago, alone, more telephones are in operation than in Africa and South America combined; more than in France and Spain combined.

The Montreux-Oberland Bernois Railway Co. (Switzerland) is interesting itself financially in the starting of new Alpine motor 'bus services. Motor services in the Alps are developing so rapidly that they seriously threaten the mountain railways, which have been built mainly for the benefit of tourists. The management of the Bernois Co. has been studying the question for some time past, and as a result will probably encourage such motor services as will bring new passenger traffic to the railways.

A new type of ricksha recently made its appearance on the Shanghai streets—a pedicab, modelled on a combination of ricksha and bicycle. Coolies are put through a course of training before they are allowed to operate on the streets with their machines. Greater comfort for passengers, as compared with the old style of ricksha, and more speed are claimed for the pedicab. The fare schedule authorised by the Shanghai Municipal Council is: For one mile or part of a mile, 10 cents silver; for every half-mile beyond the first mile, 10 cents silver. For the first hour or part of an hour, 50 cents silver, and for every following hour or part of an hour, 40 cents silver.

The coal bill of the New Haven (U.S.A.) railroad amounts to 12,000,000 dollars a year,

or a million dollars a month. If the amount of coal the New Haven burns in a year was loaded into coal trucks, each carrying 55 tons of coal, it would require 218,182 trucks. And if it were possible to make these trucks into one train, it would extend for a distance of 1422 miles, that is, the engine would be at Beaufort, in Victoria, and the van at Brisbane.

The first South African lines were of the 4ft. 8½in. gauge, but this gauge was abandoned, and the 3ft. 6in. gauge substituted when the necessity arose for extending the lines through the mountainous country into the interior, as it permits of sharper curvatures and reduces cost. In order to cheapen construction costs in districts where traffic is not heavy, an even smaller gauge of 2ft. has been adopted, of which there are 1102 miles in the Union.

A new movement in education seems to have been inaugurated by the Headmasters' Conference some weeks ago in England. A syllabus has been issued, whose aim is to create "interest in the science and art of healthful living."

* * *

"The Locust Pest"

Locusts have been very troublesome in the Free State, South Africa, and the Railway Administration, which finds its trains delayed and held up by millions of voetgangers on the lines, has had to devise a special locust train to deal with the menace.

The "Locust Special," as it is called, consists of an engine, van, and a 2000-gallon tank, containing locust poison, manufactured by the Government. On the tank is mounted a Worthington steam pump, supplied with power from the engine, and operating two powerful sprays, which are capable of covering a considerable area on each side of the line.

Unlike the farmer, with his portable spray, the locust train has a limited field of operation, but experiments have been so successful that a second train is now being equipped in a like manner.—"Railway Gazette."

* * *

The capital invested in the Canadian paper pulp industry amounts to over 380 million dollars, and the export of pulp and paper products during 1922 were valued at 123 million dollars, being exceeded in value only by the group of agricultural products. As cheap power is an essential factor in this industry, it is not surprising that 90 per cent. of the power used for that purpose in Canada is derived from waterfalls.

* * *

On January 1st, 1924, the total length of the world railroads was 750 000 miles. Of this total 65 per cent. were privately owned, and the rest by Governments. Great Britain and the United States combined possessed 280,000 miles of railroads, owned and operated entirely by private concerns.



Across the Baw Baws—Warburton to Walhalla

A Popular Tourist Walk

An eminent art critic has declared that the outlook to a mountain is finer than the outlook from a mountain, because, from the higher points the values of perspective are lost. The lovers of wild scenery and natural life may test the matter for themselves on the tourist route usually styled "Across the Baw Baws." It commences at Warburton, the railway terminus for the Upper Yarra, and ends at the mountain mining township of Walhalla, a distance of 71 miles.

The first stage of the journey is along the main road to Wood's Point, passing up the Yarra Valley and overlooking for a greater part of the distance the reaches and bends of the river.

McVeigh's Hotel (20 miles), at the junction of the Yarra and Walsh's Creek, ends conveniently the first stage of the journey, which may be described as two days of river scenery followed by three of mountaineering. Should the time at the disposal of the tourist be limited, arrangements can be made with the proprietor of McVeigh's Hotel for transport over this section of the journey.

From McVeigh's, at suitable points across the Baw Baws, tourist huts have been erected, and the first of these is reached 14 miles from the hotel. As one progresses, the track becomes steeper, the air cooler, and Nature shows us its rugged grandeur and beauty o'er valley and hill.

Making this shelter house the centre for side explorations, the outstanding feature on the journey is the Yarra Falls. From the lowest fall upward for 750ft. there is a succession of white cascades, which, before the Public Works Department opened up a climbing track, were long hidden from view in the scrub, their charm and beauty known only to a few bushmen and surveyors.

From the lookout above the falls there is an attractive view of the mountain, with the value of the perspective not yet lost. Thence on, the track is a kind of switchback with the rise ever a little greater than the fall, until the end of the third stage is reached at the second shelter house upon the crest of Mount Whitelaw. From the saddle of the range there is a view on either hand over the watersheds of the rivers—the Yarra taking its share of the mountain tribute to Port Phillip

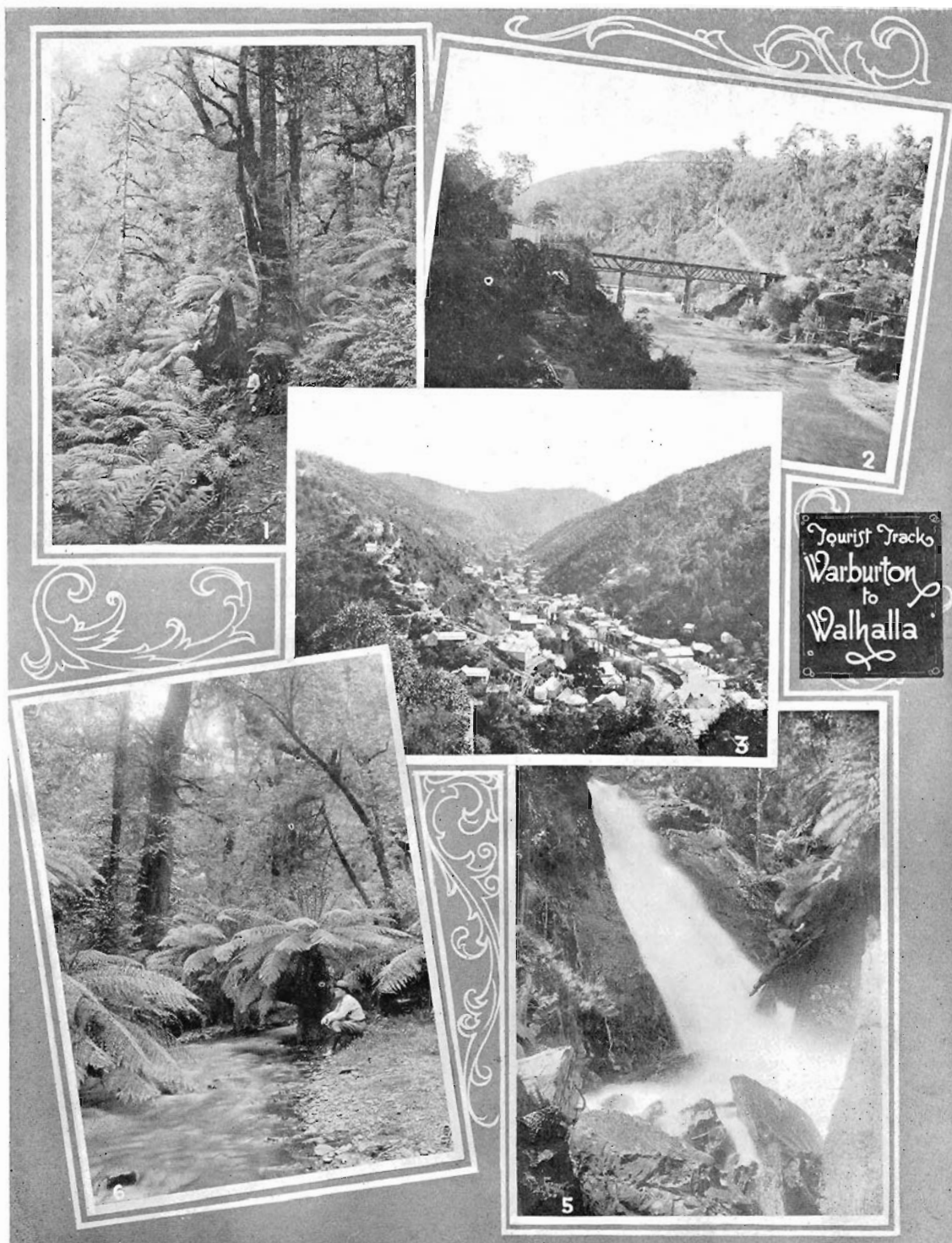
and the Thomson to the Gippsland Lakes. Up to this point the tourist has never left the Yarra or its tributary streams; thence on he is rarely out of touch with the Thomson. Indeed, the heads of the rivers are so close together that a bridge on one of the branches of the Gippsland stream was long known as the "Bridge on the Yarra."

From the Thomson Bridge the track rises steadily by a convenient grade to the first high crest of the journey, Mt. Whitelaw, on which is a shelter house. Here, for the first, the tourist is on, and not in, the mountains. The whole character and outlook of the scenery changes; the lofty trees and bush vegetation of the lowlands are left behind, the timber, though still fairly dense, is twisted and bowed down by the weight of winter snows. Wearing down through many geological ages, the crests of the peaks are littered with great boulders of granite, rounded and fashioned by weathering into strange and interesting shapes. Upon the sides of Mount Erica, farther on, are balance stones of granite, aptly named the Mushroom Rocks, which are endless in their variety and extend over the fourth day's tour, an easy walk from the shelter on Mount Whitelaw to that on Talbot Peak, a corner of Mt. Erica.

The mountaineering strictly ends with the third and last shelter house on Talbot Peak. There the range breaks down abruptly, and away to eastward the view extends over blue billows of hills—a magnificent prospect.

The fifteen-mile last stage of the journey is first an abrupt descent down the slopes of Mount Erica—a drop of 3500ft. in three miles—through magnificent forests of white gums and ferns, where the sudden change from the silence of the spacious mountain top to the bird song and close companionship of the bush is at once noticed. Thence the long tourist track is lost in older bush roads, which all centre upon the Thomson Bridge, and finally upon wonderful Walhalla, the strangest and most interesting of all the mining towns of Victoria.

Both Warburton and Walhalla are connected with the metropolis by rail, and tourists holding return excursion tickets to Warburton may return from Walhalla by paying excess fare for the extra mileage involved.



1. Lovely Nook, Track to Mount Baw Baw. 2. Thomson River, Walhalla. 3. Township of Walhalla.
5. Cataract on Upper Yarra. 6. On Track to Mt. Baw Baw.

You will enjoy looking at other pictures of this kind on pages v., viii. and xi.



Woman and Her Arts

(By Housewife)

An only child is often a pathetic figure. Not that he does not get enough love and care; rather, to the contrary, he gets these in overdoses. Not that he does not have playthings a-plenty; in truth he often gets such quantities that they cease to be playthings. Poor little chap! poor little girl! being the "only one," he or she becomes the toy of a host of well-meaning relatives, who proceed to take the spice out of life, the flavour from possession, by loading him or her with everything long before either has known the joy of longing for (and by and by obtaining) some wonderful never-to-be-forgotten treasure.

Yes, an only child is often an object of pity to outsiders. Not that he pities himself to any great extent. He is big feeling, as a rule, with a complacent air, which plainly tells the knowing ones he has no sisters to pet him, but also to teach him manners and keep him in place, and no brothers to "take him down a peg," make him "toe the mark."

In the big-family home each child early absorbs the fact that the majority rules. Also he learns to give and take, to share up, to stand teasing, to steer clear of tattling, if he hopes for future safety. He finds himself, so to speak. He learns the law of the clan—the home clan—and the love of the clan, something which no amount of toys as a child, and richer gifts as he grows older, can ever make up for.

We spoke to Ladybird, wise, kindly old Ladybird, of late, of the selfishness displayed by the daughter of one of our Exhibition visitors.

"Poor, wee woman!" she crooned. "We mustn't blame her overmuch. If a brother or sister had come along to crowd her out of her cradle, be company—and care—to her, she'd be different. Havin' everything, an' no one to share it with—well, we know what it does to grown-ups, and shouldn't expect more from a child. 'Tis a pity of her—lots of love, but little real fun, I'm thinkin'."

I'm thinking the same.

Home Hints.

To rid a room of flies when hot weather sets in, use cloves. Make a few little bags of coarse, open muslin, fill with a dozen or more cloves, and hang them in any place where the flies are attracted in numbers.

Dry salt, applied with a flannel, will cleanse an enamelled bath which has become stained. Wash well afterwards.

In sewing on trousers buttons, a small match should be placed between the cloth and the button until it is secured; and then it should be removed before the shanking, or twisting a thread several times round between the button and the cloth, is done. This gives plenty of room for the braces to set without dragging the cloth.

Save any remains of cold vegetables for making a puree to flavour soups. Rub them through a sieve and put the pulp into the stock, then season carefully. The remains of a boiled cabbage passed through a colander into a thick white soup makes a nice garnish.

New lamp-wicks frequently have a disagreeable smell when first used. To prevent this, soak them for a few hours previously in a little hot vinegar, and then hang them up to dry in the air. Lamp-wicks should never be cut unless they have become much charred. The better plan is to rub the wick with a wisp of rough paper, pressing down the edge so that, when lighted, the flame will burn evenly.

THE INNER MAN AND WOMAN.

Chicken Creams.

Take eight ounces of chicken and one ounce of cooked ham, all chopped fine. Make a white sauce with one ounce of butter, one tablespoonful of flour, and half a pint of cream or milk, and let cool a little. Then mix in the chicken and ham and four yolks of eggs. Season to taste. Grease some dariole moulds, at the bottom of the moulds put a little chopped green parsley and a little minced ham. Fill with the mixture, and steam for twenty minutes. Slowly turn out and serve with white sauce round. (Cost. 2/9).

Raisin Biscuits.

4 cups flour, $\frac{1}{4}$ lb. butter or melted shortening, 1 egg, 4 teaspoons baking powder, 2 tablespoons sugar, 1 teaspoon salt, $\frac{3}{4}$ cup milk, 1 cup seeded raisins.

Beat the egg, and blend the egg and shortening, and dissolve the sugar. Add the flour

and baking powder (sifted together) to egg mixture, and work to a dough. Add the raisins, and turn the mixture on a slightly floured board, and roll out one and half inches thick. Cut and bake in hot oven for fifteen minutes.

Orange Cream.

Soak one and half ounces of gelatine in a little cold water. Dissolve in a quarter of a cupful of boiling water, add half a cupful of sugar, and stir till dissolved. When cool add the juice of two oranges and one lemon. Allow to stand, and when the mixture thickens, whip until fluffy. Add a cupful of milk and put into a cool place until firm.

Economical Raisin Pie.

2 cups seeded raisins, 1½ cups water, 2 tablespoons cornflour, 1 teaspoon cinnamon, ½ cup sugar.

Boil raisins, water and sugar for 5 minutes. Dissolve cornflour in a little water, and add to other ingredients. Bake between two crusts, sprinkling top crust with sugar before putting in oven.

Diplomatic Pudding.

1 cup bread crumbs, 1½ cups hot milk, 1 cup seeded raisins, ½ teaspoon vanilla, 1 tablespoon butter, 2 tablespoons finely chopped citron, 2 eggs, ½ teaspoon salt, ½ cup sugar.

Mix bread crumbs, hot milk, raisins, citron and butter. Beat eggs and add salt, sugar and vanilla. Combine both mixtures, and put into greased mould or baking dish. Set in pan of water, and bake in moderate oven until firm. Serve with liquid sauce poured around pudding, and top with hard sauce. (See recipe for Hard Sauce).

* * *

"Eat More Fruit"

Vitamines Luncheon.

The Australian Dried Fruits' Association gave a "Vitamine" luncheon at Anzac House last month, the guests including Senator Crawford, the Premier (Mr. Prendergast), Messrs. Crockett, M.L.C.; Groves, M.L.A.; Cattanach, Water Commission; V. L. Ginn, president of A.N.A.; A. M. David, State secretary of the Returned Soldiers' League; and Dr. C. E. P. Philpots.

The soups, fish and meat of the ordinary meal were followed by raisin puddings, wholemeal, and raisin breads, fresh and dried fruits, and the speakers all made reference to the desirability of everyone acquiring the "Eat More Fruit" habit.

Mr. Prendergast said that only 30 per cent. of the dried fruits produced in the Commonwealth were consumed locally. The whole of

the present production should be consumed in this country, and an effort made to secure further markets outside. The Railways Department, under Mr. Clapp, had done much to promote the sale of fruit. (Applause).

Dr. C. E. P. Philpots gave a short and interesting address on vitamins and health. He was also of the opinion that the local consumption of fruit was far too small.

* * *

Pride is Littleness

Stranger! henceforth be warned; and know
that pride,
How'er disguised in its own majesty,
Is littleness; that he, who feels contempt
For any living thing, hath faculties
Which he has never used; that thought with
him
Is in its infancy. The man whose eye
Is ever on himself doth look on one,
The least of Nature's works, one who might
move
The wise man to that scorn which wisdom
holds
Unlawful, ever. O be wiser, thou!
Instructed that true knowledge leads to love.
—Wordsworth.

* * *

Gleanings

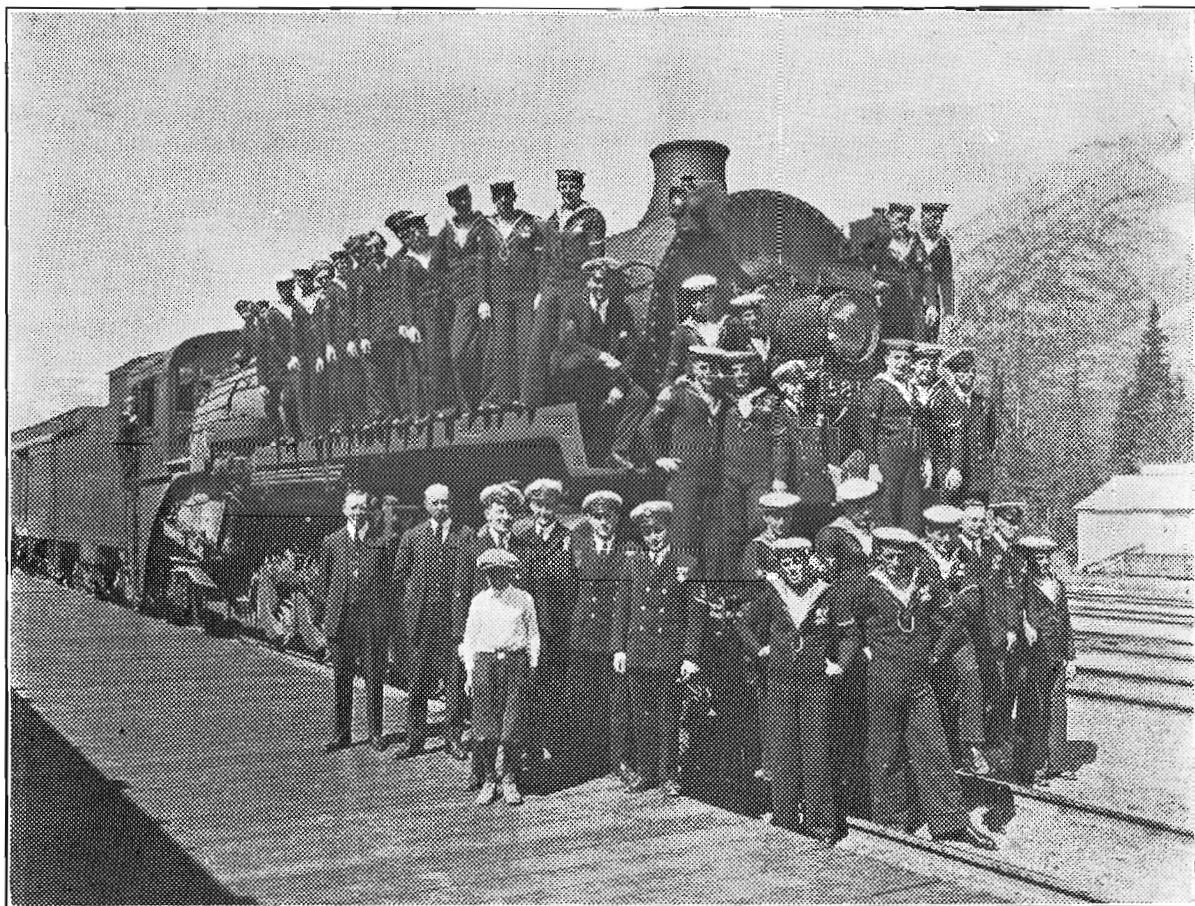
Village life in England is being enlivened by drama competition. "The whole movement is in its infancy, but a hundred and fifty villages in Essex alone have now had a chance to start acting, and a good deal of encouragement to persevere." Sometimes scenes from Shakespeare are acted, sometimes scenes from plays of less ambitious nature. Australian townships might follow the example and so greatly enliven country life. No need for elaborate scenery or dresses.

Sir Oliver Lodge, in the last volume of Proceedings of the Society for Physical Research (June, 1924), writes an Introduction to "Experiences in Spiritualism with D. D. Home, by the Earl of Dunraven, with Introductory Remarks by the late Earl of Dunraven." Sir Oliver contends that the physical phenomena, vouched for by thoroughly scientific men, such as levitation, movement of matter at a distance without contact, and ectoplasm, open up a new field for science. To refuse to investigate is scientific bigotry. We are quite right in demanding strict evidence. "But the time has already come when the known part of the universe is insufficient to account for the facts." There are forces hitherto unrecognised, just as radium, X-rays, and gravitation were once unknown. Sir Oliver personally thinks they are not mechanical only, but used by super-terrestrial intelligences.

British Sailors in the Canadian Pacific Rockies

A party of 25 officers and 250 men from the British Empire Special Service Squadron, which visited Victoria and Vancouver lately, made a trip through the Rockies by special Canadian Pacific

bathing pools, and at Calgary they were entertained all day with receptions and banquets, ending up with a ball at the Palliser Hotel for the officers, and a smoker at the Armoury for the men.



train, and were given hearty receptions at all their stopping points along the route.

They travelled as far east as Calgary, and returned via Edmonton. At Revelstoke they were all taken in motor cars to the top of Mt. Revelstoke. At Field it was almost impossible to get them away, the people were so enthusiastic.

At Banff they were also taken in motor cars to see the sights and to visit the

The picture shows a number of the party grouped around the oil-burning locomotive which hauled them through the mountains.

All of them had travelled far and viewed the scenic attractions of many lands, but they were unanimous in giving the palm for beauty to the Rockies, Albert Canyon, National Park, etc.



Personal.



Sir Sam Fay and Sir Vincent Raven, who recently reported on the conditions of working on the New South Wales railway system, have been appointed a commission to inquire into and report on the financial arrangements, management, equipment and general working of the New Zealand railway service, including administration, control and economy.

Mr. C. Miscamble, Commissioner of Railways in Tasmania, and formerly one of the Victorian Railways Commissioners, has been appointed a member of the War Railway Council, with the honorary rank of Colonel, Engineer and Railway Staff Corps.

Mr. J. H. Cann, who has been one of the three New South Wales Railway Commissioners for the past eight years, has officially announced his intention of retiring from his position at the end of the year. It is understood that he proposes visiting England.

Friends of Mr. T. Hands, clerk in the Outwards Office, Melbourne Goods, will be glad to know that he has made an almost complete recovery from that very prevalent malady influenza, which caused his absence from the office quite recently, and will join in wishing the popular Mr. Hands continued good health.

Mr. H. J. Temby, assistant O-in-C, Outwards Office, Melbourne Goods, resumed duty recently after an absence of over four weeks on annual leave, and his many friends will be pleased to know that his health was greatly benefited by an enjoyable holiday, spent in the sunshine of North-Western Victoria.

Retirements

Mr. Frank P. J. Moloney, Metropolitan Superintendent, retired from the Department on 5/10/24, after a length of service extending over 45 years. He entered the Railway service in 1879 as a clerk, his first rate being 3/4 a day. In 1890 he was appointed stationmaster, and gaining wide experience throughout the State, he became Traffic Inspector. He subsequently rose to the position of Relieving District Superintendent, and after being Goods Superintendent for three years, was appointed Metropolitan Superintendent in 1919, a most exacting and responsible position. It is to be hoped that Mr. Moloney will for a long time to

come enjoy the happiness his meritorious service in the Department so richly deserves.



Mr. F. P. J. Moloney.



Mr. T. J. Lane.

Mr. Thomas Jefferson Lane, District Superintendent, Geelong, has retired from the Railways, after a long service extending over 44 years. Mr. Lane entered the service in February, 1880, at the age of 16, as a clerk, his rate of pay being 4/- a day. Eight years after he became stationmaster and had experience, among other places, at Traralgon, Colac, Horsham, Bendigo, and Geelong. He was appointed to the position of District Superintendent at Maryborough in 1919, and was transferred in 1921 to Geelong, where he remained until the date of his retirement.

Mr. Lane's departure from the Department will be regretted, not only by every railwayman, but also by a wide circle of acquaintances outside the service, who will remember him as an officer who was always desirous of keeping in touch with the needs of the travelling public and meeting their wishes whenever he possibly could.



Mr. G. Brown.



Mr. R. Doull.

Mr. Ronald Doull, District Rolling Stock Superintendent, Ballarat, having completed 45 years' service, retired from the Railways on the 7th October. Mr. Doull, from time to time, had occupied numerous important positions in the service, each of which he ably filled.

His popularity with his fellow-railwaymen was demonstrated in a most unmistakable manner when, during a few days prior to his retirement, he received no less than six different send-offs, and many valuable presents. From the Ballarat and Stawell Staff he received a solid leather suit case, together with a xylonite brush and comb for Mrs. Doull; Dimboola Staff, 24-day clock; Ballarat Area Victorian Railways Institute, wallet and gold-mounted fountain pen; Transportation Staff, Onkaparinga travelling rug and xylonite mirror for Mrs. Doull. Mr. Doull was also appointed a Life Governor of Ballarat Exchange. A number of local and district newspapers published favourable personal references to him as a citizen and popular railwayman. We extend our best wishes for a prosperous future to Mr. Doull and his family.

Mr. George Brown, stationmaster, Warrnambool, severed his connection with the Railways on 16th October, after 42 years' service. He entered the Department in May, 1882, at the age of 18, as a porter. Within six years he became stationmaster, being subsequently stationed at Sunshine, Murtoa and Dimboola. He was transferred to Warrnambool in 1921, and the capable and courteous manner in which he carried out his responsible duties made him popular with railwaymen and the public alike.

On the occasion of his retirement, a representative gathering presented him with a handsome travelling rug and some silverware for Mrs. Brown.

We understand that Mr. Brown, an enthusiastic disciple of Izaak Walton, proposes remaining in Warrnambool to enjoy the good fishing which is to be had there.

Mr. George Joseph Bridges, assistant engineer, Way and Works Branch, retired from the service some time ago to take up a position on the Metropolitan Tramways Board. Mr. Bridges entered the Department in 1910, and subsequently rose to the position of assistant engineer, Class 1. Under the supervision of Mr. Fethney, he had charge of the first stage of the rearrangement of the Melbourne Yard, retiring on the completion of this important engineering work.

It is to be hoped that Mr. Bridges will prosper in his new venture.

Mr. William Rupert Walkley resigned recently from his position as electrical foreman, Electrical Engineering Branch, to take up a situation as representative of Messrs. J. L. Newbigin and Co., electrical contractors, in the city.

Mr. Walkley's connection with the Department dates back to 11/3/18, when he entered the service as a supernumerary in the Electrical Branch. In 1919 he was appointed to the permanent staff, and subsequently rose to the position of electrical foreman, being stationed at Flinders Street, until his retirement.



Mr. W. R. Walkley.

He takes with him our best wishes for his success in his new calling.

Wedding Bells

The staff of the Accountancy Branch assembled on 3/10/24 so as to meet Mr. H. Loveluck, whose marriage with Miss I. Henty was celebrated at Numurkah (not Nathalia, as was inadvertently reported in our last issue) on September 12th, for the purpose of presenting both him and Mrs. Loveluck with sets of cutlery, table silver, fish-knives and forks, and a dinner set.

Mr. Brennan (chief accountant), in handing over the gifts, referred to the good service performed by the groom both here and with the A.I.F. overseas. He had no hesitation in averring that marriage was a step which made the man the better for taking it. He offered the couple every good wish for health and happiness, and drew attention to the wisdom displayed in the choice of the presents.



Mr. H. Loveluck.



Mrs. Loveluck.

Mr. Macdonald (Auditor of Disbursements) and others supported Mr. Brennan's remarks. Mr. Loveluck, in response, said that he sincerely appreciated the kind remarks and good wishes that were voiced.

Mr. H. V. Lethlean, assistant engineer, R.S. Branch, who was married on 18/9/24, was made the recipient of a very handsome set of cutlery and silverplate, when his fellow officers of the Rolling Stock Professional Staff

met in the office of the Chief Mechanical Engineer on 13/9/24 to felicitate him upon his forthcoming nuptials.

Mr. A. E. Smith, Chief Mechanical Engineer, in a characteristically genial speech, made the presentation on behalf of the staff, and was ably supported by Messrs. McMiken and Doyle.

Mr. Lethlean fittingly replied, thanking his friends for their uniform goodwill during his association with them, and especially for the valuable present and their many expressions of good wishes for his future.

Mr. Robert Merritt, clerk in the Transportation Despatch Office, recently entered into matrimony, aided and abetted by Miss Ella Hardwick, of Kensington.

The Despatch Staff presented the genial and popular "Bob" with a handsome clock, and their hearty wishes for the young couple's future happiness will be endorsed by the bridegroom's host of friends throughout the Department.



Mr. R. Merritt

Members of the staff of the Accountancy Branch met in the Pay-rolls' Officers' Room on Monday, 29th September, to do honour in a tangible manner to a fellow-officer (Mr. R. V. Griffin), on the occasion of his marriage.

In making the presentation, which consisted of a set of cutlery and table silver, two pedestals and jardinières, on behalf of his staff, Mr. T. F. Brennan, Chief Accountant, said:—

"Gentlemen, we are met to present to a colleague a token of our esteem. Marriage is, I think, the greatest event in the life of a man. Let those who are hanging back take this to heart before it is too late. It is a step frequently taken in the Victorian Railways, and is, doubtless, a step in the right direction. We wish Mr. Griffin and his wife very great happiness in their wedded life. Mr. Griffin, on behalf of the members of the staff and of myself, I ask you to accept these articles with our heartiest good wishes for the health and happiness of yourself and your wife."

Mr. D. Macdonald, in support, said that his Chief had left him very little to say, except Hear, hear! to all the sentiments so well voiced, and offered congratulations and best wishes to the young couple.

Mr. Griffin suitably responded.

The many friends of Mr. Arch. Walker, of the Metropolitan Superintendent's Office, assembled on the 8th October to show their ap-

preciation of him by presenting him with a massive clock and set of carvers on the eve of his marriage to Miss Levier, which took place on Thursday, 9th October.

In the absence of Mr. Lee, Relieving Metropolitan Superintendent, the presentation was made by Mr. C. Spencer, Chief Clerk.

The usual felicitous speeches were made, and best wishes were extended to himself and his bride for their future health and happiness.

The ceremony took place at Scots Church, Collins-street (and was performed by the Rev. Dr. Borland). Many of his friends assembled at the Church to witness the event.

Mr. and Mrs. Walker departed by the express the following day to spend their honeymoon at Sydney and Katoomba.

The Last Mile Post

Mr. George Richard Hill, formerly chief draftsman in the Department, who retired from the service in 1894, died at the residence of his son, Mr. Gerald Hill, Malvern, on Sunday, 19th October.

Mr. Hill was born in Bristol, 1838, and when 20, emigrated to Victoria, where he joined the Victorian Railways. With the exception of five years (1863-1868), spent in pastoral pursuits in North Queensland, he remained in the department until 1894, serving over 31 years. He was 86 years of age.

We extend our deepest sympathy to his widow and family.

We sincerely regret to announce that Mr. J. T. Bourke, clerk, Road Foreman's Office, Hamilton, mourns the death of his infant son, aged nine months, which, after a severe illness, recently took place at Hamilton. We sympathise with Mr. and Mrs. Bourke in their sorrow.

We deeply regret to record the death of Mrs. J. Gamley, only daughter of Mr. J. Patrick, Block and Signal Inspector, Flinders Street, which took place suddenly on the 26th September. Mrs. Gamley was a member of the Victorian Railways Institute Musical Society, with the members of which she was a great favourite, and familiarly known as Miss Nellie Patrick.



Mrs. J. Gamley

Deceased was very popular as a singer and widely known in musical circles as the possessor of a beautifully clear soprano voice. We sympathise with Mr. and Mrs. Patrick and family, as well as with Mr. Gamley, who has been left a young widower and father with an infant child to care for.

Good Service Brings Appreciation

McPherson, Thom & Co.,
Stock and Station Agents,
Yarrowonga,

13th October, 1924.

Harold W. Clapp, Esq.,
Chief Commissioner of Railways,
Spencer Street, Melbourne.

Dear Sir,—

We, the undersigned wheatgrowers of Yarrowonga and surrounding districts, passengers on the 7th "Reso." train through the Wimmera, desire to express our appreciation of the efficient manner in which all arrangements were carried out, and of the courteous treatment we received from the train staff during our trip.

At the various stopping places, we had the privilege of seeing the crops and fallow, and methods of farm working in general, up to a radius of about 20 miles, through the courtesy of local car owners.

We also had full opportunity of exchanging ideas with fellow wheatgrowers, and obtaining first-hand information.

On the whole, the tour was of great educational value, and we feel sure that "Reso." trains of this nature must eventually result in a higher standard of production both in Victoria and Riverina.

Yours faithfully,

(Signed) A. BROWNING,
J. FORGE,
R. HAMMON,
A. E. McPHERSON,
R. J. KERR,
N. A. KERR,
PETER BRUCE,
JAS. S. THOM,
E. VAGG,
J. JOHNSTON,
R. J. BRUCE,
FRANK RUWOLT.

Will you please accept my best thanks for the way in which the furniture arrived here.

It certainly reflects very great credit on you, and the man who had charge of the packing, Mr. L. Purcell.

It was in my house at Kyabram on Monday morning, and in its destination at the address below on Wednesday afternoon, practically without a scratch or break.

I could not have believed it possible. I am very grateful to you personally for having persuaded me to send it by rail, knowing that it would be safe and securely packed.

I tender this expression of my gratitude the more readily, because I know I am over-keen to criticise whenever necessary.—From Mr. H. Outram, Boot Merchant and Men's Mercer, 10 Gaynor Court Park, Malvern, 2/9/24, to Mr. W. Davidson, Stationmaster, Kyabram.

With reference to the live stock special train for the conveyance of exhibits to the Royal Show, we have to thank you for the satisfactory arrangements made by your office for the prompt despatch and conveyance of the exhibits.

Loading here is not done under the most favourable conditions, and we greatly appreciate the assistance rendered by the local stationmaster, who, in the emergency which arose, came to our assistance, as he has done

several times previously, and, with the co-operation of your office, overcame a difficulty which would have caused disappointment to one of the consignors.

We know that any complaints against your Department always receive ample ventilation, but in matters in which a little commendation may not be amiss, the appreciation is frequently overlooked, and we take this opportunity of stating that our relations with your branch of the Service have always been, and we trust will be, of a very happy nature.—From Messrs. Smith, Blake and Co., Stock and Station Agents, Bacchus Marsh, 17/9/24, to Live Stock Agent, Victorian Railways.

"HELP US TO HELP YOU" is now a well-known slogan of the Railway Department; and brings into prominence the uniform courtesy displayed by the employees of the Department to the general public. There is no doubt that the thoughtfulness displayed is often of very great convenience to the public—for instance on the 6th inst. in getting out of the train at Flinders-street Station, I accidentally dropped a cheque.

When I found out my loss I telephoned the Education Department (the drawer of the cheque) to stop payment, but was agreeably surprised to find that they had already been notified that the cheque had been found, and was lying at the Flinders-street Lost Property Office.

I find that Mr. H. B. Davies, a Guard employed by the Department, found the cheque and, of course, at once handed it over to the proper authorities; but he did more, HE TELEPHONED THE EDUCATION DEPARTMENT!

I have written Mr. Davies a line, expressing my appreciation of this thoughtfulness on his part, but would like also to bring before the Department (perhaps what they already are aware of) the thoughtfulness of an employee of it.—From Mr. H. W. Bechervaise, "Oamaru," Murrumbena, 10/10/24, to the Secretary for Railways.

Dear Sir,—At the conclusion of the hunting season I wish to convey to you the best thanks of the committee and members of my club for the splendid way in which you have looked after us on the various specials run by us during the season.

The members are unanimous in their appreciation of the services which you have rendered, and I take the opportunity of expressing to you our best thanks and good wishes.—From Mr. R. M. Cuthbertson, Hon. Sec., Findon Harriers' Hunt Club, 396 Flinders-lane, Melbourne, to Guard James McGrath, c/o Stationmaster, Spencer-street, Melbourne.

About a fortnight ago I had a truck of furniture sent from Tyabb to Charlton, a distance well over 200 miles, and I am pleased to be able to state that it arrived in excellent condition; practically nothing being broken and very little scratched. This, I think, was chiefly due to the way in which it was packed in the truck by your representative at Tyabb, Mr. Bentley, the stationmaster there.

I think that if all stationmasters took as much care and trouble over the packing of a load of furniture as Mr. Bentley did over mine you would get much more furniture to move. I also thank you for the promptness with which it was delivered. It left Tyabb by the evening train on the Wednesday and arrived at Charlton on the Friday afternoon. Wishing the railway transport every success.—From Mr. Geo. H. Hinkins, High-street, Charlton, 26/9/24, to Mr. Harold W. Clapp, Chairman Victorian Railways Commissioners.

Recently it was necessary for us to execute a shipping order for tallow, which had to be railed to the ship's side in a very limited time, for the quantity which had to be handled.

This was possible only by the courtesy of an official at Footscray goods siding, who worked of his own volition for some hours after his usual time, and assisted us very materially to complete the order in time.

We have pleasure in advising you of these facts, and in commending the Department, and in particular the official concerned (Mr. J. H. Ogier) for the spirit displayed in this matter, and feel sure you will be gratified of advices where the work of railway officials so well merits every commendation and appreciation.—From Mr. J. Cockbill, per Mr. A. R. Bentley, 407 Post Office-place West, Melbourne, 29/9/24, to Mr. Harold W. Clapp, Chairman of Victorian Railways Commissioners.

We think a word of praise is certainly due to the officiating staff at the Show Grounds. We found them most obliging and courteous, and considering the lateness of the sales, the stock were despatched with promptness, as far as our consignments were concerned, and we have had no complaints whatever.—From Messrs. Adamson, Strettle and Co. Pty. Ltd., per Mr. Edward Tynott, Victoria Horse Bazaar, 396 Bourke-street, Melbourne, 1/10/24, to Mr. Harold W. Clapp, Chairman Victorian Railways Commissioners.

As the exhibitor who arranged with your Mr. Russell for the conveyance from the Cheltenham district direct to the Show Grounds siding for the recent Royal Agricultural Show of some 60 coops of poultry (over 200 birds).

On behalf of those exhibitors who took advantage of same, namely, Messrs. A. L. Nichol, G. Perry, J. C. Mickleborough, and myself, I have to thank you for the privileges granted, and express our warm appreciation of the way the train arrangements to and from the Show Grounds were carried out, and desire to thank you and through you all the staff for their services.—From Mr. T. A. Graham, "The Pines," Kingston-road, Cheltenham, 6/10/24, to Mr. Harold W. Clapp, Chairman Victorian Railways Commissioners.

We would like to express our keen appreciation of the assistance we obtained in loading out-going trains from Flinders-street Station on Saturday evening last with despatches of our publications.

This was particularly noticeable in the case of the 6.28 Frankston train, where, we feel sure, had not the good offices of your officials been available, such a good result in regard to the despatch would not have been obtainable.

Owing to the assistance received in the stacking and loading of that particular train we were able to forward the whole of that line's consignment on time, and without any trouble, and we desire to take this opportunity of placing on record our acknowledgement of the very welcome assistance we received on this occasion.—From "The Herald and Weekly Times Ltd.," 2/9/24, to the Metropolitan Superintendent, Victorian Railways.

On Saturday last, owing to some confusion in getting my little family out of the train at Camberwell, I left my bag in the rack of one of the carriages. It contained the cheque book of the Lord Mayor's Fund, and several other important documents upon which I intended to work on Sunday.

I write to express my appreciation of, and thanks for the courtesy, promptness and zealous care of the young officer in the booking office at the Camberwell station, who was good enough to render very fine service in this matter.

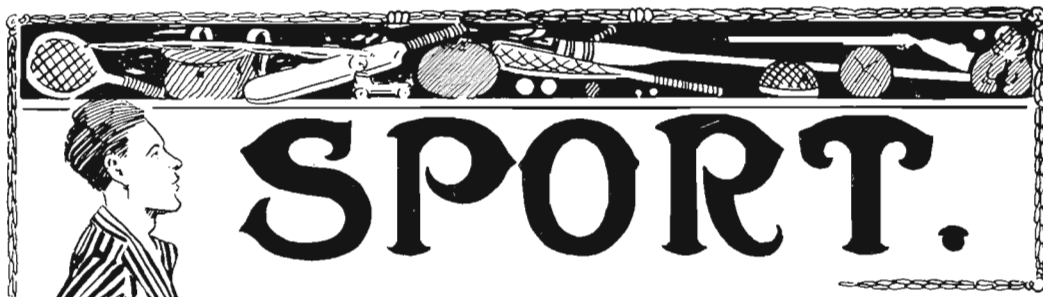
I was not aware of my inadvertence until the train had gone out of the station. I went back to the booking office, where I informed the clerk in charge of what had happened. He promptly called up Canterbury and then Surrey Hills, and, on his directions, the staff at Surrey Hills recovered the bag and returned it intact to Camberwell. I asked the young officer his name, but he declined to give it, and said it was "all in the job," and that he had done nothing more than might have been expected of him. It was the decent and fine way in which he did everything that appealed to me so strongly, and I feel that I would be lacking in the common courtesies if I did not mention the incident to you. I trust you will, through the proper channels, convey my appreciation to him.—From Mr. Glanville Hicks, Secretary, Lord Mayor's Fund for Metropolitan Hospitals and Charities, Town Hall, Melbourne, 14/10/24, to Mr. Harold W. Clapp, Chairman, Victorian Railways Commissioners.

Just a line to let you know that we have just completed our unpacking, and everything was in very good order—nothing smashed or damaged.

Even the carriers remarked on the excellence of the truck. One of them said to me: "Well, it won't be the fault of those at the Willaura end if everything is not alright." And as I said, everything was alright.

We like Portland. It is a bonny spot. The people have been wonderfully good to us, and their welcome was warm.

Again thanking you and your staff for your work on my behalf.—From Mr. E. McKenzie, Higher Elementary School, Portland, 14/8/24, to Mr. M. Kavanagh, stationmaster, Willaura.



Tennis Challenge Match

A match was played on Saturday, 18th October, between the Telegraph and Train Running Club and Newport Power House Club, and resulted in a win for the former club. Teams:—Telegraph and Train Running: O'Brien (capt.), Lewis, Dempster and Black. Newport: Watson, Johnson, McCarthy and Mulvany. Scores—

Doubles—O'Brien-Black defeated Watson-Johnson, 6-4, 6-2; O'Brien-Black defeated Mulvany-McCarthy, 6-0, 6-2; Lewis-Dempster defeated Watson-Johnson, 6-1, 2-6, 6-4; Lewis-Dempster defeated McCarthy-Mulvany, 6-0, 6-1.

Singles.—O'Brien defeated Watson, 6-1, 6-3; O'Brien defeated McCarthy, 6-0, 6-0; Black defeated McCarthy, 6-0, 6-0; Dempster defeated Mulvany, 6-1, 6-2; Lewis defeated Johnson, 6-3, 6-5; Black defeated Watson, 6-4, 6-2.

Telegraph and Train Club—20 sets, 120 games, 10 rubbers.

Newport Club—1 set, 41 games, 0 rubbers.

The Telegraph and Train Running Club is desirous of playing teams from other branches of the service, and same can be arranged by seeing secretary.

Courts can be hired in most of the suburbs, and an enjoyable afternoon's sport is assured.

R. M. KYDD, Hon. Sec.

A meeting of the BALLARAT RAILWAY INSTITUTE CRICKET CLUB was held at the Ballarat Station on Tuesday, 24th inst. The club has joined the Ballarat Wednesday Cricket Association. The following office-bearers were elected for the season:—President, Mr. E. W. Pike; Vice-Presidents, Messrs. Cox, Critchley, Dunn, Dunstan, Enwright, Jackson, Moss, Treadwell, Williams and Youens; Committee, Messrs. J. E. R. Williams, T. Hannah, J. Purcell, G. W. Stewart, S. Wormald; Hon. Secretary and Treasurer, Mr. S. J. Powell. The Theatricals, Hairdressers, Bakers and Press are the other clubs in the Wednesday Association, and the Railway Institute Club is looking forward to an enjoyable season.

Victorian Railways Cricket Association.

On Monday, 13th October, 1924, the annual railways cricket competition for the Commissioners' Cup was commenced. The association comprises eight teams—Spencer-street, Jolimont Workshops, Jolimont Yard, Shelter Shed,

Newport Workshops, Way and Works, Melbourne Yard "A" and Melbourne Yard "B." Matches are played at the South Melbourne Cricket Ground on Mondays and Wednesdays throughout the season.

The opening match, on Monday, 13th October, 1924, resulted in a win for the Way and Works team, which defeated Melbourne Yard "A." The former scored 128 with a loss of two wickets, and the Yard team was dismissed for 73. The successful batsmen for the winners were Todd (49 not out), Thurgood (b. Earle), 40, and Profitt (b. Boyd), 29; the bowlers being:—Kennedy, 2 for 8; Mitchell, 2 for 12; and Tuckett, 4 for 29. For the losers, Wilson scored 16, Hower 15, and Fletcher 10; while Earle took 1 wicket for 8; and Boyd 1 for 20.

Owing to wet weather, the match between Jolimont Workshops and Jolimont Yard on Wednesday, 15th October, was postponed.

Secretaries of the competing teams are requested to forward detailed scores of all matches to W. Orchard, Hon. Sec., Room 21, Spencer-street, as early as possible.

Way and Works Cricket Club

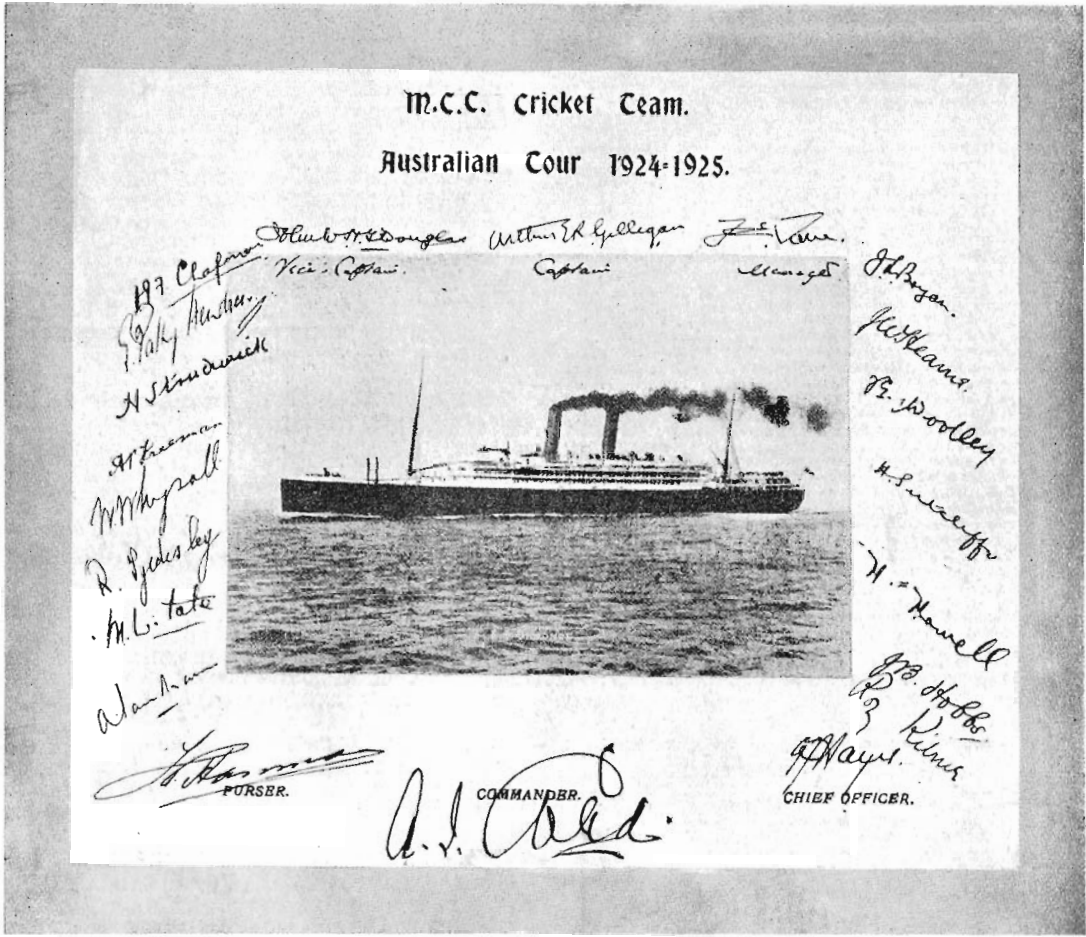
By F.O.D.

A special meeting of the employees of Way and Works Depots at Arden-street was held recently to consider a request from enthusiasts of cricket that, in view of the success of last year's competition, an association be formed for the forthcoming season to support a local competition of six elevens, and a selected eleven to compete for the Commissioners' Shield.

After a lengthy discussion, it was agreed that an association be formed. Mr. Furnell, Senior Clerk, Amalgamated Workshops, was appointed president; Messrs. Bosselman, vice-president; Profitt, treasurer; and O'Sullivan, hon. secretary. Mr. P. R. Leslie, Workshops Manager, an enthusiastic patron, is very optimistic as to the results from the excellent talent available.

Considerable interest has been stimulated. "Cricket is booming out Arden-street way this season," said the secretary (Mick O'Sullivan) when discussing the prospects of his club. "Our membership has grown beyond all expectations, and the outlook was never brighter."

All last season's players are available, and practice on the recently constructed concrete pitch was earnestly commenced.



With acknowledgements to "The Argus."

Souvenir of Visiting English Cricket Team.

The English Eleven

The cricket team which will represent England in the 1924-25 test matches, arrived in Fremantle last month. The team (which is under the management of Mr. F. C. Toone) is composed of the following:—A. E. R. Gilligan (capt.), J. W. H. T. Douglas (v. capt.), J. L. Bryan, A. P. F. Chapman, A. Freeman, J. W. Hearne, E. Hendren, J. B. Hobbs, H. Howell, R. Kilner, A. Sandham, H. Strudwick, H. Sutcliffe, M. W. Tate, R. Tydesley, W. Whysall, and F. E. Woolley.

The above is an interesting souvenir of the visitors, and was obtained on the "Ormonde," which berthed yesterday. The souvenir, bearing the autographs of every member of the team, and the commander, chief officer, and purser of the liner, was auctioned on board, and realised £127 for seamen's charities.

Victorian Railways Rifle Club Notes

By Red and Green.

August 23rd was listed as 8/900 yards "Clubs," but the Union officials failed to maintain their syllabus, with the result clubs were scattered over the middle ranges. This club, with Fairfield, happened to have been the only clubs who adhered to the syllabus, and suffered accordingly from this error. Finally this club were squadded at 300 yds. and staged a club shoot. The winner was found in that sterling old shot J. Sarsfield, with 46. August 30th brought the first shoot of the recent innovation of the V.R.A. teams matches, a 4-men match, for substantial prize money. This is a "scratch," one range shoot, of 10 shots per man, and was fired from 600 yds. The idea underlying this match was to get the country and metropolitan shooters to try out their

mettle at various periods of the year elapsing between the annual matches of the V.R.A., and incidentally to increase the membership of the V.R.A., for this match is only open to their members. Teams came from Warragul, Korumburra, Bendigo and Geelong. A noticeable absentee was Ballarat, but it is hoped they, with other prominent country clubs, will be engaged in the next match to be fired on November 29th. This club entered three teams, and their "B" team was placed seventh. The winners were Melbourne Cricket Club, with the excellent total of 190 points, followed by Brunswick "A," 188 points. Werribee, one point lower, were third, then came Richmond "B," 186 points. Three teams with 185 points were next on the list in Melbourne "C." Geelong "B," and Railways "B." The two top teams were the Pennant holders for their respective Unions last season. 44.58 points was the average per man for the match—a very creditable performance. The first 12 teams averaged 46.3 points per man, and this included two of our team. This style of team match lacks the keenness of interclub matches, and if one man of a team fails he puts his team out of the running.

W. F. King, junr., this year's winner of the world-famous Warrnambool Road Race, is employed as a clerk in the telegraph office at



W. F. King, Junior.

Spencer-street. The young cyclist is a member of the Werribee Cycling Club, and is only

19 years of age, having been riding since he was 14.

When asked for his impressions regarding the race, he displayed a strong inclination to talk about his father's prowess without making any mention of his own meritorious performance. His father, who was fourth, is 43 years of age, and it is striking proof of his consistency that on the previous occasions in which he competed in the Warrnambool he finished fifth, twelfth and, last year, thirteenth.

"Dad would have been higher up than fourth this year," declared the winner, "if it hadn't been for that rough stretch of road between Colac and Winchelsea—the worst section of the race."

The son was on the 64 minute mark and his father the 62 minute.

Wimmera Football Club

The grand final in the Wimmera Football Competition afforded keen rivalry and enthusiasm. Horsham, as minor premiers, had the right to challenge, and played Warracknabeal on the Murtoa ground on the 6th September.

Five special trains were run, viz., from Hopetoun, Warracknabeal, Rupanyup, Stawell and Dimboola, and the attendance at the match totalled 9300.

Our illustration shows the Dimboola-Horsham special, consisting of equal to 24 vehicles, discharging its passengers at the platform. In addition to the rail transit, there were no less than 1000 motor cars drawn up outside the ground.

The railway revenue for the special trains amounted to £504, and the takings at the football gates to £536. The whole of the arrangements were supervised by Messrs. Madern, T.R.O., and McConnell, Traffic Inspector, ably assisted by the popular S.M. at Murtoa, Mr. A. Johnston.

The Horsham Football Club wrote to the District Superintendent expressing their appreciation of the efforts of the staff, and the secretary of the Wimmera District Football Association, Mr. W. A. Wilson, wrote as follows:—

"On behalf of the Wimmera District Football League, I have been instructed to convey to you and the staff their thanks for the splendid manner in which the traffic for special trains, has been handled during the season, also for the fine cars put on. This is only a short note, but it covers a lot."

To which Mr. Cox, the D.S., replied as follows:—

Your letter of the 4th inst. to hand. I am more than pleased to receive such communications, and I can assure you that we desire always to give good and efficient service, and the staff feel amply rewarded when we so far achieve our object as to meet with the approval of our customers."

Dimboola-Horsham
Special Train.



Victorian Railways Football Club

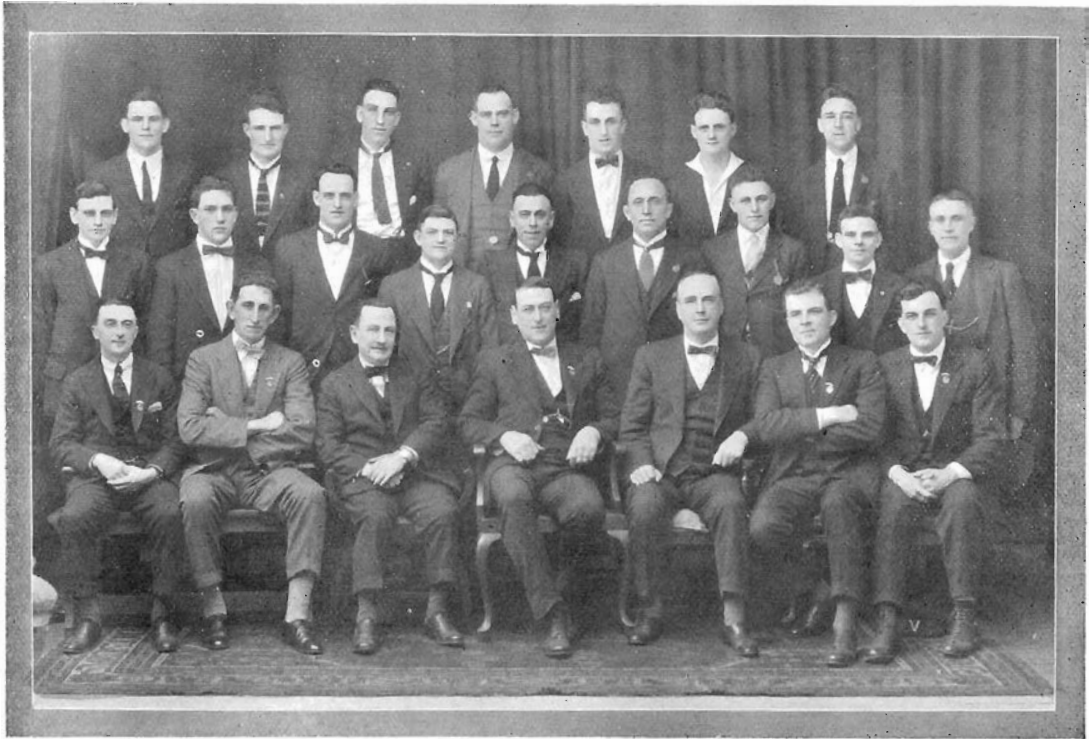
The Victorian Railways Football Club was formed from the North Melbourne Loco Football Club. In the season 1911 the Loco. Club visited Adelaide and played South Australian Railways, and was defeated by 7 points. After that match, South Australia insisted that the Victorian team change its name to Victorian Railways Football Club, as the South Australian team embraced all branches, and it was not fair to it, composed as it was, to compete with a team representing only one depot in the Victorian Railways. In 1912 the name of the club was changed to the Victorian Railways Football Club.

In 1923 Railways met the Fire Brigade in the final, and were beaten by four points. The grand final, Railways having the challenge, resulted in a draw, necessitating another game,

which was won by the Railways by five points. This year Railways again had the challenge, but were not called upon to exercise it, beating the Brigade by four points, after a most exciting finish, J. Millen kicking the winning goal about ten seconds before the bell went. As the club draws its players from all branches of the Victorian Railways, it may be fairly called a representative team. This season the club has on its list 38 League and Association players, including such players as G. Collins (Fitzroy), J. Lord (St. Kilda), V. Irwin (Essendon), M. Anthony and R. Corbett (Melbourne), C. Laidlaw, J. O'Brien and T. Mullins (Footscray), Hassett and J. Millen (Brunswick), Laidlaw, Neal, Truman and Callisen (Williamstown), A. Giles and H. Johnston (North Melbourne), besides a number of 1st grade juniors, which augurs well for the success of Victoria next year. W. A. C.



Victorian Railways Football Club. (Inset) Right to left—A. Giles (Captain), N. Barrett (Vice-Captain).



Group of Officials and Competitors in the Interstate Railway Institutes' B. and W. Competitions.

Interstate Boxing and Wrestling Championships

This year's Interstate Railway Boxing and Wrestling Championships were held in Brisbane, and resulted in a victory for the Victorian team; the points scored being:—Victoria, 6 points; N.S.W., 4 points; Queensland, 2 points. The Victorians have thus been successful in winning the special trophy donated by the Lord Mayor of Sydney for three years in succession. Detailed results:—

Boxing.

Bantamweight.—F. Finegan, 8st. 1½lb. (N.S.W.) defeated J. W. Haines, 8st. 1lb. (Vic.), on points—4 rounds.

Featherweight.—T. P. Thompson, 8st. 6½lb. (Vic.) defeated A. Kelly, 8st. 12½lb. (N.S.W.), on points—4 rounds.

Lightweight.—H. E. Brown, 9st. 12½lb. (N.S.W.), k.o., defeated P. L. Clancy, 9st. 5lb. (Vic.), in the 1st round.

Welterweight.—L. C. Stephens, 10st. 2lb. (Vic.), k.o., defeated O. Kruger, 10st. 7½lb. (N.S.W.), in the 2nd round.

Middleweight.—B. Beeston, 11st. 2lb. (Q.) defeated P. Best, 10st. 11lb. (N.S.W.), on points—4 rounds.

Heavyweight.—P. Ratcliff, 11st. 12lb. (Vic.) defeated W. Playford, 12st. 5lb. (Q.), on points—4 rounds.

Wrestling.

Bantamweight.—T. Silcock (Q.), walkover.

Featherweight.—H. J. Keane, 9st. (N.S.W.) defeated W. Munden, 8st. 13lb. (Q.)—two falls.

Lightweight.—L. J. Rash, 10st. (N.S.W.) defeated F. J. Allen, 9st. 11lb. (Vic.), on points—10 minutes.

Welterweight.—T. P. Bolger, 10st. 6½lb. (Vic.) defeated J. Ferguson, 10st. 4lb. (Q.)—two falls.

Middleweight.—J. Jenkins, 11st. 2lb. (Vic.) defeated M. Manning, 10st. 10lb. (N.S.W.)—one fall in ten minutes.

Heavyweight.—A. W. Asker, 14st. 11lb. (Vic.) defeated W. Lake, 10st. 11lb. (Q.), on points—10 minutes.

The members of the staff at the Outside Platforms Office, Melbourne Goods, have reason to be proud of the fact that one of their number is a member of the Victorian Premier Football Team (Footscray) which defeated Essendon for that honor, and Mr. T. P. Mullens was the recipient of many hearty congratulations on the prominent part he took in the winning of the match. "Tommy" is as popular with his workmates as he is with his teammates, which is saying a great deal.

Victorian Railways Institute

Harold W. Clapp Prize

Conditions.

The following are the regulations governing the examination, which will be held at the end of the fourth class session, 1924, for the allocation of the "Harold W. Clapp" Prize.

1.—The prizeman must be an employe of the Victorian Railways Department, at the date of the examination for the prize, and be deemed by the Council a fit and proper person to receive such prize.

2.—The prizes will be awarded to the Candidates who, subject to Conditions 4 and 5, secure the highest number of marks at oral or written examination held by the Council, in the subjects prescribed.

3.—The prize shall be given in connection with a specific course of study in a subject or series of subjects to be selected each year by the Council of the Institute.

4.—In the event of the Prize being allotted for competition within the Institute Educational Class Field, it shall not be awarded to any candidate who has not effectively attended the class or classes, at the Institute for at least three terms in the main subjects of the examination for such prize. Effective attendance will be secured by attending at least 45 per cent. of the class meetings that are held during the calendar year in the subjects prescribed.

5.—The Prize shall not be awarded to any candidate who receives less than 70 per cent. of the total marks obtainable in the main subject of the examination for such prize; the main subject shall carry 70-100 of the total marks; the remainder shall be divided up in equal proportion among the other prescribed subjects.

6.—The Prize shall take such form as may be decided by the Council.

7.—In the event of the Prize not being awarded, owing to non-compliance with conditions set out for the government of the examinations, the Council will allow the Prize in whatever manner it deems best under the circumstances.

The competition for the Prize for the year 1924, in general accordance with the foregoing conditions, will be as follows:—

The Prize shall be divided and awarded to the most successful student of any of the three following divisions:—

Division (a) "Harold W. Clapp" Prize,	£7.
.. (b)	£7.
.. (c)	£7.

The competitive examination shall be held at the end of the Class Session in 1924, and the Prize shall be presented to the best all-round student attending the following classes, at which are taught the main subjects for such examinations:—

- (a) Mechanical Drawing,
Electricity and Magnetism,
Building Construction.
- (b) Station Accounts and Management.
- (c) Engine Working and Westinghouse Brake,
Safe Working—Signalling Duties,
Safe Working — Train Running, Guard's Duties.

Students who take Mechanical Drawing, Electricity and Magnetism or Building Construction as the main subject shall undergo an examination in English, Arithmetic, and Algebra. Students who take Station Accounts and Management, Engine Working and Westinghouse Brake, or Safe Working — Signalling Duties, Train Running, Guard's Duties, as the main subject, shall undergo an examination in English and Arithmetic. The standard of examination in each division shall be as follows:—

Division "A." English. — To 8th Grade (State School standard), Parsing, Analysis in detail, Correction of sentences (giving reasons), all rules of Grammar, Composition.

Arithmetic.—To 8th Grade (State School standard), i.e., up to and including vulgar and decimal fractions, percentages, averages, ratio, simple and compound practice, mensuration, simple and compound interest, profit and loss, square root, square

and cubic measure, area of circles, triangles, etc., present worth, discount, equation of payments and exchanges.

Algebra.—Numerical values, addition, subtraction, multiplication, division, H.C.F., L.C.M., fractions, factors, simple equations (this year).

Division "B." English. — To 7th Grade (State School standard), parsing, analysis, correction of sentences, rules of grammar, composition.

Arithmetic.—To 7th Grade (State School standard), simple and compound practice, vulgar and decimal fractions, percentages, averages, ratio, simple and compound proportion, simple and compound interest, profit and loss, present worth and discount.

Division "C." English.—To a standard that will enable students to clearly and distinctly define in their own language the ideas they wish to convey, composition, correction of sentences, and answers to simple questions in grammar.

Arithmetic. Easy and straightforward exercises based on all arithmetic up to and including vulgar fractions and decimal fractions, also percentages, averages, ratio, simple proportion, simple and compound practice, and easy exercises in mensuration.

Educational Class Examinations

The annual examinations of the educational classes will be held at Melbourne and Country Centres during the week ending 22nd November. All particulars respecting examinations will be furnished prior to date of examinations.

Members' Children and Educational Classes.

Members of the Victorian Railways Institute are advised that where no additional accommodation is necessary, and where Institute Classes would not compete with outside educational institutions, Institute educational facilities are available to members' children at 12/- per annum. Correspondence courses may be obtained at 21/- per annum.

During the past six months, a class in Psychology was held at the V.R. Institute, under Mr. K. S. Cunningham, M.A. This class was held in connection with the University Extension Board's activities, and met on each Wednesday evening during that period. It was attended by a large number of students—55 having enrolled.

At the last meeting of the class, Wednesday, 17th September, several members referred in eulogistic terms to Mr. Cunningham's capabilities as a lecturer and a teacher, and also to the great interest manifested by students throughout the course.

Students generally felt they were amply rewarded for their attendances at the class by the wealth of knowledge they had obtained, and the insight into various phases of the intricate subject of Psychology. As a token of appreciation they presented Mr. Cunningham with a beautiful suit case and a set of military brushes.

Mr. Cunningham, in responding, said he was deeply grateful for the kind sentiments

expressed by the various speakers, and also the presentation made to him. He would ever remember their gifts as a proof of appreciation of his efforts to assist them, and it was pleasing to know that what he had attempted had not been fruitless.

Musical Society

The Victorian Railways Institute Musical Society gave the fourth concert of the season in the Institute Concert Hall on Saturday, 27th September. There was a large attendance, and a most attractive programme was presented.

To railway people the choir doubtless is the attraction, and the strong parts of the programme are usually, effectively rendered by this well-trained body of singers.

The more solid items were "Queen of the Night," by Smart; "My Love Dwelt in a Northern Land," by Elgar; and "Viking Song," by Coleridge-Taylor. The ladies of the choir gave an excellent rendering of an old-time madrigal, "Winter stern hath loosed his grip," and the gentlemen gave an equally attractive account of that fine male voice arrangement of "The Warrior's Prayer." While the humorous side of choral music was enjoyed by singers as well as audience in "The Torpedo and the Whale," Miss Muriel Burston singing well in the solo part. The other soloists assisting the society were Miss Jessie McMichael, Miss Laura Wright and Mr. Ernest Sage, each of whom sang with acceptance, being encored as a result of high appreciation of some excellent singing.

Miss Louie Dunn, who contributed recitations, was most successful, and met with a flattering reception. The encores in this case were undeniable.

The concert throughout was thoroughly enjoyed. Mr. Gregor Wood conducted, and Mr. Reg. W. Brown supplied the accompaniments each in their customary finished manner.

The Society's last concert of the year will be given in the Institute Concert Hall on Saturday, 15th inst. A large number of artists associated with the choir will be heard, so that there should be splendid entertainment, as Mr. and Madame Gregor Wood will also appear in songs and duets.

Dramatic Society

The Victorian Railways Institute Dramatic Society will stage a sparkling comedy entitled, "Her Husband's Wife" (A. E. Thomas) in the Institute Concert Hall on Saturday, November 22nd, Wednesday, 26th, Saturday 29th, and Wednesday, December 3rd.

It is confidently anticipated that the production will be attended with even greater success than was the case with those two popular plays, "Passers-By" and "The Strategist." The interest of the story is due to the skill of characterisation of the actors, the humanity of the tale, and the delicacy and sprightliness of the dialogue, far removed from the tone of the door-slaming farce.

The producer, Miss Moverley, will take the leading part—the hypochondriac, Irene Randolph; and Miss Ruby May is well cast as her friend, Emily Ladew. The parts of Uncle

John, Richard Belden and Stuart Randolph will be played by the old actor, H. N. Gregory, Leo Burke, and the well-known baritone, J. Alexander Brown, respectively. A promising pupil of Miss Moverley, Hilda Paroissien, will make her first appearance in the role of Nora.

A capital night's entertainment on each of the four dates mentioned is assured.

Mr. E. Hocking, of the Ballarat Goods Sheds, has been very successful in the South-street Competitions this year. He was first in the following:—Tenor Solo, Australian Solo (2 items); Second in National Song Mixed Duet, Male Duet (3 items); Third in Championship Solo; and received Special Mention in event for Gent's who have never won a first prize.

Mr. Hocking has been warmly congratulated by the Railway Staff and the public of Ballarat, with both of whom he is deservedly popular.

Institute Musical and Elocutionary Competitions

The Victorian Railways Institute Musical and Elocutionary Competitions were held this year on 5th, 6th, 8th, 11th, 12th, 13th, 15th, 16th, 18th, 19th, and 20th September (11 nights), and were most successful.

The record number of 500 entries were received in the 52 various classes; the standard of talent was exceptional; the adjudicators, Mr. Claude Hall



The Misses Irma and Phyllis Hughson (Irma sitting)
(Successful Competitors)

(Elocution) and Mr. Louis Levatar (Vocal and Instrumental), had a difficult and unenviable task in awarding their decisions, and the attendance on each night was large and enthusiastic.

The following is a list of the successful competitors for this year's series:—

Elocutionary Section.

- Class 1.—Humorous Recitation. Open. Institute Event.**—1st, Keith Kennedy, 84 points; 2nd Marcus Hayman, 83 points; 3rd, Delta Dixon, 82 points.
- Class 2.—Recitation. Under 16 Years. Institute Event.**—1st, Minnie Taylor, 84 points; 2nd, Maybelle Raymond, 83 points; 3rd, Keith Kennedy, 82 points.
- Class 3.—Recitation (Non-prizewinners, Any Competition). Institute Event.**—1st, Jack Murison, 84 points; 2nd, Doris Little, 83 points; 3rd, T. Flanagan, 79 points.
- Class 4.—Recitation, Champion. Allcomers Event.**—1st, Agnes Casey, 86 points; 2nd, Ruth Conabere, 84 points; 3rd, Jack Murison, 83 points.
- Class 5.—Australian Recital. Institute Event.**—1st, M. Johnson, 81 points; 2nd, Doris Little, 80 points; 3rd, Madge Wyatt, 79 points.
- Class 6.—Shakespearean Recitation. Open. Institute Event.**—1st M. Johnson, 84 points; 2nd, Madge Wyatt, 83 points; 3rd, Doris Little, 80 points.
- Class 7.—Character Recitation. Open. Institute Event.**—1st, Jack Wood, 85 points; 2nd, M. Johnson, 82 points; 3rd, T. M. Flanagan, 80 points.
- Class 8.—Character Recitation. Allcomers Event.**—1st, Ruth Conabere, 95 points; 2nd, Sylvia Archer, 84 points; 3rd, Hilda Soulie, 80 points.



Miss Agnes Casey.

- Class 9.—Dialogue. Humorous. Allcomers Event.**—1st, Ruth Conabere and Sylvia Archer, 87 points; 2nd, Doris Little and Agnes Casey, 84 points; 3rd, Eric Kirke and J. McArthur, 82 points.
- Class 10.—Dialogue. Humorous. Under 18 Years. Institute Event.**—1st, Edna Addison and K. Kennedy, 82 points; 2nd, Marjorie Galbraith and M. Taylor, 80 points; 3rd, Stella Smart and D. Bitcon, 78 points.
- Class 11.—Dialogue. Allcomers Event.**—1st, T. M. Flanagan and A. Best, 83 points; 2nd, Addie Strain and Agnes Casey, 82 points; 3rd, Ruth Conabere and Sylvia Archer 81 points.

- Class 12.—Open Scene for Three or More Persons. Allcomers Event.**—1st, Miss Moverley's pupils, 86 points; 2nd, V. L. Trotman's party, 81 points; 3rd, Miss Moverley's pupils, 80 points.
- Class 14.—Oration.**—1st, T. M. Flanagan, 84 points; 2nd, M. Johnson, 80 points.

Instrumental Music.

- Class 15.—Pianoforte Solo, Under 11 Years. Institute Event.**—1st, Jean Beddoe, 92 points; 2nd, Harold Creighton, 80 points; 3rd, W. O'Donovan, 78 points.
- Class 16.—Pianoforte Solo, Under 13 Years. Institute Event.**—1st, Jean Beddoe, 95 points; 2nd, Nance McDonald and Maisie Wignall, 80 points (equal).
- Class 17.—Pianoforte Solo, Under 15 Years. Institute Event.**—1st, E. Prendergast, 93 points; 2nd, Kathleen Tomlinson, 78 points.
- Class 19.—Pianoforte Solo, Champion. Open. Institute Event.**—1st, Cora Watkins, 90 points; 2nd, H. Lukies and Annie Brown, 78 points (equal).
- Class 20.—Pianoforte Solo, Champion. Open. Allcomers Event.**—1st, Mary McArthur 92 points; 2nd, Cora Watkins, 90 points; 3rd, H. Lukies, 88 points.
- Class 22.—Pianoforte Duet, Under 16 Years. Allcomers Event.**—1st, E. Prendergast and D. Collins, 92 points; 2nd, Lily Orchard, 88 points; 3rd, Mary McArthur, 85 points.
- Class 25.—Violin Solo, Under 18 Years. Institute Event.**—1st, C. F. Bendall, 90 points; 2nd, H. R. Kenfry, 87 points; 3rd, Pattie Martin, 70 points.
- Class 29.—Violin Solo, Champion. Allcomers Event.**—1st, Stewart Wilkie, 82 points; 2nd, C. F. Bendall, 80 points; 3rd, Una Tregear, 76 points.
- Class 30.—Violin Duet, with Pianoforte Accompaniment. Institute Event.**—1st, Olive Hannah and Eileen Ford, 70 points; 2nd, L. P. Andrew and V. Smart, 68 points.
- Class 34.—Cornet Solo. Institute Event.**—1st, M. J. Taffe, 82 points; 2nd, J. Armour, 80 points; 3rd, W. P. King, 75 points.

Vocal Music.

- Class 36.—Soprano Solo. Open. Institute Event.**—1st, Mrs. Lloyd Roberts, 80 points; 2nd, Mrs. Doris Allan, 75 points; 3rd, D. H. Andrew, 68 points.
- Class 37.—Soprano Solo. Nonprizewinners, Any Competition. Institute Event.**—1st, Mrs. Lloyd Roberts, 78 points; 2nd, Phyllis Hughson, 70 points; 3rd, Florence Haines, 65 points.
- Class 38.—Soprano Solo. Allcomers Event.**—1st, Mrs. Lloyd Roberts, 90 points; 2nd, Violet Stevens, 85 points; 3rd, Elsie Wood, 82 points.
- Class 39.—Contralto Solo, Open. Institute Event.**—1st, Irma Hughson, 82 points; 2nd, Ada Bennett, 78 points; 3rd, Evan Johnson, 70 points.
- Class 41.—Contralto Solo. Allcomers Event.**—1st, Tess Stewart, 80 points; 2nd, Irma Hughson, 78 points; 3rd, Hilda Bartrop, 75 points.

Vocal Music.

- Class 45.—Baritone or Bass Solo. Institute Event.**—1st, George Nutting, 88 points; 2nd, F. C. MacRae, 85 points; 3rd, P. J. Galvin, 78 points.
- Class 46.—Baritone or Bass Solo. Non-prizewinners. Institute Event.**—1st, F. C. MacRae, 80 points; 2nd, George Nutting, 78 points; 3rd, Philip Thomas, 75 points.
- Class 47.—Baritone or Bass Solo. Allcomers Event.**—1st, F. C. MacRae, 82 points; 2nd, E. A. Tarrant, 80 points; 3rd, P. L. Mill, 78 points.
- Class 48.—Duet (Ladies or Gentlemen, or Lady and Gentleman). Institute Event.**—1st, F. C. MacRae and M. Burston, 78 points; 2nd, Phyllis Hughson and Irma Hughson, 75 points.
- Class 51.—Solo, Champion. All Voices. Institute Event.**—1st, F. C. MacRae, 80 points; 2nd, Ada Bennett, 78 points; 3rd, Mrs. Lloyd Roberts, 77 points.
- Class 52.—Solo, Champion. All Voices. Allcomers Event.**—1st, E. A. Tarrant, 95 points; 2nd, Norman Turnbull, 88 points; 3rd, F. C. MacRae, 85 points.

BENDIGO.—The dances conducted here in the Institute Hall during the winter months proved successful, and as a finale of the season a fancy dress dance was held. Although there were not a large number in fancy dress, those who did have a fancy dress for the occasion gave the judging committee a hard task to judge the best costume. Prizes were eventually awarded to Misses E. Cox and E. Hogan, and Mr. E. Watson.

The latest dance music was supplied by Mrs. Hamilton, pianoforte, instructress at the Institute, assisted by a violinist and flautist. The floor was in good order, and the dancers have to thank two or three most energetic Social Committee members who spent much time and labour preparing the floor before each dance.

The individual carpet bowls competition has just been concluded, and after meeting many opponents, Mr. W. C. Ellis proved himself to be the best player, and Mr. J. Sharkey a very close second.

Mr. G. Nener, mechanical drawing instructor and fitter at the Workshops, was recently successful in passing the examination for the position of Depot Foreman, and in order to gain running shed experience he has been transferred to Stawell Loco. Shed. His most regular attendance, work and interest in the classes here resulted in him winning many val-



Miss E. Cox.

Miss E. Hogan.

uable prizes at the annual examinations, and his passing the Depot Foreman's examination at the early age of 27.

Mr. Nener's fellow students, together with members, extend to him their best wishes and



Mural Tablet recently Unveiled at Bendigo V.R. Institute New Building.

express the hope that he will make rapid advancement in the Department.

A. R. ELLIOTT, Hon. Sec.



Appreciation

Mr. A. Galbraith, General Secretary,
Victorian Railways Institute.

Dear Sir,—Having been recently examined, and now received the notification as passed for the position of ganger, we desire to express our appreciation for information contained in the papers of instruction on the Permanent Way, Maintenance and Construction Course. The compiler should be complimented on his splendid effort.

The Commissioners and the Council should receive from the members their approbation in placing these advantages to the members of the Institute, thus enabling them to reach a higher step on the ladder and being a gain to the individual and a benefit to the Victorian Railways in general. Again expressing our appreciation and best thanks.

Yours faithfully,

(Sgd.) M. H. SAMPSON.
B. HOVEY.

Note.—The papers referred to were prepared by Mr. Lachlan McDonald, Ex-Superintending Roadmaster.—Ed.



Fuel Conservation

Cleaning the Fire.

The apparently simple operation of cleaning the fire on a locomotive is in reality one that requires considerable forethought and skill on the part of the fireman. Take the case where there is a run of about thirty miles, then an allowance of six minutes for "engine requirements," and a further run of about twenty miles. If an inferior class of coal is used it will be necessary for the fireman to fire over the first thirty miles in such a way as to endeavour to arrive at the station where the fire is to be cleaned with a full boiler of water and a full head of steam. Obviously it will be impossible to achieve this

result if the attempt is made only during the last few miles. It must be made right from the start, and very good judgment must be used in order to avoid overfilling the boiler at certain places and yet take full advantage of the steam-generating capacity of the boiler.

As far as is consistent with obtaining the above conditions, the fire should be burnt down ready for cleaning; in fact, it will often be better to burn down the fire even if it results in having less than a full boiler of water. No water should be put into the boiler while the fire is being cleaned.

Sufficient live fire should be kept in the back corners of firebox to cover the fire-grate and ignite the new fire. If sufficient live fire cannot be saved for this purpose, then enough ashes should be retained to assist the live fire in completely covering the fire-grate. The blower should be on as lightly as possible while cleaning the fire, and only with moderate force when the fresh coal is first put on.

If the second part of the run is comparatively short, then a still greater amount of hot ashes may be retained on the fire-grate in order to quickly ignite the new fire, and the blower may then be used with full force immediately after the fresh coal is put on.

* * *

Questions and Answers

When a large 4-6-0 locomotive of the type used for express passenger work on Victorian railways is exerting its maximum effort, what would be the horse-power developed, and how much coal per minute would be required?

Answer.—About 900 h.p., and the coal required would be about 56 lbs. per minute. Taking 7 lbs. to the shovelful, it would therefore require four shovelfuls every half minute, or two every quarter minute.

What is the first indication of a leaky rotary valve?

Answer.—Brakes releasing on light engine with brake valve on lap. No reserve pressure with light engine.

Explain why the emergency position of driver's brake valve should not be used under normal working conditions?

Answer.—Because it would probably result in brakes applying first at front end of train causing slack to run in and compress buffer springs, then brake sets at rear, which is also retarded by reaction of the buffer springs, while the front end runs out, urged by the buffer springs, and may break draw gear. If the discharge be abruptly closed, the above action may be aggravated by the release of front brakes. Also because it tends to draw dust, etc., from the train pipe and make rotary valve work stiffly and wear rapidly.

What are the common causes of brakes failing to release?

Answer.—Neglect to carry reserve pressure. Failure to keep brake valve long enough in release position to release rear brakes. Hose pipe tap closed or partly so. Triple piston ring leaking. Sticky triple valve. Exhaust nipple choked. Brake gear jambed.

Melba's Good-Bye

On October 13th an event of world-wide interest took place at His Majesty's Theatre, Melbourne, when Dame Nellie Melba, the greatest singer of all time, severed her connection with the operatic stage.

Melba made her farewell appearance in "La Boheme" before an audience of 3000 people, while representatives of the broadcasting company estimate that about 150,000 people listened-in to the opera, which was broadcasted. The function was an unqualified success,



Melba as Marguerite in "Faust."

Melba's glorious voice being as fresh and joyous as when she first started her career. Well might Massenet call her Madame Stradivarius, and Delibes speak of her "ideal voice with its superhuman purity."

Eloquent and appropriate speeches were made by the Prime Minister, Mr. Bruce, Mr. Nevin Tait, and the Lord Mayor of Melbourne (Cr. Brunton). Dame Nellie was visibly moved, and brokenly thanked the people for their generosity in contributing £18,000 to her fund for limbless soldiers.

Melba herself may have left the operatic stage; her name, however, will ever remain.

* * *

The cowrie shells I found to-day

As tiny homesteads once did duty:

But I should like to think that they—

The cowrie shells I found to-day

Are special gifts from far away

For those who love to look for beauty.

The cowrie shells I found to-day

As tiny homesteads once did duty.

—L. D. Fox.

State Ambulance Competitions

Final Events.

On Wednesday, 8th October, the final individual and corps events in this year's Victorian Railways Ambulance Competitions were held at the Old East Melbourne Cricket Ground, there being a large attendance of Railway officials and others who were interested in the competitions. The quality of the work was of a high standard, receiving unstinted praise from the adjudicators.

The following are the results:—

Final Senior Individual Event.—Dux, J. Hamill, Ballarat, 372; 2nd, G. Cole, Flinders Street Yard, 359; 3rd, G. Oakley, Printing Branch, 338.

Final Novice Individual Event. — 1st, J. Hamill, Ballarat, 126; 2nd, W. Blackburn, Audit Branch, 116; 3rd, H. Kitchen, Shelter Sheds, 102.

Final Senior Corps Event.—1st, Ballarat No. 1, 522½; 2nd Railway Offices, 500; 3rd, Shelter Sheds, 469½.

Final Novice Corps Event. — 1st, Shelter Sheds, 239½; 2nd, Ararat, 236½; 3rd, Camberwell, 235½.

Championship Event.—Mr. G. Oakley, Printing Branch.

Improvised Stretcher.—1st, Ballarat No. 1; 2nd, Stawell; 3rd, Railway Offices.

In the evening a dinner was given to the competitors and visitors at the Railway Refreshment Rooms, Spencer Street, over which Mr. M. J. Canny, Acting General Superintendent, presided. The prizes won during the day were presented to the various winners by Mr. Canny, who, during the course of his remarks, congratulated the prizemen of all sections, and expressed, on behalf of the Commissioners, their appreciation of the keen interest taken in ambulance work by members of the staff.

Six thousand of the Staff were now qualified to render First Aid, and he could not but refer to the unselfishness and enthusiasm of those men, who, during their own time, had attended the ambulance classes with such successful results. He sincerely trusted that such enthusiasm would always continue, and should there be any indications of just a little waning interest on the part of the younger railwaymen, he requested those who had passed their examinations to assist and advise the young men as to the usefulness and importance of being possessed of such an accomplishment as that of being qualified to render First Aid. "Help One Another" in this great work, and there could be no doubt as to the results.

The Commissioners themselves were keenly interested in the movement, and would have been present that night but for their being away in the country; they would be very pleased to learn of the fine results of the competitions held that day.

Doctors Sloss and Cunningham each gave an excellent address upon the importance of Ambulance and First Aid work generally, adding some useful criticisms regarding the manner in which the competitions had been carried out.

Dr. Sloss apologised for Dr. Gordon, the Railways Medical Officer, who had been present during the day, but was unavoidably absent that evening. He congratulated the Commissioners for having secured for the Rail-



Dr. Sloss Testing Improvised Stretcher—Camberwell Team.

ways the appointment of so eminent a surgeon and physician as Dr. Gordon.

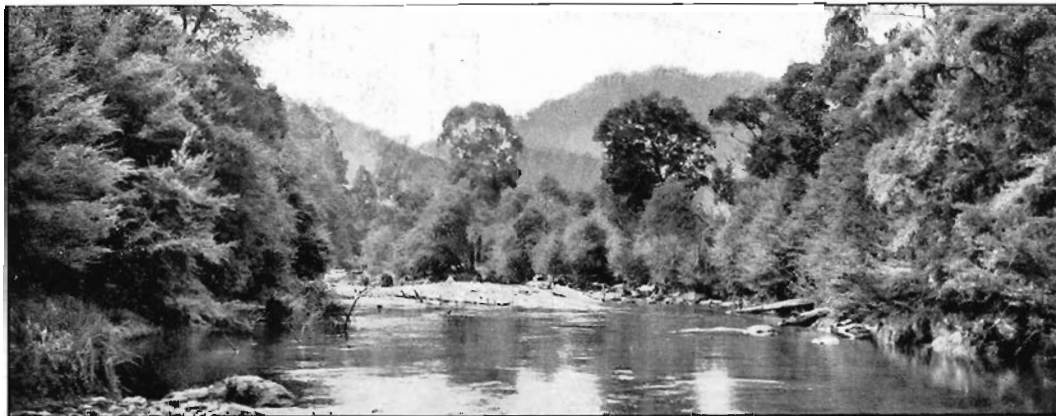
The following programme of items was interspersed with the proceedings during the evening:—

PROGRAMME.

Toast—"The King" The Chairman
Overture—Selected Mr. Frank Smith
Song—Selected Mr. R. Irons
Organ Chimes Mr. G. Allen
Solo—Selected Mr. T. Connell
Telepathy Miss Lois Allen
(assisted by Mr. W. Allen)
Reply Winning Team
Solo—Selected Mr. T. Connell
Organ Chimes Mr. G. Allen
Toast—"The Visitors"
Response Dr. Cunningham
Toast—"The Artists"

Mr. F. Smith was an efficient accompanist.

GOD SAVE THE KING.



River Yarra, Warburton.

Victoria's River Scenes have a beauty all their own.
Two glimpses that portray a little of their charm.



Goulburn River (Mount Taggerty in the distance).

Hotpoint

SERVANTS



IN the mad rush of modern living you should arrange to take a few minutes of each day for mental improvements and happiness. Recreation is re-creation.

Most of us see, hear and experience, but a few of the many beautiful things the world has to offer and which are so easily enjoyed for the taking.

One of the real enjoyments of life is the regular use of table electric appliances, *Hotpoint* Percolator, Toaster, Grill, they cost so little to operate and prepare pleasurable food so quickly that your free hours are added to for health giving recreation.

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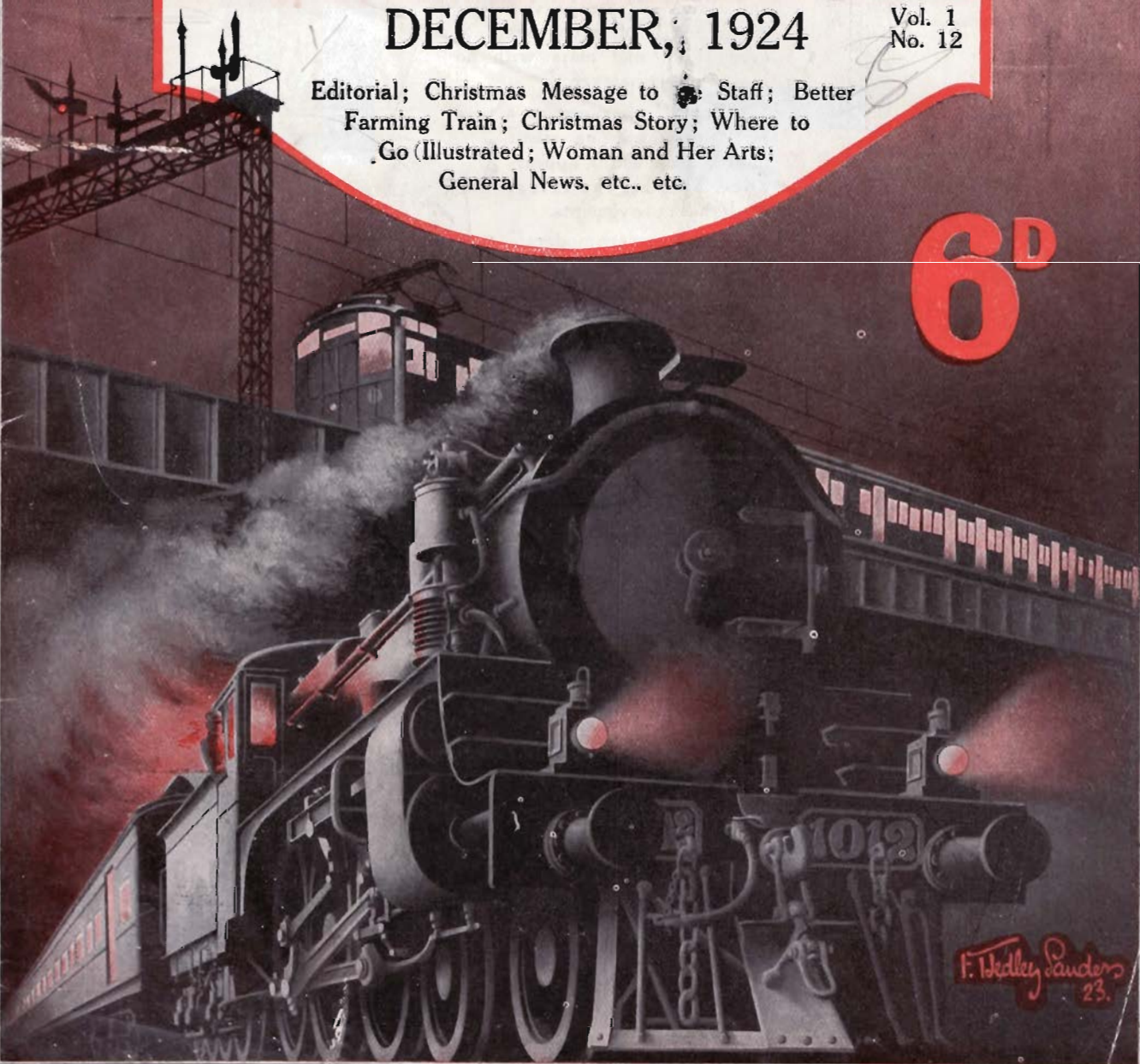
THE VICTORIAN RAILWAYS MAGAZINE

DECEMBER, 1924

Vol. 1
No. 12

Editorial; Christmas Message to Staff; Better
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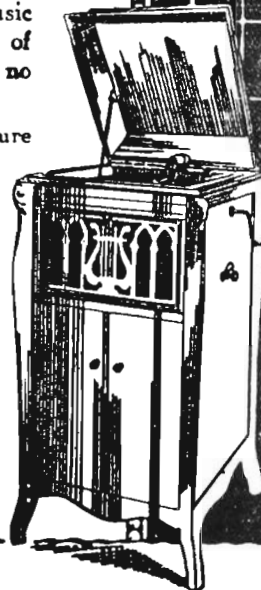
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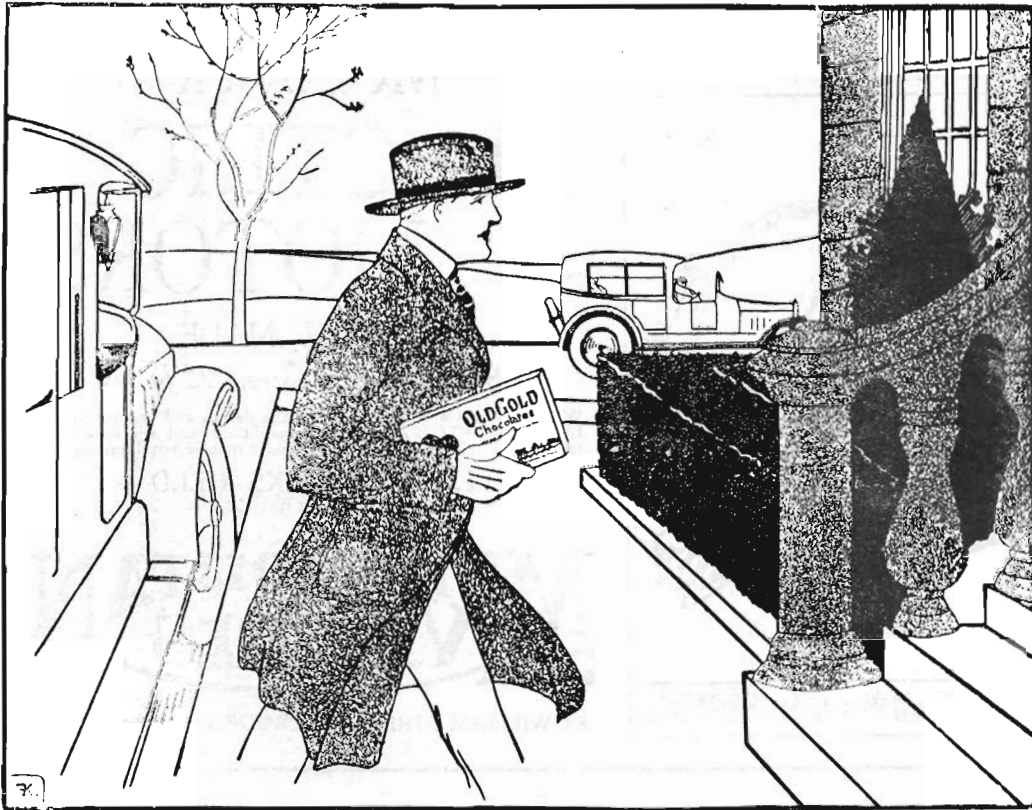
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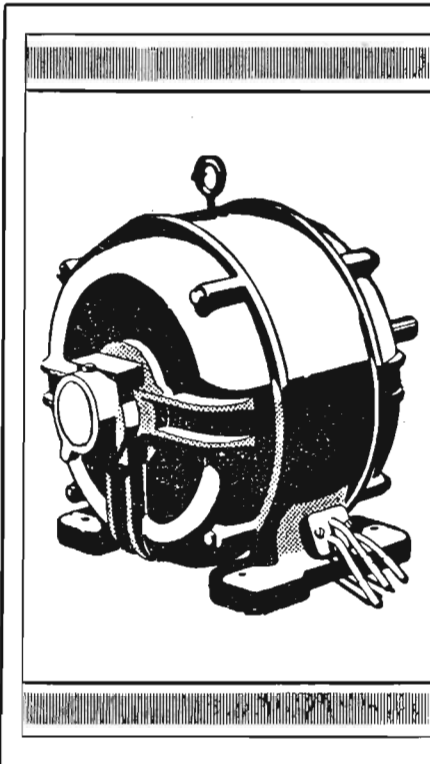
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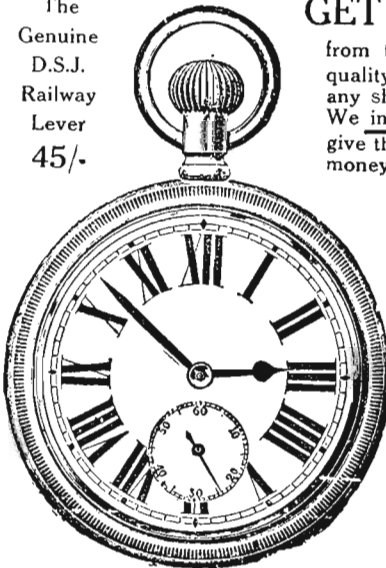
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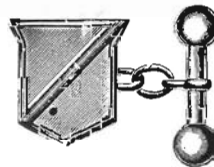
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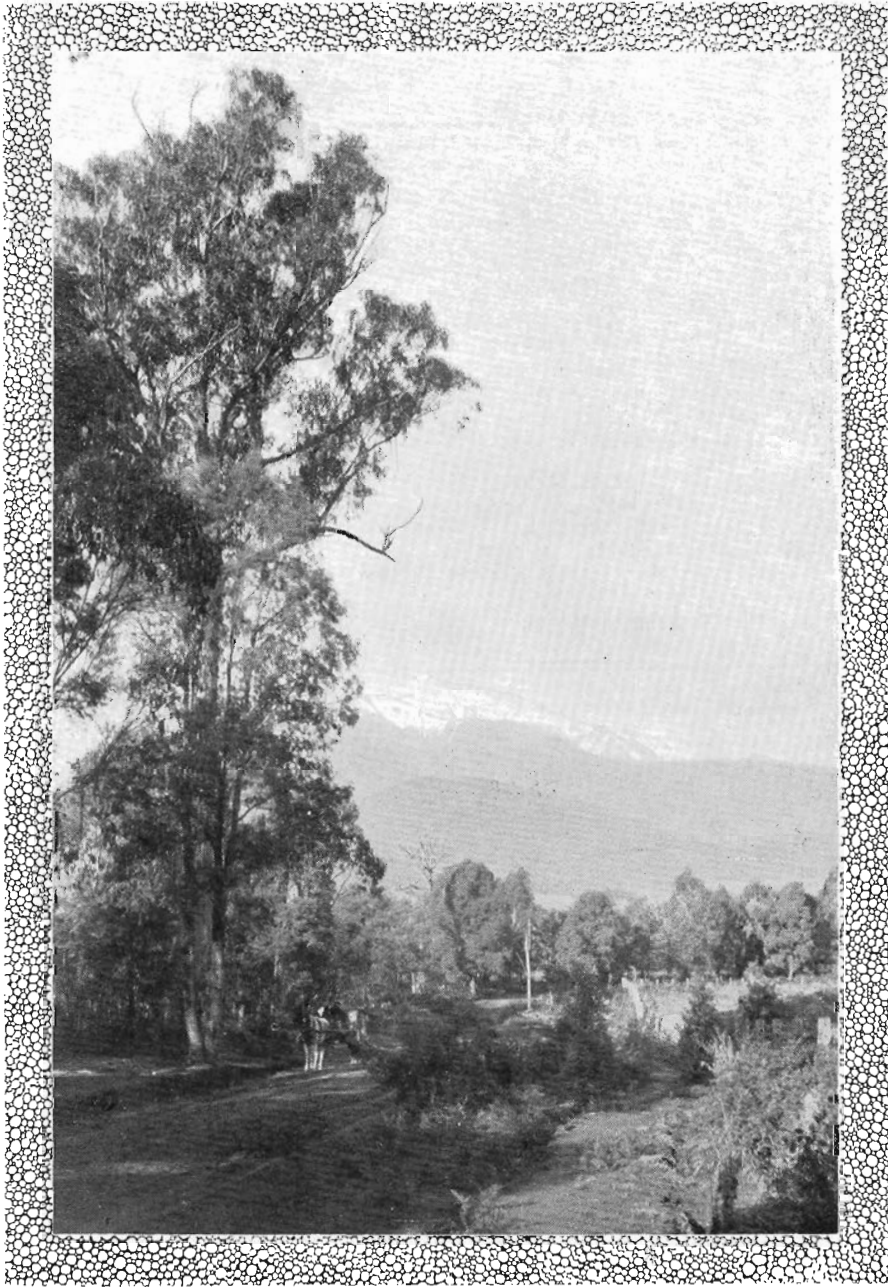
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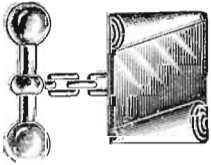
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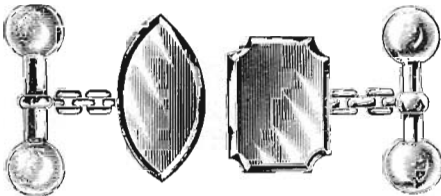


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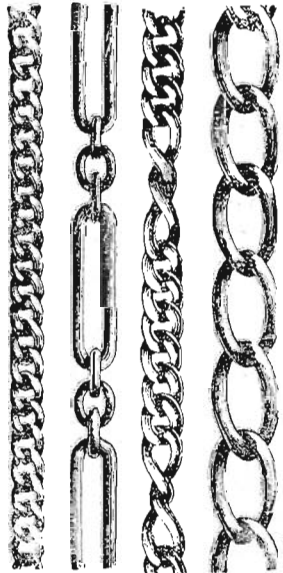
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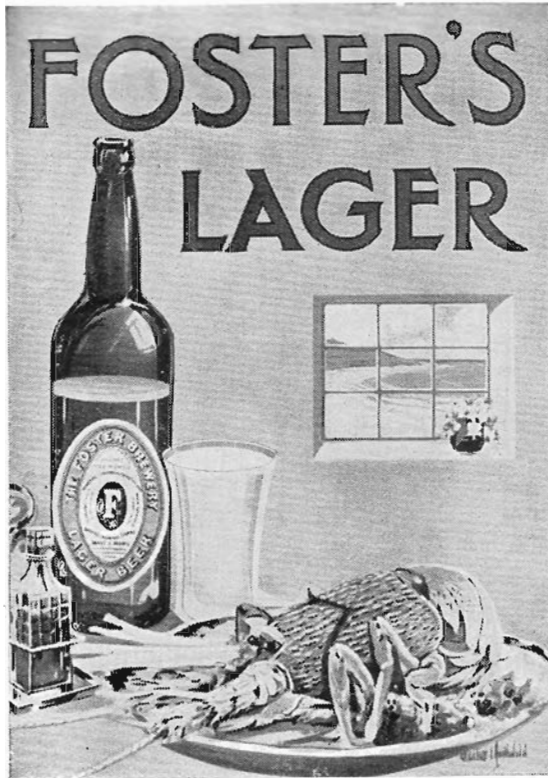
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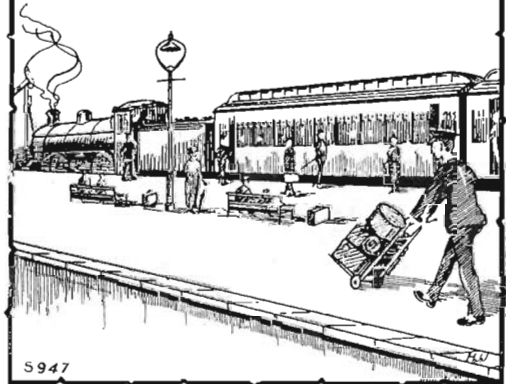
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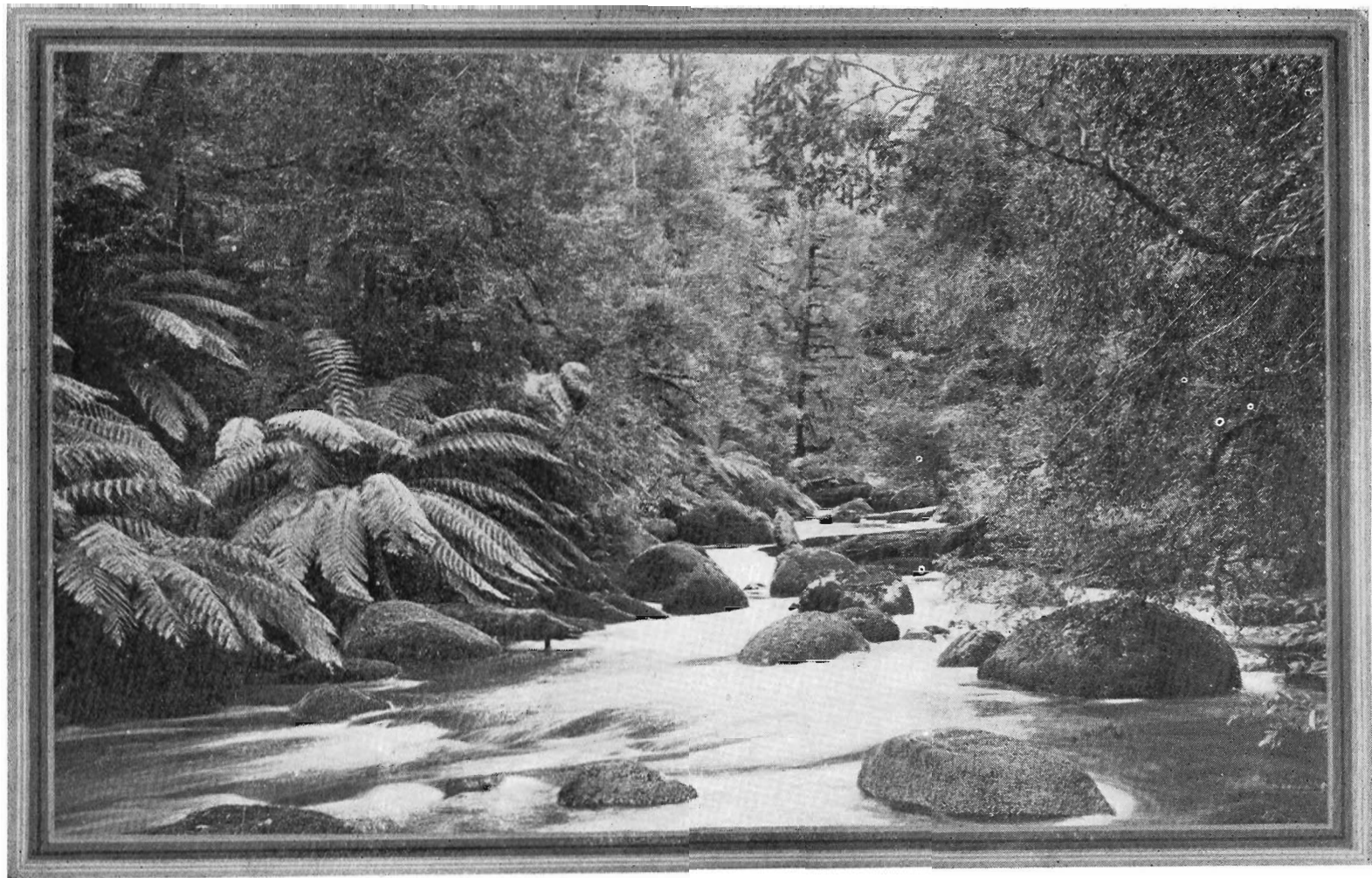
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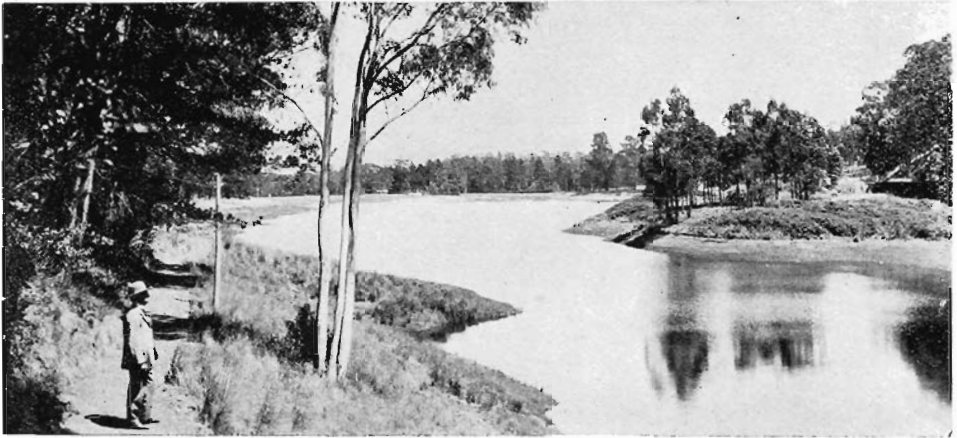
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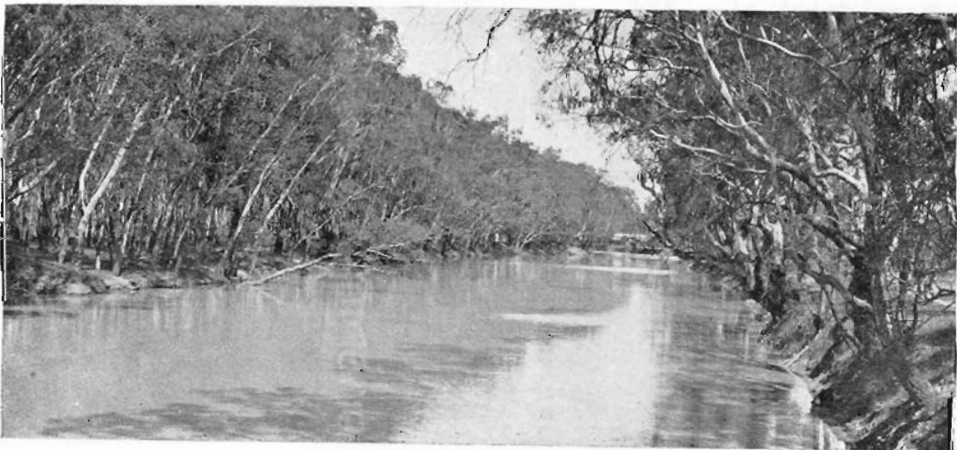
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The Victorian Railways Magazine

Vol. I.—No. 12.

Melbourne, December 1924

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FLINDERS STREET STATION, MELBOURNE

The Strength of Christmas



PROBABLY in their outlook upon Christmas the majority of men and women can trace experiences approximating to those of Shakespeare's "Seven Ages."

From the first simple, whole-hearted belief in Christmas as Fairyland, with a Father Christmas its real and unquestioned monarch; through the season of doubt into that of the know-all; beyond these into superior cynicism, and out of the stage into making the best of things; next possibly a short period disdainful of cant and convention (as then cuttingly called), followed by seeing that the custom made for good after all; and, finally, the fixed conclusion that Christmas cheer and charm, and all the spirit of the universal anniversary, were well worth while in a celebration that meant philanthropy and merriment and friendship, careless of all else before or ahead.

And, indeed, it is in the last phase that the strength of Christmas seizes hold tightly of heart and brain, and makes us sound hosannas for that "peace on earth and goodwill towards men" can be not only felt but acknowledged as the greatest thing in the world, and so acclaimed and proclaimed without shame, and unafraid. Greatly in such an emotional surge can we recall Browning's wondrous stanza:—

O heart that freezes, blood that burns,
Earth's returns,
For whole centuries of folly, noise and sin—
Shut them in,
With their glories and their triumphs and the rest,
Love is best.

So the strength of Christmas is that it keeps the fires burning that beacon men upward and onward to the coming grandeur of humanity. It is in this respect that the Christmas spirit is a sign of the undying faith in good overcoming evil.

But the strength of Christmas has an arithmetical basis also. Think of it belonging prac-

tically to the world!—at least to the white races and impinging upon the others. Think of its age, as the centuries are counted! Think of it, if you like, as myth, but own it miracle! Think of its message as mighty and magical for a thousand years and more, and penetrating wherever civilisation is known.

In a reflective mood we shall surely admit that beautiful as the charm of Christmas—with its customs so quaint and joyous—or splendid as its spirit—with its scorn of meanness and sourness—yet in its strength it is as the rock and the sea together, superbly unconquerable.

For Australia and Australians, the yearly festival has associations with a land whose traditions in the matter have been immortally enshrined in Dickensian pages, and whose attitude is proverbially a combination of geniality and generosity.

All this are we heirs to, while at the same time matchlessly making the season peculiarly our own by the environmental influences that slowly are working to give us a distinctive Christmas as true and fine as any.

Fittingly in Australia the Christmas season is one of out-door "keeping-up," joined to the time-honoured indoor characteristics and pastimes. Much more than the land from which we sprang we go a-holidaying at the year-end, seeking adventure, fun and the open road, even if but for a day, thus preparing to begin the New Year well.

Our railway service has, in this connection, quite a unique bearing upon the people's Christmas. The love of an outing is deep-rooted in good Australian hearts. Fortunately, our pleasure-resorts, and means of communication therewith, are equal to demands, and—save the brave and patriotic—beyond compare. At all events, we need in this country fear no comparison where beauty and utility so capitally blend.

We echo the old, old wish, and, with a handshake, proffer our readers "A Merry Christmas and a Happy New Year."

An Appeal to every Railwayman to Help Secure the Best Transpor- tation Results during the coming Wheat Season

AS producers of transportation, we are striving to establish a business notable for its efficiency in every detail, but the success of the undertaking depends solely upon the effort which each of us puts into his job.

A successful business is built up on reputation. Poor quality goods mean poor business. In this railway industry we must sell only goods of the highest quality, and this is possible only by offering a service notable for safety, adequacy, and promptitude.

During the next few months the need and opportunity to offer service of the highest quality will be greater than ever. Every effort will require to be made to meet the exacting demand for trucks to carry the wheat harvest and, at the same time, efficiently handle ordinary traffic.

Victoria's greatest primary industry is growing wheat of which, last year, the Department transported by rail nearly 10½ million bags. It is expected that this season's harvest will eclipse that of last year, consequently meeting truck requirements from our existing stock of vehicles will be a problem necessitating keen team work on every hand.

There is no doubt that the stock we already have can carry the harvest and that, at the present time, it is not necessary to spend money in building more trucks, but everyone concerned both in and out of the Department will need to co-operate to secure, among other things, full loads for all classes of traffic, prompt loading and unloading and quick despatch.

This co-operation everyone is urged to give. No one should hesitate to throw himself heart and soul into this big endeavor because thereby will come success, and with it pride and satisfaction in a job well done.

Let us try to reach an AVERAGE TRUCK LOAD of 11 TONS

... and ...

an AVERAGE DAILY TRUCK MOVEMENT of 32 MILES

HELP US TO HELP YOU

WHO'S WHO *in* The Victorian Railways.



Mr. W. M. SHANNON, M.I.C.E., M.I.M.E.
Railways Commissioner.



Mr. HAROLD W. CLAPP, M.I.E.E.
Chairman, Railways Commissioners.



Mr. T. B. MOLOMBY,
Railways Commissioner.

Mr. W. M. Shannon, M.Inst. C.E., and Patron of the Institute, is 56 years of age, and commenced his railway career in 1881, when he joined the service as an Apprentice Fitter, being transferred 7 years later to the Locomotive Branch Drafting Office, then located at Newport. In 1892 he was granted leave of absence and left Australia for further railway experience, which he obtained in a number of the leading English railway companies, and in the Baldwin Co. and the drawing offices of Roberts and Miles, Civil Engineers, in America. He resumed duty in the Loco. drawing office in 1894. He had charge of the Train Running Bureau for some time, and also filled the position of District Rolling Stock Superintendent. He has been Assistant Chief Mechanical Engineer and Chief Mechanical Engineer, remaining in control of the Rolling Stock Branch from 13/13 until his appointment as Commissioner on 9/4/19. One of Mr. Shannon's special cares is that of the staff, and probably no Commissioner could be possessed of a greater anxiety to thoroughly probe every staff problem with which he is confronted and to do what is right and just for everybody. He also occupies the responsible position of Chairman of the Stores Board.

Mr. Shannon has always taken a keen interest in out-of-door sports, golf ranking as his present most favored pastime. His garden at Kew, which also claims much of his spare time, is the admiration and envy of all passers-by.

Mr. Harold W. Clapp, M.I.E.E., Patron of the Institute, is 49 years of age, and has been Chairman of Victorian Railway Commissioners since 17th September, 1920. He was born and educated in this State, and commenced practical engineering work as an apprentice with the Otis Company of Melbourne. After subsequent experience with the Brisbane Tramways Company, he went to America, his first position in that country being with the General Electric Light Company, Schenectady, where he remained for about six years. He had charge of the Electrification of the West Jersey and Seashore Division of the Pennsylvania Railway, and of the suburban railways of Oakland, Alameda and Berkeley, and was Manager and Vice-President of the Columbus Railway Power and Light Company, and Vice-President of the E. W. Clark and Co. Management Corporation.

Mr. Clapp's wide and practical knowledge of railway working has had much to do with the present high standard of efficiency in the service, and his publicity campaigns on behalf of the primary industries of the State have been attended with phenomenal success. Since he has been with us he has prided into every corner of the State, and now possesses a knowledge of it which, for intimacy, extent and worth, could hardly be surpassed. In him the Institute has that most highly prized possession—a good and steadfast friend—and to him and his fellow Commissioners this Magazine particularly is under a heavy debt for making its production possible.

Mr. T. B. Molomby, Patron of the Institute, who is 57 years of age, succeeded Mr. Miscamble as Railway Commissioner on the latter's appointment as Commissioner for Tasmanian Railways. Mr. Molomby's association with the Department dates back to 1883, when he entered the service as a clerk at Geelong at the age of 16. His subsequent experience was practical and varied. He was attached to the relieving staff for some time, transferred to the Staff Room, Head Office, in 1893, and to the Time Tables Office five years later. He was appointed Superintendent of Passenger Train Service in 1908, and in 1914 went abroad with the late Mr. E. B. Jones, looking into railway matters. In July, 1915, he succeeded Mr. Macaw as General Superintendent of Transportation, and attained his present exalted position in the Department in August of this year.

His broad and generous outlook on what might be termed the human interest side of the Department is only equalled by his wide and expert knowledge of railway transportation and his keen and effective interest in railway carrying activities.



Mr. E. C. Eyers, aged 42, who was appointed Secretary for Railways on 27th April, 1923, entered the Service on 1st November, 1897, as a junior clerk, after early matriculation at the Hawthorn College.

For over eight years he was engaged on accountancy and staff work in the Transportation Branch, and in April, 1904, he was chosen for appointment as personal clerk to the late Mr. L. J. McClelland, then Secretary, afterwards Commissioner, and with whom he was associated until Mr. McClelland's death in 1917.

In that year Mr. Eyers was placed in charge of the Secretary's Branch Staff Office, and on the creation of the Staff Board in April, 1921, was appointed Chairman of the Board, which position he held until he succeeded Mr. G. H. Sutton as Secretary.

Right throughout his departmental career, his service has been distinguished by outstanding capacity, ability and zeal, and surely no one could have more friends and fewer critics.

Mr. Eyers will always have the "Magazine's" best wishes, both in his official and private life, and we trust he will long be spared to enjoy his garden, his tennis court and many a mountain walk, which now have displaced his earlier activities in the cricket and running world.



Mr. A. E. Smith, aged 57, Hon. Vice-President of Institute, attained his present position of Chief Mechanical Engineer on 14th April, 1919, after a length of service extending over 41 years. Mr. Smith entered the Service as an apprentice at the old Williamstown loco sheds on 24th September, 1883, and there learned the first principles of his profession. He became a draftsman in 1890, assistant engineer in 1905 and engineer in 1911. On 1st May, 1913, he was appointed Assistant Chief Mechanical Engineer, taking over the responsible duties of his present position six years later.

Mr. Smith is responsible more than any other individual for the design and manufacture of the fine locomotives for which the Victorian Railways are now so deservedly noted, and not only is their efficiency attributed to his mechanical genius, but their outlines are an expression of his artistic ability, because, as a water-color artist, he has achieved considerable success. His thoughtful and studious mind finds pleasure in the enthusiastic study of astronomy, for which he has constructed a very fine large telescope, which bears evidence not only of his mathematical attainments, but also of his skill in optical work, for he ground the large object lenses himself, and made a perfect job of them. Our only desire is that this retiring, clever, and well-liked chief will be long spared to us.



Mr. E. H. Ballard, M.Inst.C.E., aged 61, was appointed permanent draftsman in the Department on 15th May, 1887, and now occupies one of the most responsible positions in the Service. His railway experience has been severely practical. He became an assistant engineer in 1892, and was appointed Superintendent of Signals four months later. On 1st March, 1905, he attained the position of Engineer of Way, and in 1914 he became Assistant Chief Engineer of Way and Works. He has occupied his present position since 1st June, 1918.

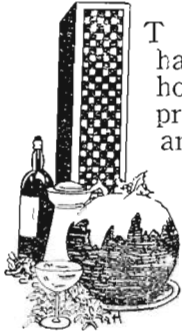
Mr. Ballard fills the chair of men who have made the professional staff of the Way and Works Branch one of the most notable bodies of civil engineers in Australia. His work puts the lines, bridges and other structures of the Victorian Railways on the highest plane of efficiency and safety, and he fills it capably. He is known as a good administrator—firm but fair and just, with striking executive ability. He was a member of the Committee, which, under the Commissioners, and with the advice of the consulting engineers, was responsible for the electrification of the Melbourne suburban railways, and his capacity for getting things done assisted materially in the completion of that gigantic scheme with a minimum loss of time. The Department is fortunate in possessing a Chief Engineer of Way and Works of Mr. Ballard's calibre.



Mr. M. J. Canny, aged 42, who was recently appointed Acting General Superintendent of Transportation, entered the Service in 1897, and after experience at the Melbourne Goods Sheds, in the office of the Superintendent of Goods Train Service and in the Secretary's Branch, became personal clerk to successive Chairmen of Commissioners. He attained the position of Outdoor Superintendent in 1919, and whilst occupying that position visited America in company with three other officers. He was afterwards appointed Assistant General Superintendent, and finally Acting General Superintendent in succession to Mr. Molomby, who recently became Commissioner.

Mr. Canny combines rare ability with unique tact and an engaging personality, and has thrown himself heart and soul into the big movement of recent years for increasing the efficiency of the transport service, raising the status of the railwayman's profession, and fostering good relations and understanding between the Department and the public. If he possesses one characteristic more than another, it is expressed in his unflinching urbanity and anxiety to personally see that the right thing is always done, whether the interests involved are those of the Department or of the individual in or out of the Service. He has a big job in hand as head of the Transportation Branch, perhaps the most exacting and responsible in our whole great Service, and we have no doubt that the sagacity, wide knowledge and untiring energy which have brought him so rapidly to the front will keep him there and crown each year of his administration with marked success. His career is a beacon to all young, ambitious railwaymen.

He is a keen follower of all forms of sport.



It was Charles Dickens who wrote: "Christmas is close at hand, in all his bluff and hearty honesty—the season of hospitality, merriment and open-heartedness—the old year preparing like an ancient philosopher to call his friends around him and, amidst the sound of feasting and revelry, to pass gently and slowly away."

And these words and sentiments are as appropriate to-day as they were one hundred years ago, and as they will be a hundred years on.

But, quite apart from its significance to the religious mind, what is it that is responsible for the wonderful charm that Christmas possesses for all of us?

Is it the festive gatherings and greetings of relatives and friends? Or the mere holiday with its brief respite from the tedium of work, coupled with the prospect of receiving a present from someone? Or the general spirit of gaiety which is usually abroad for our entertainment?

Any or all of these factors, maybe, we could find operating to some extent; but if we look deeper we will find that its real import lies in the fact that Christmas is something more than a festival. It is an ever-recurring landmark amidst the years: a pinnacle from which we may take a glimpse of the progress—or, perchance, the decline—our fortunes have made between the anniversaries. Its coming brings a feeling of inexorable destiny pressing us on to some unknown goal. It comes to rouse mankind and free the careworn for a little from the burden they endure, for on this, the only birthday which is celebrated throughout the universe, charity should wear its sweetest garb and all else be forgotten but goodwill.

And now, having given expression to these few sentiments about Christmas, there occurs a fitting opportunity to tender kindest wishes and remembrances to all our readers.

If you have health, may you do nothing to injure it; if you haven't, may the New Year bring it to you. If you have prosperity, may you enjoy it; if you haven't prosperity, may you—well, at least, may you deserve it.

"Glorious time of great Too-much!
Too much heat and too much noise,
Too much babblement of boys,
Too much eating, to much drinking,
Too much everything but thinking."
— Leigh Hunt, "Christmas."

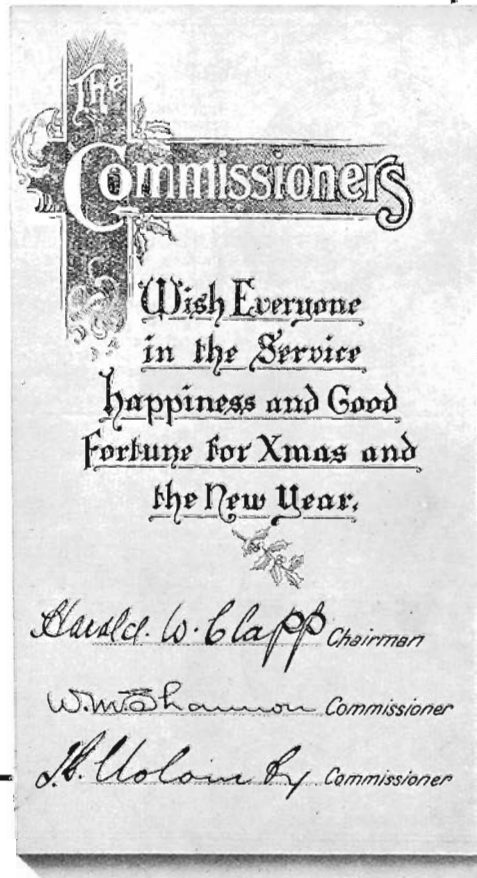
"Sudden as sweet
Come the expected feet.
All joy is young, and new all art,
And He, too, Whom we have by heart."
—Alice Meynell.

"Life still hath one romance that naught can vary—
Not Time himself, who coffins Life's romances—
For still will Christmas gild the year's mischances,
If Christmas comes, as here, to make him merry."
— T. Watts-Dunton, "Christmas Tree."

"So now is come our joyfullest feast,
Let every man be jolly;
Each room with ivy leaves be dressed,
And every post with holly."
— G. Wither, "Christmas."

"Yule's come and Yule's gane,
And we hae feasted weel;
Sae Jock maun to his flail again,
And Jenny to her wheel."
— Scottish rhyme.

"For Christmas comes but wanst a year,
And when it comes it brings good cheer,
And when it goes it laves us here,
And what shall we do for the rest of the year?"
—Irish version of Old Carol.



Things We Are Talking About

Publicity: Its Uses

In recent times, the Victorian Railways have gone in more extensively than ever for publicity, both to serve the immediate needs of the Department and to benefit it indirectly by assisting to stimulate primary and secondary industries, the very proper assumption being that the prosperity of the State cannot possibly be improved without a most favourable reaction upon the Railways.

Through the helpful co-operation of Mr. W. R. Kidd, General Manager of the Australian Broadcasting Company, we have been able to extend our publicity activities in a most useful way. Mr. Kidd is an enthusiastic Australian, who realises just as we do that it is to the advantage of everybody to do whatever he can to stimulate interest in our own land and to

encourage production, and he placed at our disposal the unique facilities afforded by our great Melbourne Broadcasting Station, (3 LO, 5 KW, 170 metres), to enable us to give talks to wireless listeners-in from time to time.

On Wednesday, 29th October, Mr. A. E. Hyland, Railways Publicity Officer, and Chairman, Betterment Board, gave a quarter-hour talk on what the Railways have been doing to assist the fruit-growing industry, and what lies behind the running of the "Reso" trains, and told how the Railways were co-operating with the Department of Agriculture and the Education Department, to take farming and housewifery knowledge of the most valuable kind into the remote parts of the country by means of the "Better Farming Train." He spoke also of the movement to encourage farmers to grow more and better grass by the top-dress-



ing of pastures. Incidentally, Mr. Hyland pointed out how little railway rates affected the cost of living, giving the following examples:—

For railway haulage of 100 miles, the price you pay the tradesman includes approximately this trifling freight—

Firewood	5d. per cwt.
Potatoes052d. per lb.
Wheat (used for flour)052d. „
Butter122d. „
Meat (on hoof — live stock rates)119d. „
Fruit077d. „

The producer fares equally well. For the same distance corresponding figures are—

Artificial manure	5s. 4d. per ton
Groceries338d. per lb.
A dress (approximately)	9d.
A suit (approximately)	1s. 1d.

We think this is a fine development, and are proud that there is in this community a big organisation with the broad and patriotic outlook of 3 LO.

From all accounts the transmission was quite successful, and it is interesting to reflect that all over this great continent, away at sea, over in New Zealand and Tasmania, people of all ages and both sexes were learning just a little more of the best Railways in the Commonwealth.

Mr. Boyce, Government Tourist Officer, has been very kindly invited by the Broadcasting Company to give a talk on tourist travel.

Eat More Fruit Campaigns

We have never had any doubt of the merits of the "Eat More Fruit" Campaigns that have been, and are, being conducted. The results speak more loudly than words. The fact of the matter is, that sales of fruit have increased enormously, and that supplies of canned fruit, which previously glutted the market, are not now equal to the demand, whilst the consumption of raisins has also very greatly increased, due to the sale of raisin bread and of raisins and sultanas in small threepenny and sixpenny cartons.

We have had a few critics, however, but this small handful of chronic grumblers should shortly be silenced by what the English railways think of us. We reproduce herewith a poster issued by one of the English railway companies. It tells its own story.

Souvenir Boxes of Dried Fruits for England

The Australian Dried Fruits Association has devised an excellent scheme to make Australia's dried fruits more popular, and at the same time solve the vexed problem of those persons who wish to send a Christmas gift to a friend



in the Old Country, but are unable to decide what form the gift should take

A handsome souvenir box, enclosing six varieties of dried fruits—peaches, nectarines, apricots, sultanas, currants and lexias—can be sent post free to any address in England for 5/-. Coupons are available at railway refreshment stalls, A.N.A. branches, and returned soldiers' branches.

The sender fills in the coupon, pays his 5/-, and the Association then arranges for the despatch of the fruit. Accompanying each box is a recipe book, a Christmas greeting, card with the name and address of the sender, and a leaflet emphasising the need for Empire unity and preference to Empire products.

The project is not a direct money-making concern, as it is estimated that the net cost of each box is 5/3.

Mr. Alan Edmunds, organiser of the A.D.F.A., said at the beginning of November that nearly 10,000 of these gift boxes had been despatched within recent months, and many thousands were being sent for Christmas delivery.

Dried Fruits Statistics

The Commonwealth Statistician has compiled the following figures from the latest

available official sources, relating to the dried fruits industry:—

Annual Production of Raisins.

	Tons.
U.S.A.	209,800
Spain	59,350
Turkey (Smyrna)	36,000
Australia	18,650
Greece	12,000
South Africa	7,000

Annual Production of Currants.

	Tons
Greece	105,000
Australia	10,500

New Zealand takes the lead as a consumer of raisins and currants per head of population, the figures being as follow:—

	Raisins.	Currants.	Total.
	lbs.	lbs.	lbs.
New Zealand	4.40	1.20	5.60
Australia	3.10	1.65	4.75
United Kingdom	1.85	2.77	4.62
Canada	3.59	0.60	4.19
U.S.A.	2.96	0.34	3.30

In regard to export, a comparison is given hereunder:—

	Raisins.	Currants.
	Tons.	Tons.
Greece	10,000	87,400
U.S.A.	42,200	—
Turkey	27,500	—
Spain	26,400	—
Australia	11,700	7,350

Australia's 1923-24 export of raisins and currants showed an increase of 4,002 tons on the previous year, the lowest export being to U.S.A., which only bought 2 cwt. of raisins.

The more raisins Australia consumes herself, therefore, the better.

**Melbourne Cup Railway Traffic,
4th November, 1924**

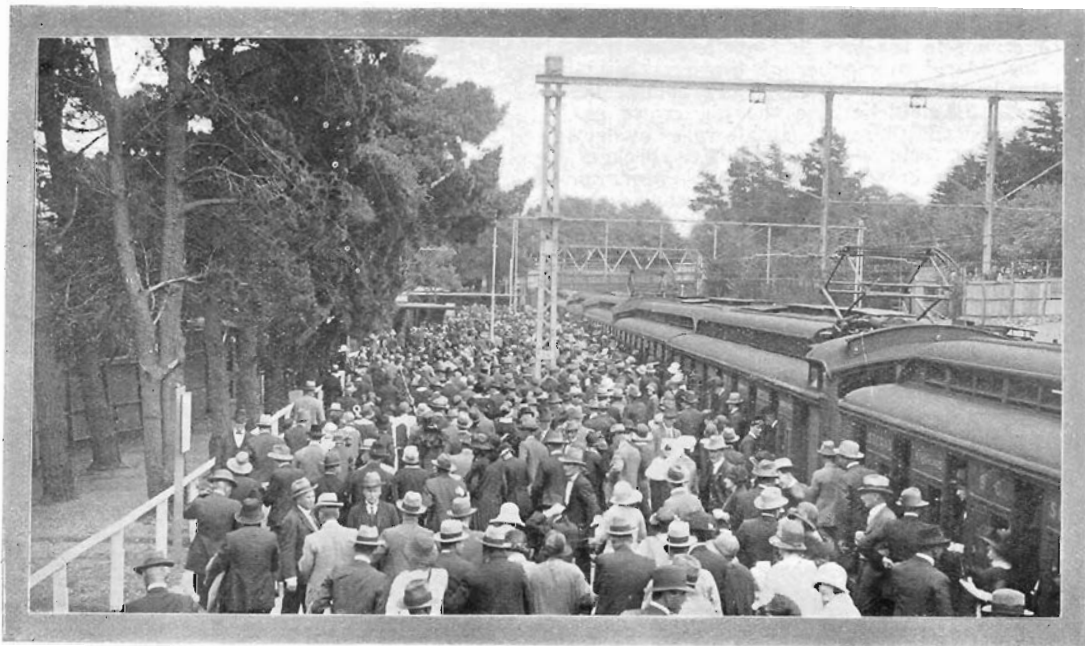
The Melbourne Cup, which is run on the Flemington racecourse, situated 4½ miles from Spencer Street railway station, is considered the largest racing fixture in the Southern Hemisphere, the average attendance being about 100,000 people, and of this number 53,000 passengers are carried by railway electric trains to and from the course.

This large traffic is conducted with eight-coach electric trains, each train having seating and "crush" loading capacity for 680 and 1,200 passengers respectively. The actual railway bookings in connection with the Melbourne Cup for the last four years is as under:—

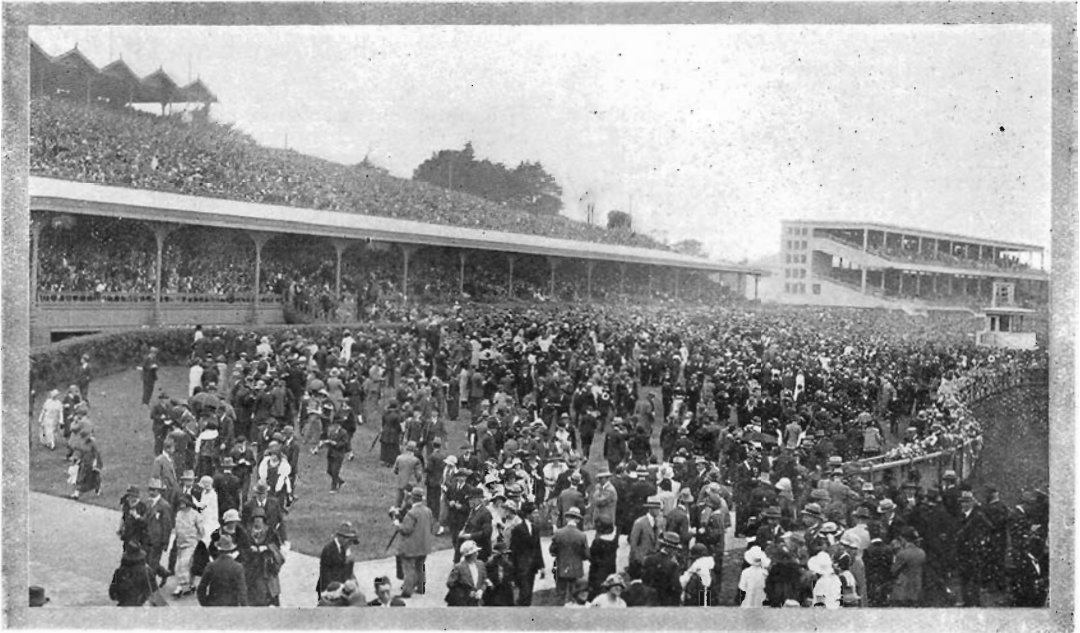
	1921.	1922.	1923.	1924.
1st Class	28,427	29,091	25,933	29,463
2nd Class	18,922	22,538	19,600	23,809
Total	47,382	51,629	45,533	53,272

The outgoing traffic at Spencer Street station and the homeward traffic from Flemington racecourse is conducted from two different platforms, i.e., 1st class passengers from one platform, and 2nd class passengers from the other. The Melbourne Cup race is timed to start at 3.30 p.m., and the homeward flow of traffic usually commences about 4.0 p.m.

For the transportation of the 53,272 passengers on Tuesday, 4th November, 1924, 16 eight-coach electric trains were employed on the outward journey—running 54 trips, and 18 eight-coach electric trains on the homeward journey, making 51 trips. The first return train left Flemington at 3.50 p.m. this year, and the last at 6.5 p.m., which is equal



Crowd Alighting from Electric Train at Flemington Racecourse Platform



View of Cup Crowd

to a train leaving the racecourse every 2½ minutes from 3.50 till 6.5 p.m.; and in view of the fact that for portion of the return journey these special race trains have to be worked over the same tracks as the ordinary suburban service, this achievement is regarded as an excellent tribute to the Transportation Officers who planned the train arrangements, and to the team work of the staff who carried them out so successfully.

Referring to the handling of the Cup traffic, the "Age" newspaper of the next morning made the following laudatory comments: "Railway officials handled the big crowd expeditiously, and there was an alertness evident on all hands, from booking officials to checkers, when the big crowd besieged the windows. The handling of the traffic was worthy of the best traditions of the Department."

Time Table Alterations

Important alterations to train-running on the Geelong lines are brought into force in the new summer time-table (operative from November 24th), and should be appreciated by residents in the south-western district.

The Queenscliff morning train leaves later than formerly, but, running express to Geelong, connects with the 8.8 a.m. train for the city.

By running the evening train for Melbourne at 5.30 p.m. instead of 5.55 p.m., passengers from Ballarat and Birregurra are saved an hour's wait at Geelong, and reach Melbourne at 7.17 p.m.

In its issue of 31st October, "The Australian Municipal Journal" says:—"It is persistently reported that the New South Wales Railways Commissioners propose to extensively adopt motor 'buses in preference to laying new tramway tracks in Sydney metropolitan area. It is found that privately-owned motor 'buses are competing with the Government tramways to such an extent that a service must be provided capable of meeting this competition. 'Buses owned by the Railways Department is said to provide the best way out."

Through Rail-Motor Service to Sydney

A through rail and motor service between Melbourne and Sydney, via Mallacoota and the South-east coast, has now been arranged, and should prove very popular.

The passenger travels by rail to Orbost, thence by motor to Nowra (N.S.W.), where he joins the train for Sydney. This arrangement affords tourists a unique opportunity of viewing the magnificent scenery around Mallacoota Inlet and the coast—"mountain and stream; cliff and ocean; mighty forests; fascinating hamlets," to quote the poster which has been issued.

Single tickets at £8/16/- each are now on sale at the Tourist Bureau, where all particulars regarding the journey can be obtained. The journey may be broken at Sale or Bairnsdale for the Gippsland Lakes, and Buchan Caves, and at Mallacoota, Eden, Bega, Moruya, Nowra, and other points along the motor route, the tickets being available for two months.



"Better Farming" Train

"Better Farming" Train

Second Tour—South Gippsland, 10th to 15th November.

The remarkable success of the initial tour of the "Better Farming" Train, demonstrated by the large attendances and the unanimous approval of the project, freely offered by those who came to see the exhibits and hear the lectures, presaged the success of the second tour, which commenced on November 10th, and extended to South Gippsland lines. The first demonstration centre was Lang Lang, where upwards of 500 people attended during the day and listened to the demonstrations and lectures with marked interest. In the evening the train was again opened for inspection, and the lectures on the care and breeding of poultry and potato cultivation were largely attended.

On the next day, the train moved on to Meeniyah, and the company was welcomed on

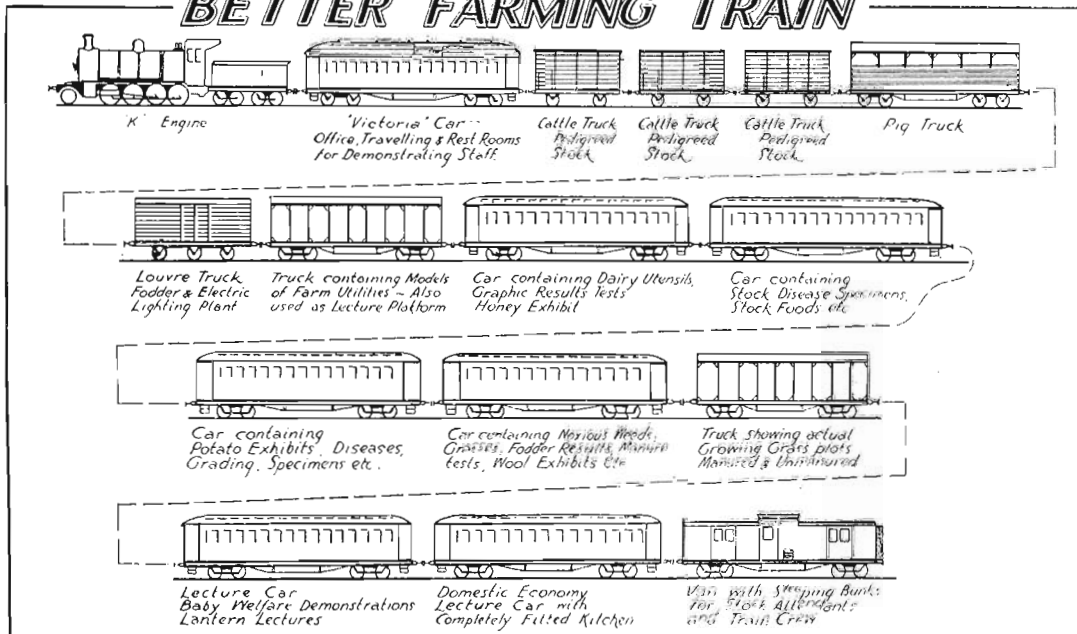
arrival by Councillor McDonald, on behalf of the people of the district. Although weather conditions were anything but ideal, 700 people came in from all parts of the surrounding districts to see the train and gain information.

At the conclusion of the day's programme, Mr. McDonald thanked the company, and said the whole enterprise was splendidly conceived, that the lectures and demonstrations were most instructive and educational, and were sure to result in great good, and advance proper farming practices in a marked degree.

Yarram was our next centre, and here again the addresses were followed with attention by large audiences. The opinion of the people of the district may be gauged by those expressed by Mr. G. Irving, of Warragul Creek—"The Departments concerned are to be congratulated. The grasses exhibit is specially fine; I have proved the value of top dressing on poor country, and the information and advice given on the train is of great value."

DIAGRAM SHOWING LAY-OUT OF EXHIBITS ETC.

BETTER FARMING TRAIN





Mr. Mullett, Senior Inspector Agriculture, talks on top-dressing of pastures.

Farmers interested in the train's pure bred Jerseys.

A lecture on dairy practice.

The visit of the "Better Farming" Train will be long remembered in Toora. The weather was delightful, and it was said that no greater number of people had ever assembled in the town. About 1000 people visited the train, and the intense interest displayed in everything was most gratifying to the company. In the evening, the officers on the train were entertained by the residents of the district at a smoke social, presided over by Councillor Allan, brother of our new Premier, and very eulogistic references were made by various speakers to the Departments concerned in inaugurating the project and the officers of the train.

The weather at Korumburra, which was the next centre visited, was in marked contrast to that of the preceding day. Heavy, sleety rain fell practically throughout the day, and marred the success of the demonstration: nevertheless, approximately 1000 people viewed the exhibits. A luncheon was given by the President of the Shire (Councillor W. Herbertson), to welcome the officers of the train, and was attended by 40 prominent representatives of agricultural interests. Here again laudatory speeches, emphasising the great educational value of the train, were made, and the hope was expressed that the train would again visit the district.

The concluding day of the tour was spent at Cranbourne, and although it was Saturday, which offers strong sporting and other attractions, the attendance was about 500.

The great interest of the Chairman of Commissioners in the enterprise was displayed by his presence at Lang Lang and Cranbourne, and at the latter centre was also noticed Mr. Cattnach, Chairman of the State Rivers and Water Supply Commission, as well as our well-beloved ex-Chairman of Commissioners, Mr. W. Fitzpatrick.

Thousands of people in Gippsland have had the privilege of inspecting the "Better Farming" Train, with its wonderfully varied equipment. It has left a marked impression upon those who have already seen it, and listened to the lectures delivered by agricultural and domestic science experts. Its influence upon the farming community of

Gippsland will surely be seen as time goes on. Eventually the train will become a familiar sight to people throughout the State.

The Western District is the next scene of its activities. The train will leave Melbourne on December 1st, and return, after a tour of 12 days, visiting Colac, Terang, Allansford, Warrnambool, Penshurst, Branxholme, Heywood, Portland, Hamilton, Koroit, Camperdown, Birregurra, Moriac.

Exhibits of farming, such as farm produce, dairy fittings and appliances, fodders and fertilisers, plans of farm buildings, selected live stock, etc., will not only be represented on the train, but the farmers' womenfolk will find much to interest them. A carriage is devoted to domestic economy, and here the lady living in the country will be brought in touch with the most up-to-date methods of housekeeping in all its phases, as well as receive helpful advice on the rearing of infants.

Altogether, the train has a message for everyone in the country, and it thoroughly deserves the enthusiasm with which it has been received.

All-Australian Exhibition Ends

"All that we set out to do has been realised. We wanted the people to come and see and be impressed by Australian manufactures. They came, and we have not heard a word of complaint. We are satisfied that the expenditure has done a tremendous amount of good for Australian industries. We want the Australian people to follow the American motto—'Whatever is made here is good enough for us!'"

This was the enthusiastic comment of the secretary of the Chamber of Manufacturers, Mr. F. L. W. Achby, after the closing of the All-Australian Exhibition in the Exhibition Building on November 8th.

The Exhibition has been an unqualified success, and no better advertisement has ever been given the "Made in Australia" movement. It is officially estimated that at least

500,000 people visited the Exhibition during the two months it was open. In promoting it, the Chamber of Manufactures made an allowance for a loss of £1000 on an estimated expenditure of £13,000, but, although the expenses have increased, the attendances have been so great that a small profit will be made. The total receipts should exceed £15,000.

On the closing night a concert programme was arranged, and the 160 exhibits proved just as attractive as they did two months ago. Towards the latter part of the night, eager crowds swarmed round the exhibits, at which sample goods were sold, and great business was done at bargain prices.

The next exhibition will be held in Adelaide from March 27 to May 23, 1925. It will probably be 1927 before a similar show is held again in Melbourne.

Accident Near Royal Park

An unfortunate accident occurred between Royal Park and North Carlton, at about 2 o'clock on 7th November, when a motor car, driven by a Mr. Keagle, of Kew, crashed through the Sydney-road railway fence, and fell down the steep embankment on to the line, the driver being killed instantly.

The steam crane left North Melbourne at 2.25 a.m., and the damaged car was removed from the line and taken to Royal Park at 3.30 a.m., without any delays to traffic.

Commonwealth Loan

Treasury officials expect that the Commonwealth Loan of £10,300,000 for the States, which closed recently, will be fully subscribed. This is the first loan which has been launched under the agreement arrived at by the State Premiers in conference with the Federal Ministry.

Out of the loan, New South Wales will receive £2,906,000; Victoria, £2,325,000; Queensland, £1,134,000; South Australia, £2,000,000; Western Australia, £1,200,000; and Tasmania, £233,000.

From the Commissioners to the Staff—

During the month of July last, 396,846 country tickets were issued, and only 2.4 per cent. were uncollected, the next best result to this being that achieved in October, 1923, when 2.7 per cent. of tickets were not collected.

This result, which constitutes a record, is particularly gratifying to all concerned.

Uncollected tickets may mean loss of revenue; therefore let us protect our interests by collecting every ticket.

HELP US TO HELP YOU!



A corner of the All-Australian Exhibition.

Fuel Conservation

Although the Thermal Efficiency of the steam locomotive is less than half that which is obtainable with the internal combustion engine, it still holds its place in railway operations.

One reason is, no doubt, that no suitable mechanism has been evolved for the transmission from internal combustion engines of powers of the order used on locomotives and suitable for locomotive work.

Another factor is the high standard of efficiency attained by engine crews in developing and utilising to the best advantage the heat stored in the coal.

The difference in the quantity of heat produced when the product of combustion is carbon dioxide, as compared with that produced when the product of combustion is carbon monoxide, makes a big rise in the percentage efficiency of the locomotive.

The steam locomotive affords some advantages to its operators. The boiler radiates heat, which is appreciated by the engine crew in winter time.

The amount of noise in proportion to the horse-power is very low on the steam locomotive.

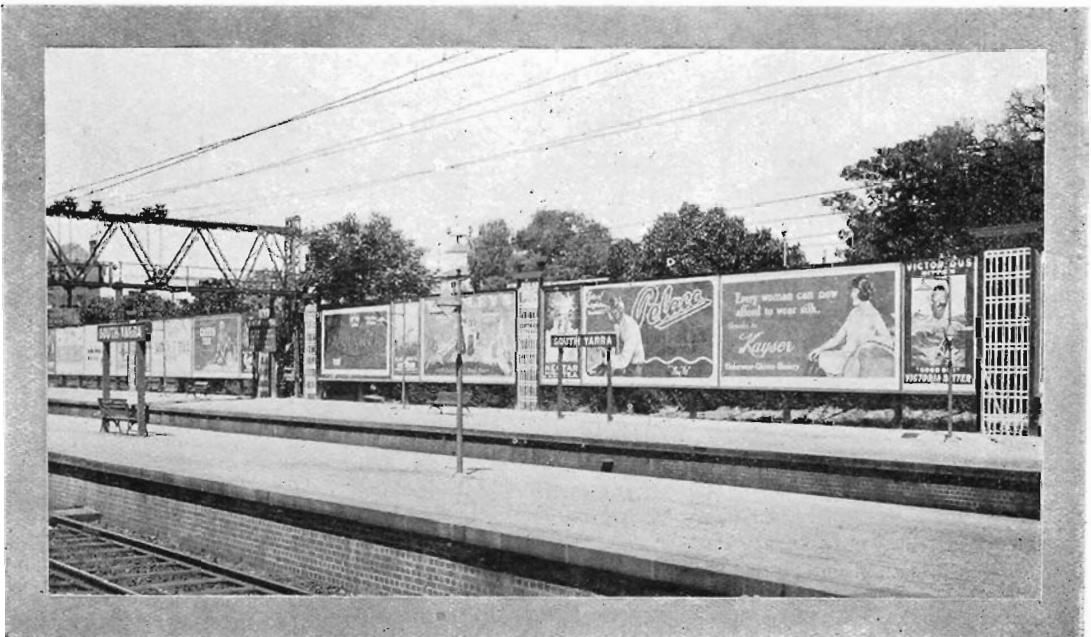
Victorian Irrigation Water Supplies

When the Victorian Rivers and Water Supply Commission has completed the Sugarloaf, Wimmera, and Maffra water storages, the total capacity of the State storages will exceed 1,264,000 acre-feet.

The Hume reservoir will contain at least 1,100,000 acre-feet, half of which can, under the provisions of the River Murray settlement, be credited to Victoria's storages.

* * *

"I never waste time bemoaning the fate of the man who cares so little for his own life as to dash recklessly across a railway track—and be knocked into Kingdom Come. They are killed every day, and the driver and train crew should never be blamed for it. These reckless people know that the trains have right of way—know that it is dangerous, without making sure that no train is near—yet they seem to think it funny—or smart—to go tearing across the track, barely missing a collision. There is absolutely no need of such accidents. As a matter of fact, they are not accidents, but just the penalty that reckless people pay for acting the fool." — "American Forum."



The Victorian Railways believe in artistic advertising. Some of the new hoardings at South Yarra.

Boolarra

A Finely Kept Station.

In these days railway stations in Victoria are reaching such a high standard in the way they are looked after and kept, in other words, in their neat and orderly appearance, that it is often difficult to say which is better than any other, a situation which at any time is complicated by the fact that varying conditions and degrees of importance exist. But if among the smaller stations a selection must be made, there is not any question that Boolarra, down among the lovely Gippsland hills, must occupy one of the first places.

Here is a station small and unpretentious, and yet a delight to the eye. It has quite a distinctive atmosphere which is noticeable immediately you put your foot on its tidy gravel platform, bordered by green plots, where roses spread their blooms, and where luxuriant hydrangeas and arum lilies grow richly luxuriant in big green-painted pots.

Inside the little office there is an atmosphere which is entirely distinctive. Such is the arrangement, so carefully disposed and clearly labelled is everything, so tidy are the drawers and cupboards, that even a stranger coming in could readily place his hands upon anything he might need. What this must mean to the Stationmaster in the reduction of tedious detail, and in assisting him to get his work done



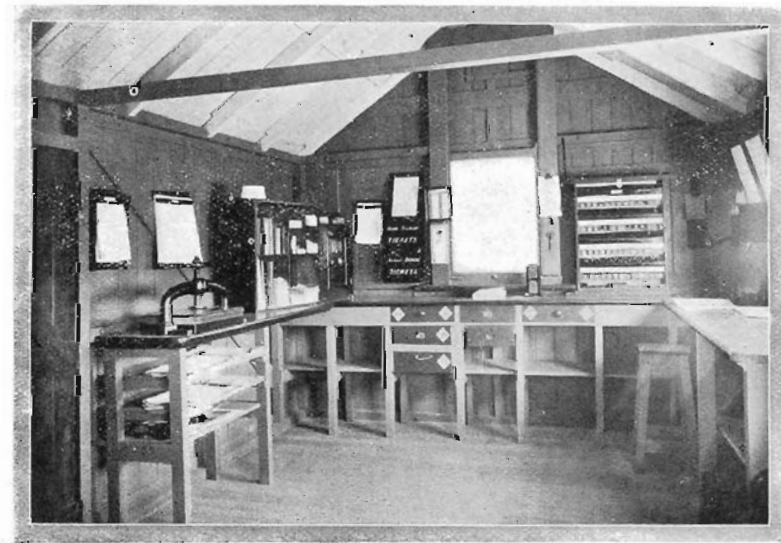
One end of spick and span office—Mr. F. P. Macdonald, R.S.M., at table.

in the shortest possible time, and with the most satisfactory results, can well be imagined.

Some might say, "Oh, it is just a small station, and he should be able to manage." It certainly is a small station, but there are many men who are not blessed with the happy knack of managing even a small station without a certain amount of muddling, which leads to inefficiency and dissatisfaction, and these men can cultivate the right style of doing things if they only will. It is not at all hard, and once we commence to apply habits of orderliness we find ourselves on the right track, within clear sight all the time of the goal which means work with pleasure, for work is only drudgery when we do not tackle it in the right way, or in the right spirit.

What applies in the main office applies also in the other buildings, the waiting-room, the lamp-room, the van goods shed. It applies also about the station yard, where you look in vain for debris. It is evident again in the goods shed.

If there is any station enviably situated amongst beautiful trees and within a stone's throw of charming hills and crystal streams, it is Boolarra, and if there is any station which, by reason of the condition in which it is kept, deserves to be placed in such an environment it is Boolarra again. We congratulate Mr. Kirk, the



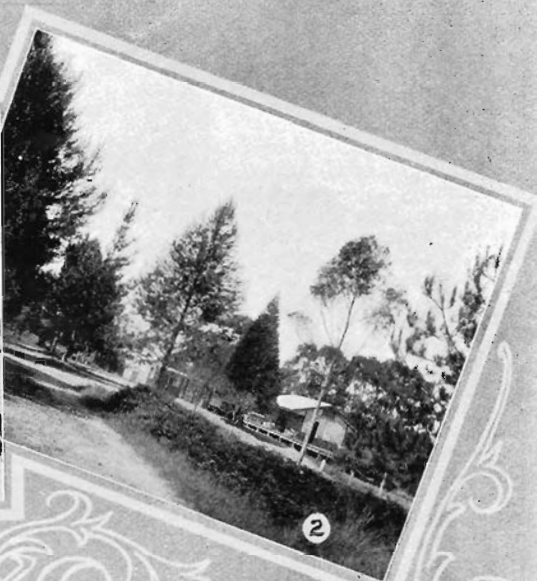
Booking Office, a model of neatness.

Boolarra Station

Victorian Railways.



1



2



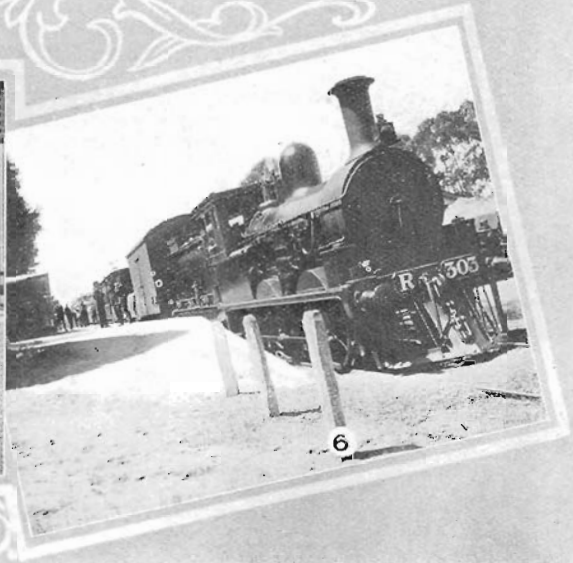
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5



6

1. What a difference a few shrubs make. 2. Few stations have a more delightful approach than Boolarra. 3. Parcels and luggage office. 4. Passenger side and goods shed. 5. Busy time at goods shed. 6. Mixed train arrives.

Stationmaster, who just at present is on holidays, on the fine results he has achieved.

The Commissioners concur in all that we have said regarding the neat and tidy appearance of Boolarra Station.



Mr. J. A. Kirk, Stationmaster. Boolarra.

* * *

"A sign on the highway near a western town reads: '4076 people died last year of gas—39 inhaled it, 37 put a lighted match to it, 4000 stepped on it.'"—"Southern Pacific Bulletin, U.S.A."

From the Commissioners to the Staff

On page 585 is an appeal for special co-operation to secure the best results during the wheat season.

Success depends almost entirely upon the enthusiasm and resource of each individual and his ability to think and act quickly and efficiently.

Generally the good ideas that mean all the difference involve small questions of detail which come in the ordinary routine of duty and which should be at once put into practice.

There may, however, be more radical ideas conceived by officers and employes for improvements, but first requiring investigation; and the submission of these to the Betterment Board, Room 98, Railways Offices, Spencer Street, is invited.

This is an occasion for every man and boy in the service to wholeheartedly do his part.

HELP US TO HELP YOU.

A Relic of the Past

Hereunder we publish a copy of an old "running sheet" of half a century ago (kindly sent in by Mr. H. Pottage, loco-driver, of Cole-raine), showing the number of crews booked out from Spencer Street on Saturday, January 24th, 1874, over fifty years ago:—

The names of the men and the numbers of the engines will doubtless bring back memories of the past to those who can look back so far.

"Engines Running on Saturday, January 24th, 1874."

Engine.

No.	Woodend Goods.		
45.	Burrows	leaves	3.15 a.m.
51.	Douglas	"	5.15 a.m.
69.	Dunn	"	7.10 a.m.
73.	Alder	"	10 50 a.m.
	Sandhurst engine	"	2 45 p.m.
49.	Purvis	"	4.45 p.m.
55.	Crocket	"	7.45 p.m.

Sandhurst Pass.

52.	Hulse	leaves	6.45 a.m.
56.	Peary	"	7.15 p.m.

Ballarat Trains.

82.	Leslie	leaves	6.30 & 11.30 a.m.
78.	Merriman	"	4.15 p.m.
96.	Elliott	"	7.0 p.m.
86.	Heffernan (shunting)	"	9.45 a.m.

North-Eastern Trains

79.	Crabtree	leaves	3.0 a.m.
75	Summers	"	3.10 a.m.
34.	Cole	"	7.5 a.m.
100.	Williams	"	7.0 a.m.
89.	Craik	"	11.32 a.m.
104.	Langley	"	2.0 p.m.
99.	Wells	"	4.0 p.m.
51.	Brown, Phillips	"	3.45 p.m.

(Broadford)

Williamstown Trains.

20.	Morgan	leaves	6.35 a.m.
20.	Buchan	"	1.30 p.m.
103.	Steel	"	6.10 a.m.
105.	Jones	"	8.35 a.m.

Goods Shunting.

14.	Dunn, Ward shunting	6.0 a.m.
17.	Duke, McEwan	8.0 a.m.
17.	H. Smith-Hanley	6.0 p.m.
28.	Cheevers, McDon-	
	ough	10.0 a.m.
28.	Wickham, Ewitt	7.0 p.m.
86.	Harry Phillips	7.0 to 9.0 a.m.

(Signed) H. W. HARROWMAN.

It will be noted that the number of crews booked out on this Saturday was 30, which affords an interesting comparison with present-day conditions. On a typical Saturday during last month, at North Melbourne "loco.," 198 crews were rostered, 19 specials were ordered after 5.0 p.m., and 39 relief crews were supplied, making a total of 256 crews booked out.

From which it would appear that Victorian railway traffic has increased somewhat since 1874.

Transportation District Notes

Metropolitan District

Timber and Tourist Traffic in the Warburton Hills.—It is just over 20 years, says Mr. J. G. Lee, Acting Metropolitan Superintendent, since the railway line was extended from Lilydale to Warburton, a distance of 24½ miles, chiefly in the interests of the timber industry.

The day will be well remembered by the pioneers of the country which lies in the vicinity of the Upper Yarra, for, on the occasion of the opening of the line, the inhabitants were given a free ride from Lilydale, over Mount Evelyn, where the line climbs 416 feet in four miles, through the fruit growing district of Wandin and the forests which encircle Yarra Junction, to the mountains of Warburton.

This line has not only proved itself of great value in respect to the transport of timber, but has also developed into a well-patronised tourists' line, being an easy means of access



La La Timber Siding

to the wonderful scenery for which the reaches of the Upper Yarra are renowned. In fact, the combined traffic has now become so heavy that it has been found necessary to strengthen all the bridges between Lilydale and Warburton.

La La Extension.—Many persons are of the opinion that the line ends at the Warburton station, but this is not so; it extends for another ¾-mile or so, to the siding at La La, which is the railhead, so to speak, of the many little light railways which branch out

into the forest, and convey the timber from the mills, of which there are 45 in the Upper Yarra district.

The La La Siding alone is served by 17 saw-mills, within a radius of 14 miles of that township, and on an average 80 trucks of sawn timber per week are despatched therefrom to Melbourne and suburbs.

An average truck load of timber is about 5000 feet, and represents something like £45 to the consignor, and approximately £5 to the Department in freight. During the 12 months ended 30th September, 1924, seventeen million feet were consigned from La La, returning a revenue of £17,000 to the Railway Department.

The Timber Industry.—The enhanced price of timber is responsible for the great impetus given this industry. Before the Great War, the cost of 100 super. feet of Mountain Ash (which is the main product of the Warburton hills) was 6/-; to-day it is 20/-.

When the timber industry is in full swing, something like 270 trucks, or 1,350,000 feet, of timber per week is despatched from stations on the Warburton line.

Tourist Traffic.—Apart from this great national industry, Warburton is famous as a Tourist Resort. The township and its environments are often called the Switzerland of Victoria, and it certainly has some claim to the title. The station itself is built on a mountain side, and Mount Donna Buang and adjacent hills look down upon it from the opposite side of the Yarra. The average rainfall is very high, and the foliage and trees are perpetually fresh and green. Fifty years ago the prospectors for gold in these mountains were numerous and successful, but to-day only a few Rip Van Winkles eke out a bare existence, fossicking amongst the hills.

Warburton is becoming more popular as a Tourist Resort every day, and a number of well-appointed Guest Houses, where holiday-makers are catered for in first-class style, assist in making the locality one which cannot be surpassed for either pleasure or health-seekers.

See Victoria First.—Get first-hand knowledge of the unlimited timber resources in the Warburton Ranges, and the wonderful beauties of the valleys. It will be pleasurable and profitable.

Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, reports that for the month of October, as compared with the corresponding period last year, there was an increase in the following

commodities received at Melbourne from Country Stations:—

Commodity.	October,	October,	Increase.
	1923.	1924.	
	Tons.	Tons.	Tons.
Cream	329	447	118
Butter	3,620	5,080	1,460
Fruit	3,267	4,128	861
Rabbits	159	211	52
	Bags.	Bags.	Bags.
Wheat	5,858	9,688	3,830
Malt	6,815	7,175	360
Chicory	1,825	2,692	867
Potatoes	66,099	87,019	20,920

To date there has been an increase of 24,232 bales of wool for the season. The chaff traffic continues to show a big decline, there being 69,310 bags less received in October this year as compared with October, 1923.

The general outwards traffic from the outwards shed and outside platforms, Melbourne Goods, reflects the present good state of the Country Districts in that the traffic continues to increase in comparison with last year. Large numbers of agricultural tractors (petrol driven) are being despatched, and appear to be finding favour with farmers for use in place of horses, and the present information available indicates that the business in agricultural implements, harvesters, etc., will be very heavy this year.

Efforts have been made to increase the efficiency of the staff employed at the general outwards shed stowing goods in trucks, and, for some time past, a return compiled by the claims agent showing the number of items damaged each month, together with the name of the employee who stowed the truck in which damage occurred, has been distributed amongst the stowers each month, and it is gratifying to note that they have taken great interest in these returns.

A spirit of rivalry has been introduced by this means, and the men are exercising every care with a view to showing as good a record as possible. These men are handicapped in their work in that they have only a limited time in which to load trucks, they have, in many instances, to stow goods for a number of stations in the one truck, and these goods must be placed in the vehicle in the order in which they will be discharged en route, irrespective of the nature of the packages, which vary considerably. Hay rakes, small mowers, barbed wire, cyclone fences and gates, etc., have to be stowed in with bags of sugar, cardboard packages of "Wheaties," cases of tomato plants, furniture, and other fragile articles.

Taking all circumstances into consideration, it cannot be denied that the men achieve good results on the whole, and are taking considerable interest in their duties.

Shipping Sheds, Montague

During the month of October the following ships sent their cargo to these sheds:—S.S. Osterley, 1000 tons; S.S. Mooltan, 3000 tons; S.S. Ormonde, 1247 tons; S.S. Aeneas, 3066

tons; S.S. Ceramic, 2600 tons; Northumberland, 300 tons; and Croxten Hall, 173. This gave us a total of 455,440 cubic feet, and a revenue of £2705 12s. 1d. The full consignment represented 70,552 packages, all of which were passed over to the custom authorities on 5000 gate passes.

In addition to this, 150 trucks of coal, with a tonnage of 1725, were dealt with.

Ballarat District

Mr. T. W. J. Cox, District Superintendent, intimates that much activity is displayed at several stations on the Balmoral line in connection with the red gum timber milling industry. There are several mills privately owned, the output of which is very heavy and sawn timber of excellent quality is being distributed to various parts of the State.

In this connection it is specially mentioned that a very large timber milling plant has been erected at Balmoral by our own Department, primarily for the purpose of supplying the sleepers required in connection with the construction of new lines, one of the first to be supplied being the Hopetoun-Patchewollock extensions, 29 miles, and which are now being regularly forwarded.

A further letter of appreciation of the manner in which football patrons had been catered for during the past season was received from the Secretary, Ballarat Football League.

Special mention was made of the fine type of cars supplied on the special trains run from Maryborough and Ararat.

At the final match for the League, Maryborough played the minor premiers at Ballarat, and won after a hard-fought game by a few points. Fifteen thousand people visited this match. Three trains were run from Maryborough, as well as several hundred private cars

The Wimmera at Its Best.—Old residents of the Wimmera are agreed that never in their history has this fertile district looked more promising than it does this season. The rains were late, but they have since been bountiful and frequent, and in consequence there is an abundance of grass, stock everywhere being in fine condition.

The acreage under wheat, oats and barley is heavy, and the fields present a splendid illustration of the value of Wimmera Thoroughness, combined with nature's goodwill. Most of the crops are fence high, beautifully green, and as level as a billiard table.

Owing to the high price of wool there has been a keen demand amongst graziers for lambs, which have reached the high price of 30/- per head. In consequence of this competition, fewer lambs will be slaughtered for export, and the fine up-to-date freezing plant at Murtoa will shortly cease operations for the season.

The potato traffic is active, due to a welcome increase in price, and the Bungaree, Dunns-town, Kingston, and Newlyn stations are again busy centres, and trucks are in urgent demand.

An appreciable wool traffic comes to Victoria from the east of South Australia, via Wolseley, and this season the clip will be heavier than usual.

The line from Wolseley to Mt. Gambier is a 3ft. 6in. gauge, and loading is transhipped to the broad gauge at Wolseley. Acting on a suggestion from the Victorian Department, the South Australian authorities have this year installed wool loading machines, with good results. As a result of a conference between representatives of the Ballarat and Murray Bridge Superintendents, Wolseley is loading direct for Melbourne and Geelong, where full trucks are available, and less than truck loads are despatched to Glenorchy for transhipment. Prior to this season, Wolseley loaded small lots for Serviceton, which was not only expensive, but caused delay to consignments at the Victorian border station, which is not suitably equipped for the business.

Coal Conference.—The monthly conference was held at Dimboola on October 21st. Mr. Dillon, from the Central Committee, attended, and gave members the benefit of his American experience. The meeting was an enthusiastic one, and profitable time was spent discussing the Agenda paper.

If a suitable room can be obtained the next meeting will be held at Warracknabeal.

Bendigo District

Mr. W. Tredinnick, District Superintendent, advises that the agricultural and pastoral prospects in the north are exceptionally good. Further heavy rains fell without being followed by strong winds. The full benefit of those rains will be experienced throughout the wheat areas, and the estimated yield of four and a half million bags of wheat will no doubt be exceeded. Oat crops were slightly affected by the rain, but as the area under oats is comparatively negligible, the situation to-day can be regarded as very much improved since the report for last month.

Stock traffic is still heavy, and prices of sheep remain firm, thus affecting the business of the Freezing Company.

Wool continues to move south steadily, and the total number of bales transported from this district for the season is 66,780.

The Bendigo Agricultural Society held its Annual Show from October 14th to October 18th, inclusive. Attendances and railway traffic were affected by wet weather, but, notwithstanding, the exhibits were more numerous, and the show quite as successful as in previous years.

Dandenong District

Mr. T. J. Kenny, Acting District Superintendent, reports that conditions in the Gippsland District are very favourable. There has been an abundance of rain and natural feed for live stock is plentiful.

Maize and onions are still coming forward in response to favourable markets. Potatoes this year were an absolute failure. Heavy rains and floods were mainly responsible for this. The few growers who had any success at all are not going to the expense of digging them owing to the poor prices offering.

The timber traffic shows a slight falling off, but milk, cream, and dairy produce generally is on the increase. A record season is expected of this class of traffic.

Better Farming Train.—A train specially equipped and arranged by the Agricultural Department, accompanied by officers of the Agricultural, Education and Railway Departments, left Melbourne on 13th October for the purpose of showing exhibits, delivering lectures, and giving demonstrations of better farming methods.

At all stopping places, the interest was so keen as to considerably overtax the accommodation of exhibit and lecture cars.

A feature of the trip was the interest displayed by lady visitors. The lady officials of the Education Department were kept hard at it to satisfy the stream of enquirers. At no station was there a wavering of interest in this section of the train, and all appeared deeply impressed.

No less interest was displayed by the men who crowded all compartments.

At one station it was ascertained that drawn up at the station were 87 motor cars, 47 horse-drawn vehicles, and 37 saddle horses, which had been used to convey the interested people of the district to the station.

A special train was despatched from Sale to Kilmany, conveying 150 passengers (mostly High School boys). The attention paid by these lads was exceptional.

All lectures were attended by as many as could gain a hearing, and were greatly appreciated.

No doubt this train will be the subject of much discussion in the district for some time to come, and I have no hesitation in saying that short though the stay was at each stopping station, there has been some word spoken or exhibit displayed which will be of valuable assistance to those who were in attendance.

The tour can only be described as very successful and satisfactory, both to those officials who convened and accompanied the train, also to those who visited the train whilst it was in this district.

Geelong District.

Mr. J. A. McGrath, Acting District Superintendent, reports that shearing operations are in full swing throughout the district, and an exceptionally heavy clip is expected. Results show that there is a greater percentage of this traffic being despatched by rail this year than that of previous years. The abnormal weather recently experienced has had the tendency to hold up shearing, and, in consequence, deliveries to rail have been affected. With the advent of more settled conditions the traffic will considerably increase.

For the present season up to and inclusive of 8.11.24, the following particulars are of interest in regard to wool received at Geelong:—Week ending 8.11.23, 9243 bales; Season to 8.11.23, 34,404 bales; Week ending 8.11.24, 16,590 bales; Season to 8.11.24, 47,410 bales.

The wheat season just completed at Geelong has resulted in the following:—1924, 1,774,082 bags handled; 1923, 1,939,969 bags handled. There are no bags stacked at North Geelong.

The number of coal boats dealt with for October this year, as compared with last year, shows a decrease, viz:—4 compared to 6 respectively, whilst the tonnage of coal received also decreased, being 13,270 tons to 21,245 tons.

The cream traffic throughout the district is particularly heavy this year. The principal stations handling this commodity have reported considerable increases, particularly South Geelong, where it is estimated that the traffic dealt with shows an increase of approximately 100 per cent.

During the month agricultural shows have been held at Geelong, Warrnambool, and Mt. Gambier. The attendance at each of these events was greater than that of the previous years, and special trains were run. Large quantities of exhibits were carried by rail, and in each case the arrangements made were satisfactory, as far as the department was concerned, no complaints being made, and complimentary comments have been made by show officials in regard to railway arrangements.

In June, 1922, as a result of conferences between Transportation and Auditor of Receipts Branches, it was decided that efforts should be made to improve the position throughout the State in connection with the forwarding and receipt at the Audit Office of accountancy returns from all stations. From the South-Western District approximately 3000 returns are forwarded monthly, and from June, 1922, a separate monthly record has been made as to the number of returns late supplied by each station and district. A perusal of these records discloses that ending September, 1924—a period of 28 months—the South-Western District has by far shown the best results as compared with other districts. This district has occupied top position with lowest number of late returns on 21 occasions, whilst other districts to gain this honour are Seymour, 3 times; Dandenong, 2; Bendigo and Maryborough, 1 each.

Maryborough District.

Mr. A. J. Morris, District Superintendent, Maryborough, says that further seasonable rains have been experienced with beneficial results. Prospects are very bright for the coming harvest, there is an abundance of fodder, and stock generally is in splendid condition.

Although the recent rains have stimulated the black spot disease, present prospects are for another big fruit crop at Mildura. Growers have to frequently spray to prevent the spread of the black spot.

The tramway to the Salt Lakes is now completed, but the output has not been increased, however, owing to damage to one of the motors and weather conditions.

Traffic at Boonoonar has increased to such an extent that the Commissioners decided to erect a passenger platform and place a Caretaker there. Telephone communication with supervising station is also being provided.

Business on the Werrimull line has increased to such an extent as to warrant the provision of Caretakers at five stations.

The river is now running high and steamers are again running from Mildura.

With a view of increasing tourist traffic to Daylesford, various local civic bodies have joined with the department in the cost of having posters exhibited at stations advertising Daylesford.

The Electric Light Co. is sinking a pit close to siding at St. Arnaud to distribute oil in bulk. The oil will be discharged from trucks into pit and distributed through pipes to company's premises about a quarter of a mile away.

Satisfactory results were obtained in connection with this year's football traffic. Reports disclose that trains were well patronised, and general satisfaction was expressed at the time-keeping and condition of trains provided. The action of the Ballarat Football League in taking in country clubs was responsible for new passenger traffic being obtained, as Ballarat clubs did not previously travel. Returns show that the total revenue from special trains between Maryborough and Ballarat and Ararat totalled £3011. Revenue derived from holiday excursion tickets issued on Saturdays during the football period from Maryborough totalled £1026, as compared with £119 last year. Three special trains were run on the Maryborough Ararat line, revenue derived totalling £362 as against nil for 1923.

Seymour District.

Mr. H. E. Russell, Acting District Superintendent, reports that the cutting of the early hay crops, which are well grown, and in splendid condition, was commenced about the 3rd ulto., but haymaking operations have since been hampered by the late rains. Reports from all the grain centres indicate that there is every reason to anticipate an exceptionally heavy wheat yield, notwithstanding that in many parts of the territory, considerable anxiety has been caused owing to the abnormally heavy late rains. Farmers generally are taking advantage of the workable condition of the soil to carry out extensive fallowing operations for next year, when the acreage under crop should be a record. Ideal dairying conditions have obtained right through the season and the rains will tend to prolong the peak period of the butter output. The trucking of fat lambs for freezing continues heavy, while the general live stock traffic is well above the average.

Wool Traffic.—The inter-State wool transhipped at Tocumwal during the past season exceeded 33 000, as against 18,700 last season, and isolated lots are still being handled. Shear-

ing in the late centres in the district has been somewhat handicapped by the rains, and wool carting held up owing to the heavy state of the roads. The early forecast of a heavy clip all round has been amply borne out, and the traffic handled up to date far in excess of the past several years.

Agricultural Shows.—Since the last issue of the "Magazine" many important fixtures in the Goulburn Valley have taken place. The total receipts at Shepparton are £1619/18/- from all sources, while a total of 1533 people travelled by rail. Warm praise for the efficient handling of the traffic appeared in the local newspaper. Dookie and Tongala Shows were also well attended, and the exhibits generally of a high standard.

Fresh Fruit Industry.—I have recently had an opportunity of making an extensive trip by motor through the Shepparton and Ardmona orchard districts, and am greatly impressed with next season's prospects. The early apricot crop particularly promises to be a prolific one. So far the weather conditions have been most favourable, and the absence of heavy hail storms up to the present is a propitious circumstance.

The Shepparton Cannery has the contract to manufacture 3,000,000 two-pound tins for the Kyabram Fruit Preserving Co., and deliveries have already been commenced. From these figures it will be seen that the latter company is making provision for a one-hundred per cent. increase in the coming season's pack. In addition, all containers required for local canning are being turned out at Shepparton works.

For over six months now there has been no trace of the dreaded fruit fly, and the district orchardists have reason to feel thankful for its complete eradication. However owing to its prevalence in other States, there is still great danger from without, and arrangements have been made by the Department of Horticulture for all oranges, mandarins, etc., ex New South Wales and Queensland from 1st November to 28th February to be cold stored for not less than 21 days before distribution in Victoria.

Grow More Grass Campaign.—Increasing attention is being paid to the condition of pastures throughout the district, and great interest evinced in the movement now in progress to induce pastoralists generally to appreciate the great benefits of top-dressing.

Addenda.—**Live Stock Traffic.**—Mr. Buchanan, S.M., Tocumwal, advises that during the past 12 months a total of 2,933 trucks of live stock has been railed, as against 1,432 trucks for the preceding 12 months. . .

* * *

Tourist Bureau Notes

Mr. J. C. Boyce, Government Tourist Officer, sends in the good news that traffic returns for the month of October disclose an approximate increase of £2,400 over October, 1923, due principally to heavier inter-State booking. Owing to indifferent weather, Sunday excursion bookings show a decrease of £10, but South Street Excursion booking was an increase on last year. The bookings for the Murray River tours continue very heavy, the increase for the month under review being £250.

There were 4 escorted tours during the month, and arrangements were made for two to Healesville, one in November and the other in February next. On 15th October the general issue of tourist tickets began, and the demand was as great as in previous years. Special inquiry was made for the Melbourne-Os-bost-Sydney combination ticket, which promises to become very popular.

The public correspondence for the month was particularly heavy, and amongst letters received were many from other States and New Zealand, as well as from California, London, Driesbergen (Holland), and Lausanne (Switzerland). The "Where to Go" book was finalised, and sent forward for the Advertising Division to insert details of advertisements. During the month, 10,000 cardboard tickets for the Eastern and Western sections, and 8000 inter-State coupon tickets, were ordered, supplied, and checked; this work (together with the writing up of new stock books) occupying the attention of one clerk for practically the whole month.

Six lectures were delivered by the Government Tourist Officer at various country and suburban centres during October.

* * *

Railway Revenue

The Commissioners have issued the following comparative return, showing revenue received for October, 1923 and 1924:—

	1923.	
Passengers	£ 429,449 9 2	
Parcels, etc.	41,580 0 3½	
H.C. and Dogs	3,642 2 7½	
Mails	4,927 0 9	
Goods	390,246 3 11	
Live Stock	60,751 19 7	
Power	16,055 3 5	
Rentals	9,776 12 6	
Miscellaneous	1,150 7 2½	
Advertising	2,537 7 8	
Dining Car Services	2,198 8 3	
Refreshment Room Services	27,557 2 5	
Bookstalls	—	
	£ 989,869 17 9½	
	1924.	
Passengers	£ 437,560 10 7	
Parcels, etc.	42,330 12 4	
H.C. and Dogs	3,106 12 1	
Mails	4,916 2 10	
Goods	415,986 4 3	
Live Stock	68,540 14 9	
Power	18,680 14 2	
Rentals	9,274 11 1	
Miscellaneous	1,124 19 8	
Advertising	2,668 18 1	
Dining Car Service	2,061 6 4	
Refreshment Room Services	31,571 18 2	
Bookstalls	4,687 12 2	
	£ 1,042,813 17 6	
Increase for the month of October.		
1924	£ 52,973 19 8½	
Increase from 1st July, 1924, to 31st		
October, 1924	£ 255,261 9 3½	

* * *

Here's an after-vacation thought: The little cares that fretted me—I lost them yesterday among the fields, out on the hills, among the winds at play, among the lowing of the herds, the rustling of the trees, among the singing of the birds, the humming of the bees."—"Naco News."

Electrical Train Running Equipment

1500-VOLT SUPPLY SYSTEM.

No. 7.

The 1500-volt direct-current supply system, familiarly known as "The Overhead," is the final link in the power chain which connects the Newport Power Station at one end to the fast electric passenger trains at the other.

Briefly, "the overhead" comprises a large number of steel supporting structures bridging the running tracks, and carrying a vast interconnected copper network, into which all the traction substations are continually supplying power in the form of direct current electricity at 1500 volts pressure. From this huge network all electric trains and locomotives draw their power supply.

On the ordinary 600-volt street tramway, a single contact wire, sagging appreciably between supporting spans, and capable of considerable side swing, gives quite a satisfactory service, but for heavy trains operating at high speeds and requiring large quantities of power, a more elaborate supply system is required.

For railway service the single contact wire is replaced by two lines, one a heavy, stranded copper cable carried on steel supporting structures and in turn supporting a solid copper wire which makes contact with the train pantograph.

On ordinary running tracks the steel supporting structures are placed 300 feet apart. The heavy copper cable known as the "catenary" is suspended from the cross beams of the structures by porcelain insulators carried by brackets and is arranged to have considerable sag between structures.

The solid wire, or contact wire as it is usually called, has no sag, being suspended at short intervals from the catenary by means of bronze dropper wires.

The contact wire has a deep V groove cut in each side, and a V-shaped clip enables it to be securely held by the dropper. In many cases the dropper is fastened to a slider bar, which in turn is fastened to the contact wire by two clips.

The contact wire being practically level, and without sag, provides a smooth running track for the pantograph. Arcing between pantograph and wire is thus entirely eliminated, and the wear and tear on the rubbing surfaces is reduced to a minimum.

To meet the climatic changes for which Melbourne is fast earning a reputation, the contact wire is automatically tensioned. At distances of approximately 1000 feet heavy anchoring structures are erected, and at these, the ends of the contact wires are fastened through chains to a number of heavy weights; the required change from the horizontal to the vertical direction being obtained by passing the chain over a number of pulleys. The weights are adjusted to maintain a steady

pull on the contact wire, and expansion, due to a rise in temperature, is thus automatically taken up. The two anchoring structures which are required at the junction of two 1000 feet sections are usually 180 feet apart, and are of much heavier design than intermediate structures.

The ends of the sections overlap in such a way that the train pantograph, while between anchoring structures makes contact with the wires of both sections for a short interval, and thus passes from one section to the other without shock and without interruption of the current.

The catenary wires are permanently anchored to the supporting structures, and, though overlapping, they are not automatically tensioned. The contact wire is not located centrally between rails, but is staggered slightly, thus allowing a lateral movement across the train pantograph, and preventing the latter from wearing in grooves. To prevent side swinging the contact wire is attached to the structure by means of a steel pull off arm, insulated from the structure by porcelain insulators. To adjust the position of the wire on curves, single masts equipped with supporting insulators and pull off arms are spaced at frequent intervals.

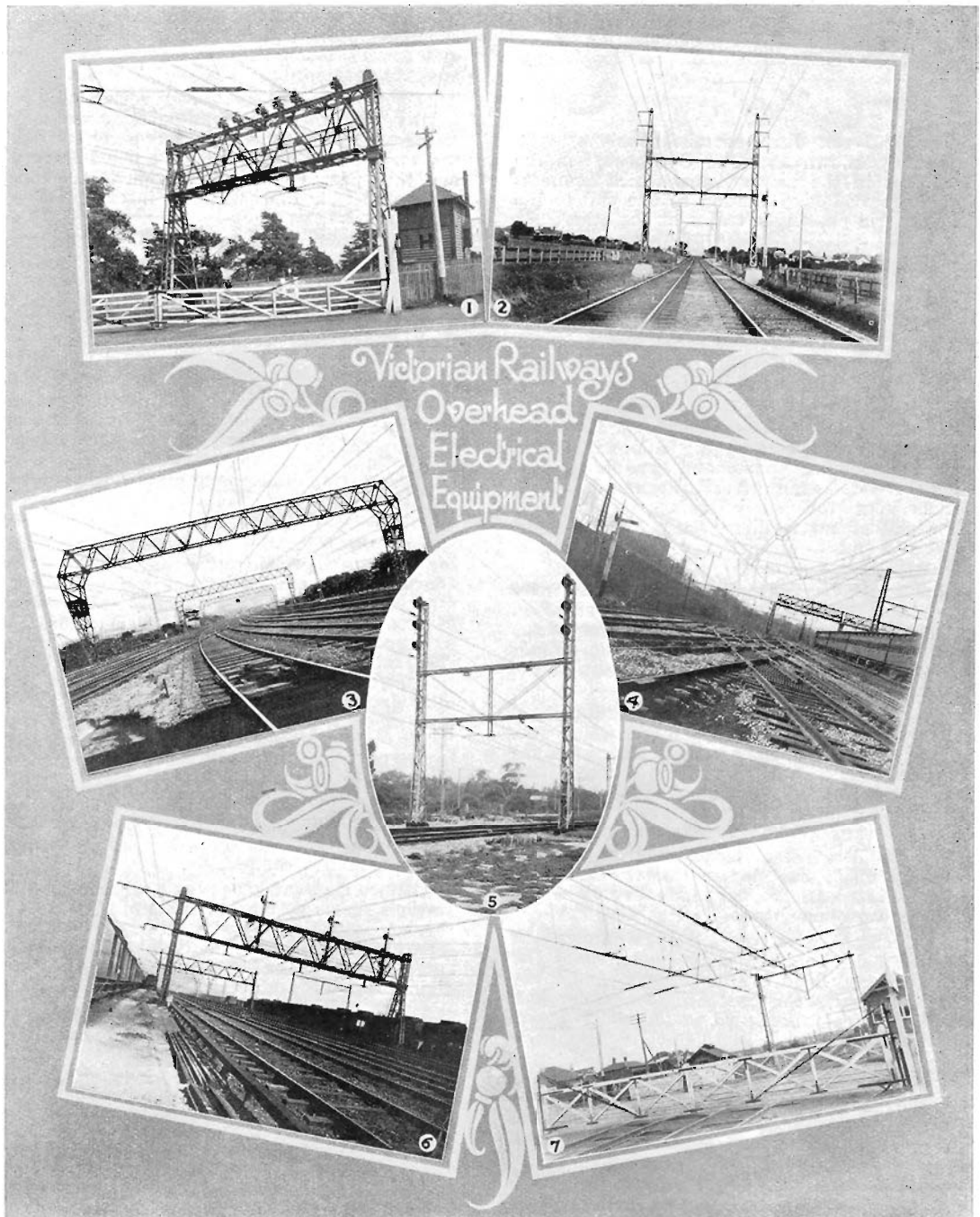
With the high winds frequently experienced in Melbourne, considerable side swing of the contact wire took place at points between structures. To meet this condition a system of steel wire bridling has been adopted, and has proved successful. A highly tensioned steel cable stretched between anchoring structures, and located between up and down running lines, provides a rigid support. The contact wires are fastened to this steel cable at points midway between structures by wooden insulating rods.

To facilitate repairs to faulty lines, and to provide flexibility of operation, the overhead system is divided up into a number of electrical sections, any of which may be isolated, and made dead as required.

That portion of the overhead between substations forms a complete section. In addition, the up and down lines can be electrically separated, while loop lines, sidings, and other special tracks, or portions of tracks, are divided up into subsections.

The various sections and subsections are supplied with current through air-break switches, mounted on the structures at suitable points. These switches also make provision for connecting the line solidly to ground, when repairs are necessary, thereby safeguarding workmen engaged in repairs. Current from the substation bus bars is supplied to the overhead through short lengths of lead covered and armoured underground cable. The cables, after leaving the ground, are carried up the supporting structures and connected directly to the catenary cable.

Under normal operating conditions all sections on the running lines are interconnected so that any part of the system could be livened up from one substation. The lines are usually sectionalised only when certain repairs are necessary.



1. V.R. tramway crossing at Epsom-road, showing sectioning switches on tensioning structure. 2. Typical two-track structures showing masts extended to carry 20,000 volts high tension transmission lines. 3. Typical pin type arch structures. 4. Complicated overhead net work at Prince's Bridge. 5. Tensioning structure also used as terminating point of overhead transmission line. 6. Tensioning structure carrying signal semaphore, showing protective screens placed round live conductors. 7. Typical overhead construction at tramway and railway crossing, showing types of section insulators used on 600 and 1,500 volt systems.

As previously mentioned, the supporting structures are of steel, and to meet varying conditions, a number of different types have been designed, the illustrations affording excellent views of those in use. As will be noticed, a large number have been designed to carry the automatic signals, in addition to the 1500-volt network, while in outlying districts the side masts have been lengthened to carry the 3-phase 20,000-volt transmission lines supplying power to the smaller substations.

Steel structures set in concrete are provided on all lines electrified under the original electrification scheme, but in later lines, notably, from Greensborough to Eltham, and on the recently electrified Ashburton line, wooden poles are utilised. The overhead for the Lilydale and Fern Tree Gully extensions will also be supported on wooden poles, which are cheaper in first cost than the heavier steel structures.

At a number of points throughout Melbourne, 600-volts tramways pass over the railway line at level crossings, and to prevent complications arising special devices are in use.

The contact system covering the road is entirely insulated both from the 1500-volt railway system, and from the 600-volt tramways supply. Provision is made so that this neutral section can be supplied through electrically operated switches, either from the 1500-volt or 600-volt supply. These switches are electrically interlocked, so that they cannot be both closed together.

They are also interlocked with the railway signals, and where gated crossings are employed, as is usually the case, they are further interlocked with the gates.

Thus with gates closed to trams, and the railway signals clear, the 1500-volt switch only can be closed, while with the signals at danger, and the gates closed across the railway line, the tramway 600 volt switch only can be closed.

Special precautions have been taken throughout the entire overhead system to protect both employees and the general public against shock from the overhead. Wherever high tension current is used, danger exists, but it can readily be seen by even the most casual observer that extraordinary precautions for safety have been adopted. Operators working on signal masts are protected by earthed wire screens, overline bridges have had their sides considerably raised, and in special cases the sides and tops of footbridges are completely enclosed with expanded metal, or wire meshed screens, thus preventing even the most foolhardy from carrying out experiments with high voltage currents, experiments which by the way always have the same unhappy ending.

* * *

"Doing business without advertising is like winking at a girl in the dark. You know what you are doing, but nobody else does."—*"Illi-nois Central Magazine."*

Uncommon Sense

By John Blake.

Waiting for an Inspiration.

Flights of genius are always admirable.

"Inspired!" we say, when a great pianist plays some great composition particularly well.

"Inspired!" we say again when we view a wonderful painting.

But the pianist and the painter did not sit down and wait for inspiration before they played or painted.

If they had they would have sat there without any results for the space of their lives.

Inspiration doesn't come to people who wait for it.

Nor does it come to people who have not painfully made ready for its arrival.

Keats, who wrote some of his finest poetry in the early twenties, is pointed out as a remarkable example of inspiration.

But when he was working in a chemist's shop he was stringing words together and observing their sound and meaning, with a view to making poems out of them by and by.

And if you were to look at one of his manuscripts, interlined and erased and changed over and over again, you would see that if inspiration did come to him it came hard.

Naturally, great work is not going to be produced by inferior minds, no matter how hard they try to do it.

But it is not going to be produced by superior minds if they depend on inspiration.

The most inspiring thing in life is the consciousness of ability to do some important work.

That never comes without trouble and study and preparation and thought.

* * *

VICTORIAN RAILWAYS

Vacancies for Lad Porters

A number of lads, 14 to 17 years of age, are required for employment as Supernumerary Lad Porters at various stations. Minimum height, 5 feet 3 inches.

Lads who can pass 7th grade examination are invited to submit applications stating age, height, and educational qualifications to the secretary for Railways (Room 99a), Melbourne, as early as possible.

E. C. EYERS, Secretary.



The Christmas Goose

Bird That Bewitched the Browns.

By "Camberwell."

This is the story of the Christmas Goose that made a bird-lover of Octavious Brown, a ledger-keeper in one of the city warehouses.

Octavious is one of those amiable persons to whom the slightest happening in the domestic circle is considered as news for public consumption. Ask Octavious the old question, What is news? and he will answer, in effect, Whatever happens to the Browns. We have accompanied Octavious through all his stages, for he has grown up on his stool in the office of The House, and he has never at any period permitted us to remain ignorant of his activities.

When Octavious first went out walking with a girl, we knew instantly that she was the sweetest little girl in the wide world. Also, when she dropped him for another fellow, we knew what a shallow little flirt she had been all the time, and we all felt so sorry for Octavious that we assisted him to drown his sorrows in fruit sundaes at our favourite cafe.

It was a great occasion when Octavious achieved his first shave, while the fact that Octavious had a monstrous briar pipe to his outfit made us sit up and take notice that he was growing toward man's estate. What joy we experienced when Octavious related to us the details of his courtship of Queenie Larkson, the pretty typiste over the way, a romance begun with the gallant uncovering of the curly head of Octavious when Queenie paraded in the luncheon hour, and stimulated by presents of flowers and chocolates and frequent visits to the picture theatres. Octavious shared Queenie with us conversationally until we knew the very number of her freckles, the way she kissed for the first time, and how she improved under the able tuition of our esteemed friend; and, in short, all her likes and dislikes. It was a big event in our lives when Octavious led Queenie to the altar, and we are glad to know that our wedding present of a rose bowl occupies a conspicuous place on the massive sideboard that cost Octavious exactly £10/12/6³/₄. We know, or did know, the price of all the furniture in the household. The bed, for instance, cost £10/8/4¹/₂, and had been marked down as a special favour to Octavious from £10/10/10³/₄. Octavious left nothing to the imagination. He's a whole-hogger.

Did you ever know such a wonder as Billy, the first fruit of the blessed union of Octavious and Queenie, or such a little trick as Molly, the

second treasure of the family? Well, I dare say you have not met such marvellous children. There is only one Octavious, and but two wonderful children. And we of the inner circle of acquaintance will each and severally swear, affirm or declare, or all three if thought necessary or advisable, that never was hatched the equal of the Goose that Octavious bought for Christmas. That goose filled our lives with rich food for mental digestion. Truly a marvellous bird. What he didn't know wouldn't fill a penny pamphlet.

Octavious got us to worshipping that goose. On Sunday afternoons we would assemble in the back garden by special invitation, and join Octavious in singing its praises. It struck me early as a very knowing bird.

"Beats all how that bird is putting on flesh every day," Octavious would exclaim from his seat in the centre of the semi-circle of chairs arranged in front of the goose pen—a wire netting affair. "He surely will outweigh any bird of his breed. I won't be surprised if he gets to twenty pounds of juicy flesh that'll melt in our mouths."

We all felt our mouths water at the prospect of being invited to the feast, and almost painfully begged Octavious to keep us minutely informed every morning of the results of the system of feeding up that Octavious was kind enough to assure us more than once was the best ever. He didn't even allow Queenie to mix the pollard.

"He's simply wonderful, that goose," went on Octavious. "He eats as if he knew we wanted him to establish a record. Two pounds of pollard a day, to say nothing of meat scraps and chopped thistles. He's so fat now that he's as tame as a puppy. When I catch him up you press your fingers into him, and feel what a whopper he really is."

It is true that the great bird was tame, for Octavious had no difficulty in catching him in the pen, and lifting him on to his knees, where he hissed as comfortably as a kitten purrs. We all poked our fingers into the fat breast, and said it was swelling visibly. Octavious remarked airily that he'd bet a thousand pounds to a gooseberry that none of us had ever felt such a fat goose.

"He'll fill our oven to overflowing," said Octavious. "and, my word, won't there just be a ravishing smell when he's cooking. Not at all, eh, old fellows? He won't smell high, will he, when he's bursting with sage and onions and all his fat is crackling and fizzing in the oven? Now, what a picture he'll make on the table when the wifey fetches him in and sets him down in front of us."

Some of us almost wept over the spectacle conjured up by Octavious, and I knew then what it was to feel as I suppose a cannibal feels before the gruesome feast.

"Can you fancy having a juicy bit of that bird in your mouth," cried Octavious, as he fed it bits of cake.

"Oh, shut up, for Heaven's sake!" we yelled in chorus; "you make us so hungry that we'll eat him raw immediately."

Octavious roared with laughter. It was a rich joke, making us long for the perfect bird, as he longed for it all his spare time, and in the night season. Did I relate that Queenie was nearly jealous of that amazing bird? Well, never mind, you can guess her feelings when Octavious talked about it in his sleep.

Queenie and the youngsters were away on Sunday afternoon visiting her mother-in-law, who had to be informed about the doings of the household. Mrs. Brown was bedridden, but she was keenly interested in the progress of the Christmas goose, and was to share in the banquet.

"You know, old fellows, I'm beginning to dream about that goose," said Octavious one day while we were lurching at the club off beer and sandwiches. "He's simply marvellous. I'll say he's a super-goose, all right, all right. (Octavious had a habit of doubling his assurances.) Now, look here, don't this show what a bird he is? You know my kids, Billy and Molly—best little kids in the wide world—well, I wish I may die if that goose ain't got those blessed infants mesmerised. You ask Queenie when you come out on Sunday. She'll tell you an earful about the way that goose plays with the kids. There ain't nothing in a circus as funny. I'm proud to be the owner of that bird. Why, what do you know about this stunt of his? He'll come out of his cage, which ain't a cage any more, and he'll sit down between those blessed infants and let them feed him with broken biscuits and plum cake. I'll bet a thousand pounds he talks to them when they're alone. Should they pat him, he hisses, not alarmingly, but in a friendly way, and he nibbles their ears as a mare will nibble at a foal. Queenie says he tells them secrets. Anyhow, I'm telling you what he can do, though you won't believe it. You ask Queenie on Sunday when you come out if that goose doesn't draw those kids out of bed at night, and if we didn't find them at 12 p.m. on Tuesday sitting with him on a plot of grass in the moonlight, while he hissed a lullaby. My word, that got us wondering some! I'm telling you straight."

After a long drink, which we all felt we needed, Octavious took up again the role of the booster of the Goose.

"Now, you fellows, tell me if I'm boring you, and I'll stop right on the tick. But you must hear the very latest. Why, what do you know about this? Yesterday I came home with a box of sweets for Queenie and the kids, and I see the three of them, the little woman and the babies, following the goose in a sort of royal progress around the back garden. The goose was decorated with flowers woven into chains, and was harnessed to wreaths of dandelions. Billy and Molly were also wreathed in dandelions, and Queenie—can you believe it?—wore

goose feathers in her hair, and was holding the flowery reins as if she were holding up the trail of a duchess. You know, reverently. The kids were hanging on to her dress, and hissing like goslings.

"Can you beat it? Not on your life. What did I do? Well, I just laughed—and then I nearly cried, for Queenie looked rather strange. Bewitched, you know. But she was all right—just having a great game with old Goosey and the kids. I fed 'em all with chocolates, and Goosey got most. He's a fat-quick-bird alright, alright."

We told Octavious he should exhibit the marvellous bird, and he replied that he had been thinking about that, but Christmas was very near, and we all knew what he wanted for his Christmas dinner.

I shall never forget the day before Christmas Eve, when Octavious came about noon to my cubicle in the office, and asked me if I had time to come and have a drink with him, alone. I saw he was a bit under the weather, but was not at all prepared for the nature of the amazing confession he made in the sitting-room of the Club.

"You know, old fellow, what I think of you. You're a white man, and I can talk to you without reserve. I cannot do that with everybody. Well, I want to tell you about that goose."

"He ain't dead, is he?" I exclaimed, horror-stricken.

"No, he ain't dead, and he ain't likely to be dead," exclaimed Octavious. "He's a wonder. He is—a perfect marvel. I ain't got the heart to kill that bird. Stiff luck, ain't it, after feeding him up for three months? What do you know about this, old fellow? That goose is haunting me at night."

"Are you cranky, old chap?" I objected, sympathetically.

"Cranky! I'm all in, or all out, just as you like. That bird's got my goat alright, alright. I don't sleep any more. I'm frightened to, for should I close my eyes there's that bird with wings outspread, and neck outstretched, in a supreme effort to scream—perched horribly on my chest, digging its sharp claws into my tender flesh. It's hellish, I tell you, old fellow—simply awful."

"Last night, after I'd had him perched on my chest several times, I couldn't stand it any longer. I told Queenie I couldn't kill the bird, and what do you know about this? The little woman turned round on her side and hugged me, and nearly sobbed while kissing me as I've not been kissed since our honeymoon.

"Together we went out to the back garden, and there in on the same old spot of grass sat old goosey, hissing comfortably at the moon. He seemed to expect us to talk to him, and when we had stroked his feathers, and assured him we were his friends in this world, and for all eternity, he just rose up from where he was sitting, and stretching out his neck, and spreading his great wings, that wonderful bird raced round the garden, like a mad thing, screaming joyfully. Now, what do you know about that?"



BOOKS AND NEW BOOKS



Book Week and Related Reflections.

By DELTA

It was a good idea to promote a Children's Book Week. It did wonders, I believe, in stimulating an interest in the right type of books for the young. Perhaps we shall soon have an Adults' Book Week, too! I hope so.

In these pages one does not require to dwell upon the joys of reading, nor to treat of its manifold benefits. If "knowledge is power," then the aphorism conveys the implied moral of the greatness of reading. There is a lot to be said for the claim that "he who reads, rules." Well, to remind ourselves of the obvious when motors and "movies" are, I think, perniciously operating at each end of the social scale to set limits to our reading by lessening it.

As for reading for the young, such books as "Tales from Shakespeare" (Lamb), "The Heroes" (Kingsley), "Stories from the Operas," and the many volumes of Nature-stories—not forgetting Mr. Leach's charming Bird Book—slowly but surely pan out as attractive to the elder children as the more exciting school and treasure stories. In reading as in other matters, "the appetite grows by what it feeds upon." Good taste created when young contributes later on to the maintenance of the best standards. With guidance, good reading, as interesting as the worthless, can be had, with the added recommendation that it is improving to the mind as well; nor need we neglect the sound body in ministering to the sound mind.

Alas for one among the great dead, who is no more! Anatole France's real name was Jacques Anatole Thibault. He was born in Paris on April 16, 1844, his father being a bookseller, whose shop became the resort of many of the great writers and thinkers of the day. It was in 1873 that Anatole France produced his first work—a book of poems—and in 1881, he came definitely before the world with "The Crime of Sylvestre Bonnard." The story was crowned by the Academy, and from its publication Anatole France went straight ahead, employing his genius in every variety of writing—tales of tender irony—tales of bitter satire—tales of passion—historic tales—tales of the pathetic, the grotesque, the Rabelaisian, all written with learning, lucidity, humour, and luminous insight.

Not only Tolstoy, but most of the great thinkers, have asked "What is Art?" and have

stayed for an answer. With pre-O'Dowdian concurrence, in Bernard O'Dowd's conception of poetry, as The Answerer, they have made their case. Yet none answers his own problem with sufficing definiteness or clarity. Stimulating as also are Morris and Wilde — with Tolstoy among the greatest of the apostles of Art—they no more provide finality of interpretation than does the challenging Shaw. A lesser light, lovely old Sam Walter Foss, ever seems to the present scribbler to have best put the issue:—

Who will write the best song, who will paint the best picture?

Whose music is best

He who understands man, knows the heart of him, loves him

Above all the rest.

Put stars in your song, and put skies in your picture.

Put mountains and seas:

But one heart-throb that's tuned to the heart of a brother.

Is greater than these.

What is art, what is art, and the artist's achievement, its purpose and plan?

'Tis the message that's sent from the heart of the artist

To the heart of a man.

Before the war the great Belgian Maeterlinck wrote his beautiful and famed books. Among them, so greatly simple as to be superb literature, and very naturally-done enlightenment, is "The Life of the Bee." This essay on the bee, to use Maeterlinck's own words, "is not a practical treatise on beekeeping, neither is it a scientific monograph of *Apis Millifica*, *Ligustica*, *Fasciata*, etc. I wish to speak of the bee as one speaks of a subject one knows and loves. I shall not adorn the truth, having long ceased to look for anything more beautiful or more interesting than the truth." That is fire.

The ripe knowledge of twenty years of owning, loving and observing with a scientific eye "the honey flies" is here set out with ample detail, in simple, captivating language, richly inlaid with poetic imagery and philosophy, which makes this cultured essay a literary treat, altogether outside of the scientific and practical facts so plainly set forth. Hear this: "O marvellous city, whose streets and walls are of wax, and whose every inhabitant is the offspring of the queen. But she is no queen in the human sense: she obeys as humbly as the rest the Masked Power we will here term as the spirit of the hive,

which directs all things, the massacre of the males, the departure of the swarm; but how is the order given that decides which bees shall go and which remain? . . . Little city, abounding in faith and mystery and hope, why all this toil and distress? Is it so certain, then, that the new generation will be more beautiful, happier, will do something you have not done? Your aim is clear to us, clearer than our own; you desire to live (in those that come after you) as long as the world shall last. We are so made that nothing contents us. No one of all the gods man has conceived, from the vulgarest to the most thoughtful, but must be active and stirring, and shall create countless beings and things, have myriad aims outside himself."

Maeterlinck argues against Sir John Lubbock's test of intelligence. Lubbock put wasps, flies, and bees into open bottles, with the mouths of the bottles away from the light. Always the bees were the last to find their way out; therefore, says Lubbock, bees are the least intelligent. Says Maeterlinck: "Bees love light. Turn the bottles a dozen times, and the bees will always try to get to the light. Their very intelligence undoes them, while the feather-headed flies simply buzz around and blunder out." Maeterlinck is convinced that bees can and do communicate with each other, and gives tests.

In a remarkable but plain-speaking review of Floyd Dell's "Janet March" — both the author and his book considered of some importance in the U.S.A.—Upton Sinclair makes pertinent observations, which speak for themselves: "There are many facts which make 'free love' a delusion and a snare—jealousy, for example, and the deep craving of both men and women for permanence and security in love. But I am going here to discuss just one set of facts, which are of overwhelming importance, and which are not once mentioned or even hinted at in 'Janet March.' They are the facts of venereal disease. Fifteen years ago I couldn't have written about this in a newspaper article. But we have seen 'Damaged Goods' produced as a play, with President Wilson and his wife and daughters, and all the members of the United States Supreme Court present at the performance. So presumably it is possible for me to state the scientific fact that there are two diseases which are present in the blood of the human race, and are responsible for a great part of the physical and mental misery from which our race suffers. These diseases are highly contagious, and in 95 per cent. of the cases the cause of the acquirement is immorality. They can be acquired in marriage, of course, but they are far more apt to be acquired in promiscuity, and among all the causes of their prevalence, promiscuity comes first. All these lovable and happy and beautiful young people, about whom Floyd Dell tells us, are at every moment of their pretty play taking the chances of rotting lips and noses, broken-down joints, and lameness, interrupted spinal nerves and paralysis, blindness, insanity, and death."

Ye Christmas Cynic

When you hear a man say he is wedded to his art it is pretty evident that he has married her for love.

The only man who gets what he wants is the man who wants but little here below.

The seat of learning frequently has a bent pin on it.

All things come to the man who waits, but he is generally dead by the time they get there.

It is the greatest mistake in the world to imagine that all actresses are on the stage.

On the theory that it is never too late to mend, lots of people coddle their bad habits indefinitely.

The fellow who knows it all has lots to learn

It's a waste of time to worry about the time you have wasted.

About the time a girl loses her faith in fairy tales she begins to believe in love.

The next best thing to profiting by our mistakes is not to make any.

A little change in the pocket is worth two in the weather.

Many a man gets a pretty bad fall from being thrown on his own resources.

Married couples should remember that a heated argument is a poor substitute for a furnace fire.

About the most useless thing in the world is to offer a reward for the return of a lost opportunity.

Unfortunately, a tombstone inscription isn't a passport to heaven.

No man is a genius unless he can do what other people say is impossible.

Few of us ever suffer from hoarseness when we are singing our own praises.

When a man gets tired of giving Christmas presents he should remember that it is better to give than to receive.

Lots of bachelors would make good husbands, if the girls could only make them think so.

There are always two sides to a story, and some people can improvise five or six more.

Why do the friends of the bride always cry at a wedding, while the friends of the groom always give him the laugh?



A New Tourist Route

Melbourne to Sydney, via the Prince's Highway

With the completion of arrangements made by the Railway Departments of Victoria and New South Wales, a new and attractive tourist route has been opened between Melbourne and Sydney. The journey is made by way of Eastern Gippsland (Vic.) and thence along the South Coast of New South Wales. The trip can be accomplished in five days, the first stage being by rail to Orbost, terminus of the main Gippsland line, the next by motor over the Prince's Highway to Gipsy Point, at the head of the Mallacoota Lakes. Here motor boats can be obtained to convey parties to the entrance and to Mallacoota itself. In addition to their many attractive features the lakes are an angler's paradise, being replete with almost every sort of sea fish to be found in any part of Victoria. On the third day a short run is made to Eden, on Twofold Bay, where the night is spent, from Eden travellers proceed on the fourth day through Bega and Narooma to Moruya, and on the fifth to Nowra, where train is taken to Sydney.

Those who do not desire to make the continuous trip have the privilege of breaking the rail journey at Sale or Bairnsdale (Vic.) in order to make the steamer trip through the beautiful Gippsland Lakes, and again at Nowa Nowa (Vic.) to visit the Buchan Caves. These wonderful subterranean caverns, filled with numberless examples of Nature's exquisite handiwork, are eighteen miles from Nowa Nowa, and are reached by motor. On the car section of the journey—between Orbost (Vic.) and Nowra (N.S.W.)—tourists may stop at any point provided the through trip be completed within two months.

From a scenic point of view the Prince's Highway could scarcely be bettered. From fern gullies to seascapes it embraces much that is prettiest in nature, and the manner in which the road is graded, of necessity, in long winding curves, enhances the beauty of the drive. From a striking panorama of

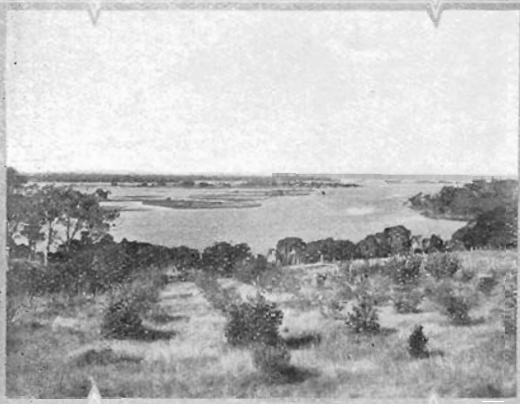
typical Australian mountain scenery one surprising curve will unfold before the delighted observer a long succession of rugged capes against which the waves of the Pacific Ocean are shattered into clouds of spray. From the blue horizon great rollers come thundering in their white-horsed legions, only to be met, repulsed, and hurled back again by those imperturbable cliffs. The road winds again and the ocean is lost to view. When next it appears the car is almost at its level.

There are pretty little harbours nursing round their shores a thin peppering of clean looking houses. Behind lie the hills. Peace and beauty seem to unite (hand in hand) in a setting that could not be more appropriate.

On the far coast of Victoria and the lower south coast of New South Wales there are many places which are destined to become popular pleasure resorts. Besides an atmosphere of peace and quietness, there is, in these places, no lack of holiday pursuits. There are spots eminently suitable for surfing, bites for the fisherman, and not mythical bites either; garfish, bream, flathead, mullet, and many other varieties swarm the rivers in prolific abundance; in the sea, bigger quarry.

Despite its isolation, this far south-east is in its own quiet way a veritable hot-bed of industry—an industry of the old world. There are no new fangled methods employed, very few labour-saving devices, and no economy of time. In this easy-going manner such industries as timber felling, and sleeper cutting, sea and river fishing, whaling, bark stripping, tanning, and mixed farming are carried on with a complete indifference to the activities of the outside world, creating an atmosphere of quiet content, which fascinates the visitor. Nearer the railheads in both Victoria and New South Wales, dairying and the raising of stud cattle are the principal industries, and mining, chiefly gold and coal, is carried on still nearer to the centres of civilisation.

Scenes at Mallacoota
Lakes Entrance Gippsland
and Buchan Caves



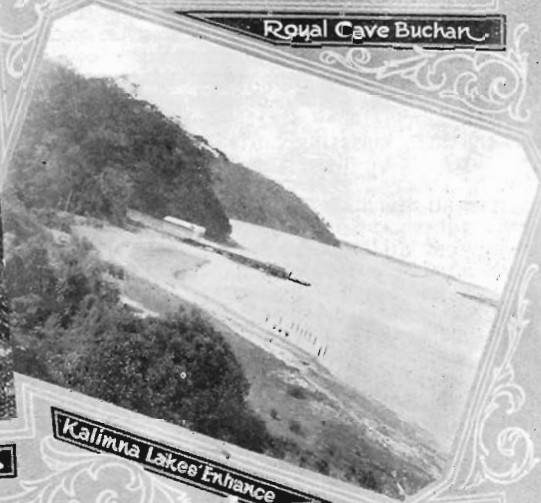
Beautiful Mallacoota



Royal Cave Buchan



Mallacoota Inlet



Kalimna Lakes Entrance



Ocean Beach Mallacoota



Marlo

You will enjoy looking at other pictures of this kind on pages v., vi., ix. x., xiii., xv. and xvii.



Horticultural Notes

Flower Garden.

All old Rose blooms should be cut off to encourage new growth, which, if cool weather prevails, will produce a mid-summer crop of blooms.

This is the month for planting Cactus Dahlias, and no garden should be without them. Some folks "can't be bothered" lifting them, and leave them in the ground year after year, but success is impossible under these conditions, for each year the plants increase in leafage, while the blooms deteriorate in quality. Then, again, as they start into growth much earlier, their flowering period finishes earlier, and the autumn flowering, which is so valuable, is lost. The best results are obtained from small divisions taken from clumps of last year's tubers.

Thin out all lateral shoots from the Chrysanthemums, and encourage a good firm growth. Too much water or manure will promote too strong a growth, which produces coarse blooms. Later on a light mulching of stable manure can be given. Keep the main stems tied to the stakes. The lately-introduced Single Chrysanthemums are worthy of prominence in any garden; they are invaluable for cut flowers.

Sweet Peas should be kept free from seed pods, and if another flowering is desired they should be trimmed back to permit fresh growth. Keep them well watered, or the cutting back will be useless.

The Summer Annuals can still be planted, and will give good results if hurried on by watering and mulching. Petunias and Portulaca are excellent seedlings to plant out now; they are hot-weather subjects, and provide a gay display when other plants are "knocked out" with the heat. The Portulaca makes an excellent bordering, and also does well on embankments and rockeries, while the Petunias can be massed in lawn beds or planted in mixed flowers borders.

Carnations can be planted out if young plants are available, and those flowering in the garden should be kept well staked.

To maintain a healthy green sward, the sprinkler should be freely used on the Lawns during hot weather, and a dusting of a good fertiliser applied periodically.

It is well to note that during this period many varieties of showy plants, which are usually found in the glass-house, grow luxuriantly during the summer in the Fernery. These

are Tuberous Begonias, Coleus, Gloxinias, and the many varieties of flowering and foliage Begonias.

If the Gloxinias have been started slowly in a cool frame they should now be ready for planting out. They will need a light, open position, where they will not be hidden by other plants.

Watering will need special attention during this month, care being taken not to overwater any newly-potted plants. It is better for them to be kept on the dry side than to become stagnant from overwatering. Azaleas and Rhododendrons especially will require care in this direction. With the Azaleas a good plan is to plunge the pots into sand or ashes; this helps to preserve the moisture and checks the sudden drying.

During hot weather an overhead sprinkling should be given with the hose about twice daily, but care must be exercised, as such plants as Tuberous Begonias and Gloxinias do not require overhead moisture, whereas foliage plants, such as Palms, Aspidistras, Ferns, etc., will benefit thereby.

Vegetable Garden.

French Beans should be kept well mulched and liberally watered. Large sowings should still be made in order to maintain a succession of this important vegetable. Always mulch the rows where the seed has been sown. Don't overlook Scarlet Runners and the Butter Beans.

Liberal watering and periodical dustings of artificial manure should be given to the Cabbages; it is essential that they should maintain a healthy growth during the hot weather.

A start should be made with Cauliflowers this month. Prepare beds in a sheltered position, and after watering well sow the seeds either broadcast or in drills, but sow sparingly — quality, not quantity, being the aim. The beds should then be lightly mulched with stable manure, and, if the weather is very hot, lay a few branches over the beds to protect the seeds during germination.

Sowings can be made of Summer Spinach; also, if needed, a few Turnips (Whites and Swedes).

When ready, young plants of Celery should be transplanted from the seedling bed to the permanent trenches.

Melons, Cucumbers, Marrows, Pumpkins, Capsicums, and Cape Gooseberries may be planted out if plants are available.



Woman and Her Arts

(By Housewife)

Christmas is coming, and, I am sure, my dears, that you feel we women are most intimately connected with that festival.

Whatever turnings and overturnings, whatever calamity and ruin, are in store for this battered old world, you and I will never be poorer than the blessed Mary and Joseph when they walked to Bethlehem, on that same night.

"The stars in the bright sky looked down where He lay—
The little Lord Jesus asleep on the hay."

Whatever fantasies of government, or no government, the brains given may devise, the heart of man (and women) will always ask and take a day of rest and peace, gladness and goodwill to sweeten the long year.

Christmas is a season of gifts, givers and giving, and a woman writer, Katherine Tynan, remarks, in an article I cherish as I cherish other gems of literature, that in these anxious days Christmas is almost forgetting to be a festival of the heart.

In these anxious days Christmas is almost forgetting to be a festival of the heart. I remember before the war when it was a sort of duty to receive as guests those who had no homes of their own. The influence of Christmas was enough to make the visitor very welcome, even if he or she was not a particularly sympathetic or congenial person. The lesson of our forefathers' religious faith worked in us. For the sake of Mary and her Babe, turned away from the inns of Bethlehem, our hearts' doors and our house doors stood wide open to those who asked a refuge.

In the country parts of Ireland they used to keep the doors open all night from Christmas Eve to Christmas morning, lest a poor Lady should come riding on an ass and pass onward because none opened to her knock.

Let Us Suppose.

Has the thunder and violence of war shaken all the gentleness from our hearts, the white birds from our branches? Just think what it would mean this Christmas if the rich were to set out to make the poor happy. Not in the machine-like way in which public funds are administered, but with personal thought and joy in the giving. Supposing it was to be just wildly irresponsible and quite opposed to the dismal science of economics!

Let any rich man feed so many poor men, set a fire on their hearths, and coal in the cellar, and give them such food as they never dreamt of; clothes and toys for the children;

Blessed Are the Rich.

Even if nothing more was to follow, the bells of Heaven would surely ring for the lit hearths that had been dark and cold, for the good food and the warm clothing, for the tears wiped away. But if the rich came so near the poor, they would perhaps get some understanding and some love, and they might begin to rid themselves of the terrible sentence pronounced upon them: it might become far less impossible for them to enter the Kingdom of Heaven, where the poor are welcomed.

The Inner Man and Woman

Rump steak, whether fried or broiled, should be done quickly over a brisk fire. Broiled steak will require no sauce, except a slight sprinkling of parsley, a bit of butter, a little mushroom ketchup poured over it at serving. Fried steak may be accompanied by mushroom sauce or oyster sauce and a shred of horseradish.

Stewed Rump Steak.

At the bottom of a stewpan put a layer of sliced onions and carrots. Moisten with just enough stock to keep them from burning. On these lay your steaks, cover close with the lid, and let stew very slowly for several hours, until quite tender; stir occasionally. You may serve the gravy with it, either just as it comes from the stewpan, or you may treat it as directed before.

It is a pudding to put a man in a good humour with everything, except the two bottom buttons of his waistcoat. — Charles Dickens.

Beef Steak Pie.

Invert a cupful of stock in the middle of your pie-dish, cut the steaks into pieces of convenient size for serving for each person. Dust them with flour, pepper, and salt. Arrange them in the dish, intermingling with them a small proportion of fat. A few pieces of veal, 2 hard-boiled eggs, in quarters, make an agreeable variety in the contents of the pie. Pour over these well-seasoned stock, cover with a good stout crust, and bake thoroughly.

Beef Creams.

¾ lb. beef, pepper, salt, puree of spinach or potato, tablespoon brown sauce, 1 egg, 2 table-spoons cream. 1 spoon parsley, and brown

sauce. Grease six or seven moulds, decorate at the foot with parsley. To prepare the cream, remove all fat from the meat, pass it through a mincing machine. Now make a panada of 1 gill of stock, $\frac{1}{2}$ oz. butter, 2 oz. flour, put butter stock in a saucepan, bring to the boil, sprinkle in the flour, mix until smooth, cook thoroughly. Put the panada into a mortar with the meat, brown sauce, egg, and seasoning, pound it well, rub through a sieve, add the cream, and remainder of the parsley. Mix lightly, and fill up the prepared moulds. Put in a shallow tin, with a double fold of paper at the bottom. Put boiling water in tin to come half-way up the sides of the moulds, which cover with greased paper. Steam slowly until cream feels firm. Lift out, unmoild carefully, dish in a puree of potatoes. Pour brown sauce round.

Scotch Collops.

1 lb. juicy beef, 2 tablespoons breadcrumbs, 1 oz. beef dripping or butter or bacon, 1 onion, $\frac{1}{2}$ pint of stock, pepper, salt, 1 teaspoonful flavouring sauce, 1 slice toast. Have meat minced, melt the fat in a pan, and when hot put in onion and meat. Pound well until nicely browned, add stock and seasoning, simmer slowly half-hour, add the breadcrumbs 10 minutes before it is ready so as to absorb the grease. Serve garnished with small croutons of toast.

Make Stale Scones Fresh.

To use up stale scones, put them on a plate. Cover with a basin, and heat them in the oven. It will be impossible to distinguish them from fresh ones.

* * *

The King's Christmas Dinner

How the Royal Tables are Prepared.

No matter where the Court may be passing Christmas, the greater portion of the fare for the Royal tables is prepared in the great kitchens of Windsor Castle. These kitchens are situated in the basement of the oldest part of the Castle, and date back to the reign of Henry VIII. Much of their old-world appearance is still retained, and there is the great open fireplace at one end, before which the much-married Monarch's banquets were prepared.

The Royal cooks have been busy for some time past, preparing the Royal Christmas puddings, of which a very considerable number are made. These are sent to the whole of the members of the Royal Family, as well as to many foreign Royalties. These puddings are made from a recipe that has been in use for many generations back, and is never varied from. This year many of the youthful friends of the Princes will be gratified to receive one of the Royal puddings.

Old-fashioned Dishes.

The central feature of the Royal sideboard on Christmas Day is always a huge round of beef, cut from one of the finest beasts bred on the Royal stock farms at Windsor, and this is

roasted at Windsor. This joint, it may be added, never sees an oven, but is roasted in the old-fashioned method from a jack. In former times, dogs were used to turn this spit, but this was discontinued by the direction of the late Queen Victoria, and electricity now takes their place.

A boar's head is always regularly sent to Windsor Castle, and this is prepared and sent to Sandringham, or wherever the King may be spending Christmas, and this likewise forms a notable feature of the Christmas dinner table. Upon more than one occasion native Indian princes have sent huge heads of wild boars to Windsor, and on Christmas Day of the Jubilee year of the late Queen Victoria no fewer than seven of these were to be seen.

Only the hot joints are cooked at Sandringham, and everything else is sent from the Castle. The turkeys and geese are all reared at Sandringham, but game for the Royal table is obtained from Windsor as well as from the Norfolk estates of the King. Both the King and Queen and Queen Alexandria are very fond of game in every shape, and this consequently forms a considerable portion of the Royal menus, huge game pies being much in demand. The largest of these, which measures some three feet in diameter, is made at Windsor, and the crust is highly ornamented.

The Military Knights.

Many other dishes are prepared in the Windsor kitchens, including the dinner for the Military Knights of Windsor. This is a body of army officers who have distinguished themselves in the field, but who have fallen on evil days. Their dinner on Christmas Day is of a substantial order, and the cost is invariably borne from His Majesty's Privy Purse. There is also the Castle household to prepare for, and this is no mean task in itself.

When King Edward was visiting the Castle at the Yuletide season he was fond of visiting the kitchens and watching the cooks at work, while it is one of the chief delights of the younger members of the Royal Family to be allowed to go down there and see what is going forward. It is also on record that on one occasion the present Queen tucked up her sleeves and made some mince-pies and sweet cakes to despatch to Queen Victoria, who, according to the usual custom in the latter years of her life, was passing the festive season at Osborne House.

There are many rare recipes to be found in the great cookery book that has been maintained at Windsor for some centuries past, including several methods of cooking Royal peacock, which in times gone by formed the centre dish of the King's table on Christmas Day, as well as recipes for wild swan, and that long since extinct bird in this country, the great bustard.

* * *

Those who go to church may learn a lot about heaven, but those who go joy riding or jay walking may get there first. — "Naco News."

Safety First

Hazards

We have been treated to very much Safety First argument, the most of which, however, seems to be directed toward eliminating accidents at crossings. This is highly commendable, but there are very few accidents at crossings in which the party crossing the crossing is not at fault, and if it is not necessary for him to be killed or injured, and he deliberately does so, it is not believed he deserves anywhere near the sympathy that belongs to the railwayman who is killed or injured while in the performance of his duty, nor is there much or any sympathy properly belonging to the employe who deliberately ignores safety rules and pays the penalty.

Railroaders have very little to do with crossing accidents, the most of which occur in such a manner that the employe is in no wise responsible.

But the greater number of accidents happen where, if ordinary safety precautions had been used by the killed or injured, they would not have contributed to the accident list.

Our chief concern, therefore, in safety work is in the interest of those who are forced by the nature of the service to accept a certain degree of hazard, as part of the day's work, and our purpose is to have them understand that they are not expected to take chances in the performance of duty. It has been rather a difficult matter for very many of our men to understand that they are not supposed to jeopardise life and limb in order to get work done quickly.

The Futility of Fatalism

A so-called fatalist is one who believes that the occurrence of all things is governed by the inevitable decrees of the arbiters of destiny—the Fates.

Fatalism is an easy creed to profess, but a difficult one to live up to. As a matter of fact, if there ever was an out-and-out fatalist he did not live long to enjoy his unique distinction. The real fatalist would share with the good the honour of dying young.

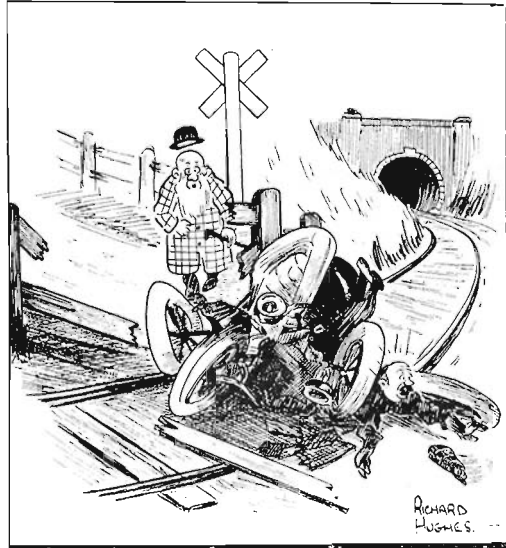
The Great War changed many people's beliefs, and attitudes, and manners, and may have temporarily added to the number who acclaim themselves adherents to this curious cult. In the stress of conflict, the unexpected, the inexplicable, the supposedly impossible so often happened that it was the custom to say, "If a shell has your number on it, it will get you, no matter what you do." But, dugouts did not go untenanted, steel helmets and gas masks were worn, and other protective measures taken; proving, what we have continually urged on behalf of Safety First, that caution reduces risks even in highly dangerous places.

The Greatest Enemy

Nothing in life seems absolutely invulnerable. The strongest walls have been battered down; the mightiest forts have succumbed to artillery; the hardest tempered armour and the staunchest shields became ineffective before gun-power.

So, in every industry, the most perfect safeguards, the newest improvements of precaution, the most effective of safety equipment, have to contest with a greater enemy — the gigantic force for destruction, an enemy that makes valueless the work of the safety engineer, an enemy that is standing at your elbow waiting for another victim.

That greater enemy is CARELESSNESS.



NEVER DRIVE THROUGH CLOSED RAILWAY GATES—THINK OF YOUR MUDGUARDS.

(Several accidents have occurred recently owing to careless motorists driving into closed railway gates.)

Material help towards reducing the number of deaths and injuries to employes can be rendered if each individual will recognise his responsibility, and so regulate his conduct in the performance of his duties that the hazard will be reduced to a minimum.

Remember that practically every accident can be wiped out if every one will do his part, and the happening of an accident means some one has failed in this respect. Be sure that it is not you.

Most hospitals are overcrowded. Safety First will keep those who are well out of them and make room for unavoidable cases of sickness.

Good Luck

We wish you lots of it, but don't forget that 99 per cent. of good luck begins about seven inches above the shoulders.

Your brain belongs to you. Make it work for your safety.



After Church. — Spoggs: "Was it not disgraceful the way in which Smiggs snored in church to-day?"

Stuggs: "I should think it was. Why, he woke us all up."

One of the surgeons of a hospital asked an Irish help which he considered the most dangerous of the many cases then in the hospital.

"That, sir," said Patrick, as he pointed to a case of surgical instruments lying on the table.

"I think I'll join the train and run up to Melbourne for a change," said a Bendigo man.

"You need a change, don't you, dear?"

"Yes, my love."

"Then take me with you for a change. You've left me behind six times in succession."



Dad Had Heard about Them Coves Before.—
Booking Clerk: "Change at Seymour, please."

Dad: "Change at Seymour, be darned. I want me change here and now!"

"Say, waiter," growled the disgruntled diner; "there isn't a single oyster in this so-called oyster stew."

"Well, sir," the man responded, "if you'd ordered cottage pudding, you wouldn't have expected to find a cottage in the dish. nor would you look for a horse in the horse-radish bottle, now would you?"—Ex.

"I cannot sing the old songs,
I sang long years ago—"
Whereat a cheerful friend remarked:
"Thank goodness, that is so."



"Lend us 'arf-a-dollar until Friday, Fred."

"Ain't got more than a bob on me."

"Oh, well that'll 'ave ter do; you can owe us the rest."



Lullaby in Bethlehem

Many poems have been written about the Babe of Bethlehem; this, by Henry Howarth Bashford, gives us what was probably the Mother's own feeling about the little Child, and is therefore very natural.

There hath come an host to see Thee,

Baby dear,
Bearded men with eyes of flame
And lips of fear,

For the heavens, they say, have broken
Into blinding gulfs of glory,
And the Lord, they say, hath spoken
In a little wondrous story,

Baby dear,
There have come three kings to greet Thee,

Baby dear,
Crowned with gold, and clad in purple,
They draw near.

They have brought rare silks to bind Thee,
At Thy feet, behold they spread them,
From their thrones they sprang to find Thee,
And a blazing star hath led them,

Baby dear,
I have neither jade nor jasper,

Baby dear,
Thou art all my hope and glory,
And my fear,

Yet for all the gems that strew Thee,
And the costly gowns that fold Thee,
Yea, though all the world should woo Thee,
Thou art mine—and fast I hold Thee,

Baby dear,

A Fable

Do you know what a fable is? The word is sometimes used to mean a falsehood or untruth, but it has another and a better meaning—a short story that is intended to teach some good lesson. When your grandparents were children, there were but few books for boys and girls, and "Æsop's Fables" were then read by young as well as old, and very good reading they were. It is not known who wrote "Æsop's Fables." There was a celebrated writer of that name who lived 600 B.C., but it is supposed that the fables called his were written by others. La Fontaine, a Frenchman, was a writer of charming fables, and there have been others in other countries. We do not know who wrote this fable, but it will no doubt remind many a boy and girl of times when they have been as foolish as the fox and the goat whom we will now introduce:—

One day a fox and a goat were walking together along a road and saw a sack lying against a hedge.

"What do you think is inside that sack?" said the goat.

"I will go and see," replied the fox; and, putting his nose into the mouth of the bag, tied tightly by a cord, he shook about the bag so much that the string at last gave way and the finest carrots one could wish for fell out.

"They are for me," said the fox, "for I opened the sack."

"Yes," said the goat, "but I gave you the idea, and if you touch them I will tear your sides with my horns."

The fox looked at the goat's great horns and showed his teeth.

The goat, on seeing the fox's teeth, thought within herself: "I don't much like that kind of weapon."

And the fox said to himself: "I will not expose my sides to those terrible horns."

After a minute's silence the fox said: "Why do we stand looking at each other? What is the use of that? Let us see which is the stronger. See, there are two heaps of stones. You shall take one and I the other. He who shall first throw down his heap shall eat the carrots."

"Very well," said the goat. So they went to their heaps of stones.

The goat put her legs firmly together and struck with her horns so hard as to make a great noise, but the heap did not shake.

"Ah! You did not hit hard enough," said the fox.

The goat went three steps backwards and ran at the heap with all her might. But, crack! her horns broke!

When the fox saw that, he began to skip about. "Oh, my dear friend, the carrots belong to me now!"

"Not yet," said the goat, "you have not succeeded in your task yet. If you touch the carrots I will tear your sides with the stump of my horns."

The fox looked at the goat and said to himself: "She has one left still which is almost whole; she will tear my sides with it."

"Well," said he, "I will knock down my heap, then; it is nothing for me."

The fox began to dig with his forepaw until he had made a great hole in the ground close to the heap. The stones soon fell into the hole, but alas! they fell on the fox and broke his left paw.

Then the two looked at one another—the one with the broken horns, and the other with his broken paw.

"Run after the carrots," said the goat, with a sneer, "I will give them up to you."

"I cannot," answered the fox, "my paw hurts me too much. Take them yourself."

"That is just what I am going to do," said the goat, and she ran for the sack; but neither bag nor carrots were to be seen; while they were disputing a man had come along and carried all away.

"Alas!" cried the goat, "how stupid we have been! If we had divided the treasure we should have kept whole—I my horns, and you your paw, and each of us would have had more carrots than we could eat."

The Farmer's Three Peaches.

A farmer brought back from town one day three beautiful peaches. Never having seen any finer ones, his three boys looked at the fruit with rapture. The farmer shared the peaches among them.

On the same evening the father asked them how they enjoyed the fruit.

"Mine was delicious," said the eldest, "I have carefully kept the kernel and will plant it to grow a tree."

"Very well," replied the farmer. "You are a far-sighted boy, and will make a good farmer."

"I ate mine at once," cried the youngest child, "and threw the kernel away. What a treat it was!"

"You are not as prudent as your eldest brother," said his father. "You acted like the child you are. What about you, Edmund?"

Edmund hesitated, and then answered: "I took my peach to George, our neighbor's child, who is in bed. He did not want it, so I laid it on the bed, and left."

"Well children," said the farmer, "which of you three did best?"

"Edmund did!" called out the other boys together.

* * *

Ode to the West Wind

O, wild West Wind, thou breath of autumn's being,

Thou, from whose unseen presence the leaves dead

Are driven, like ghosts from an enchanter fleeing.

Yellow, and black, and pale, and hectic red,
Pestilence-stricken multitudes: O, thou,
Who chariotest to their dark wintry bed.

The winged seeds, where they lie cold and low,
Each like a corpse within its grave, until
Thine azure sister of the spring shall blow.

Her clarion o'er the dreaming earth, and fill
(Driving sweet buds like flocks to feed in air)
With living hues and odours plain and hill:

Wild Spirit, which art moving everywhere;
Destroyer and preserver; hear, O hear!

—Shelley.

Facts

The plume of an egret will bring £5 in America to-day.

Modern fashions are said to have raised the standard of health among women.

A famous aviator pays an annual premium of £60,000 on an insurance policy for £200,000.

Bees and poultry are kept in many British schools by the masters and pupils as subjects of study.

Milk, eggs, green vegetables, fruit, herrings, and oatmeal together form a diet which should produce perfect teeth.

Red-haired boys and wavy-haired girls are usually popular at school; they are optimistic and high-spirited.

The greatest feature in the evolution of human life is perhaps the discovery of the uses of fire and its application to cooking.

"The human body is the vehicle of a colossal and absorbing evolutionary experiment," said Sir Arthur Keith, the famous scientist.

A Hindu religious beggar held one of his arms above his head for forty years; by that time it had become immovable, and like a withered horn.

Three women in the United States are insured for more than £200,000 each; three American men carry life insurance policies of about £1,000,000 each.

Colour, like teeth, develops during infancy. That is why a baby's eyes change from blue to some other colour, remaining blue only if no pigment develops.

In Madagascar, the natives have a curious superstition about the striped partridge; anyone finding a nest of this bird and not breaking the eggs, causes the death of his mother.

Ostriches in Zoos obtain all the thirst-quenching material they want from a diet of clover, chaff, lettuce, maize, cabbage, bones, and stones; they are not supplied with drinking water.

* * *

The Greatest Joy

There's lots of joy in this queer old world.

Though it's sometimes hard to find,
And the road seems long as you journey on,
With your home left far behind.

There's lots of joy in the sunny skies,
In the green fields, fresh and fair;
In the work well done, in the battle won,
And the courage to do or dare.

But of all the joys which the world may boast,
Alike to the great or small,
A contented mind and a heart that's kind
Is the greatest joy of all.

Good Service Brings Appreciation



Something pleasant from the daily press. — Thus the "Bendigo Advertiser": — The Railway Department has earned the compliments paid to it lately for its efforts to encourage the primary industries. In the past it was the habit of Government departments to consider themselves as something apart from the people, as machines to get everything possible out of the people. The

present management of the railways has shown another spirit, and is doing what it can to work with the people. The latter may not respond in all cases as quickly as they should, but the work will give beneficial results in time, to the people and to the department also, for they cannot be separated.

The department has done much to encourage the consumption of fruit, and if fruitgrowers will co-operate there will be a steady improvement. As an instance of what can be done Mr. Clapp, speaking at the opening of a section of the outer circle line, said that at the small Flinders Street fruit stall, 57 cases of oranges were sold on Henley Day. If that can be done at one stall it can be done at others, and when it is the outlook for citrus growers will be brighter. The department is doing good work for the primary industries, and it is to be hoped that in time it may see its way clear to encourage the growth of secondary industries in the country.

The following is an extract from the "Shepparton News" of October 23rd:—"Quick Work by the Railways.—It is so much the fashion to abuse the Railways and all their works that it may seem strange to some people that a word can be said in commendation of anything they do. Yet the truth should be told, and we have seen a letter which tells how a case of oranges was despatched from Shepparton packing shed per evening train to Melbourne on Friday, and was delivered at 'The Manse,' Ivanhoe, at 10 a.m. on Saturday morning. This is proof that the 'Help Us to Help You' Slogan is something more than mere sound."

I wish to express through you my thanks for the courtesy and efficiency with which some business of mine was handled by one of your officers last Monday. My son had left in a train at Essendon a bag containing valuable note books. I learned of the loss about twenty minutes after the train had left on its return to Brighton Beach. After trying by telephone to get into touch with the latter station, I asked to be connected with Flinders Street.

An officer, whose name I have since learned to be Mr. F. F. E. Moss, answered. He asked me one or two questions, and in less than five minutes told me that he had arranged to have the compartment searched on arrival of the train. Ten minutes later I rang again, and he told me that the bag was at the Brighton Beach Station. I knew that this was taking place at a busy hour, and I was so struck by the courteous and sympathetic tone used by Mr. Moss, as well as by his promptness, that I feel bound to make this acknowledgment. — From Mr. T. Orr, 860 Mt. Alexander Road, Essendon, 23/11/24, to Mr. Harold W. Clapp, Chairman, Victorian Railways Commissioners.

On behalf of my Council, I desire to express our thanks for and appreciation of the service rendered by your Department on the occasion of the Aus. Convention of the Australasian Christian Endeavour Union, held in Adelaide October 9 to 16.

With over 800 delegates travelling through Melbourne to Adelaide, we realise that much extra work devolved upon your staffs, but the provision made for our comfort while travelling, and the courtesy shown by the officials in general were all that could be desired. We shall look forward to the same consideration when the next Australasian Convention is held in Melbourne, September to October, 1926.

I may add that in my dealings with your Department as Victorian Secretary, I found both Mr. Russell and Mr. Riley, with their assistants, most obliging and considerate, and I take this opportunity of expressing my personal gratitude. — From Mr. H. F. Jullien, Aust. Secretary, A.C.E.U., 13/11/24, to Mr. Harold W. Clapp, Chairman, V.R. Commissioners.

The members of the Melbourne Walking Club, who journeyed to Bacchus Marsh on Cup Day appreciated the kindly consideration shown by the Station Master and Staff of the Bacchus Marsh station.

The party, a mixed one, returned to the station late in the afternoon, all more or less wet after walking six miles in continuous rain, and were rejoiced and comforted to find a cheerful fire in the waiting room, a very thoughtful attention.

But even more appreciated was the initiative displayed in expediting the despatch of the return special train.

The picnickers and others, driven back to the station by the weather, were glad to be saved a long wait.

I shall be glad if you will convey to those officers our appreciation. — From Mr. G. H. Shugg, Hon. Sec., Melbourne Walking Club, 7/11/24, to the Victorian Railways Commissioners.

ANNUAL PROVINCIAL PRESS CON-
FERENCE.

Laudatory References to the Commissioners.

—At the annual conference of the Victorian Provincial Press Association, held recently in Melbourne, a resolution was passed extending the thanks of the conference to the Railway Commissioners for their publicity campaign in popularising the consumption of rural products.

Several of the speakers said that Mr. Clapp had proved himself the best Chief Commissioner of Railways that Victoria had had. He had endeavoured to foster the primary industries of the State, and had shown that he fully recognised that the prosperity of such a State as Victoria was dependent on its rural districts.

Seventy members of the Association afterwards visited the State Electricity Commission's works at Yallourn, being conducted by the chairman of the Commission (Sir John Morash) and the Chief Engineer (Mr. H. R. Harper).

The Principal of Dookie Agricultural College has drawn attention to the uniformly good service given by the officials of your Department to College business, and particularly that shown to the Dookie College staff.

During the recent hatching season, 4500 day-old chickens were despatched from Dookie to various parts of the State and New South Wales, and no complaints of loss have been received. These packages required very careful handling, and it is only with the whole-hearted co-operation of the Railway officials that we are able to get this business through so satisfactorily.

This Council desires me, therefore, to convey to you its appreciation of the assistance thus rendered to the College.—From Mr. T. J. Pruis, Secretary, Council of Agricultural Education, Public Offices, Melbourne, 12/11/24, to the Victorian Railways Commissioners.

* * *

Carol

The Shepherds heard in days gone by
Glad tidings! Turning eagerly
They searched the solemn Eastern sky
On Christmas Day in the morning!
By Faith they saw the Holy Star—
Holy Star—Holy Star!
The mystic light that shines afar;
Shines from the place where Angels are!
On Christmas Day in the morning!

Our passing days are dark and dread;
No arching rainbow overhead!
Yet we, by Faith, may still be led,
On Christmas Day in the morning!
To see again the Holy Star—
Holy Star—Holy Star!
The mystic light that shines afar;
Shines from the place where Angels are!
On Christmas Day in the morning!

V. W. Rogan, in "To-day."

Nibbles from Ford

The vast majority of men want to be led. They want to have everything done for them, and to have no responsibility. Therefore, in spite of the great mass of men, the difficulty is not to discover men to advance, but men who are willing to be advanced.

The cleanliness of a man's machine also—although cleaning the machine is no part of his duty—is usually an indication of his intelligence.

There is no reason why one with a creative mind should be at a monotonous job, for everywhere the need for creative men is pressing. There will never be a dearth of places for skilled people, but we have to recognise that the will to be skilled is not general. And even if the will be present, then the courage to go through with the training is absent. One cannot become skilled by mere wishing.

Defective human nature obstructs our good intentions now and then.

Something like 700 men are detailed exclusively to keeping the shops clean, the windows washed, and all of the paint fresh. The dark corners, which invite expectation, are painted white. One cannot have morale without cleanliness. We tolerate makeshift cleanliness no more than makeshift methods.

No question is more important than that of wages—most of the people of the country live on wages. The scale of their living—the rate of their wages—determines the prosperity of the country.

It ought to be the employer's ambition, as leader, to pay better wages than any similar line of business, and it ought to be the workman's ambition to make this possible. Of course, there are men in all shops who seem to believe that if they do their best, it will be only for the employer's benefit—and not at all for their own. It is a pity that such a feeling should exist. But it does exist, and perhaps it has some justification. If an employer urges men to do their best, and the men learn after a while that their best does not bring any reward, then they naturally drop back into "getting by." But if they see the fruits of hard work in their pay envelopes—proof that harder work means higher pay—then also they begin to learn that they are a part of the business, and that its success depends on them, and their success depends on it.

It ought to be clear, however, that the high wage begins down in the shop. If it is not created there, it cannot get into the pay envelopes.

Work is our sanity, our self-respect, our salvation.

So far from being a curse, work is the greatest blessing.

Exact social justice flows only out of honest work. The man who contributes much should take away much.

Australian Railways

Queensland's Big Mileage. Statistician's Figures.

Queensland, with its big open spaces, has the largest mileage of railways of any of the States of the Commonwealth. Statistics supplied recently by the Commonwealth Statistician (Mr. Wickens) show that at 30th June last Queensland's railway mileage was 6040. New South Wales was next, with 5223 miles of iron road, Victoria has 4435 miles, Western Australia 3269, South Australia 2452, and Tasmania 673. Federal railways cover 1733 miles.

of the world. It is not an old capital, like London, Paris, Rome, Berlin Tokyo or Peking; it is not an ancient city as things go; it has no historic monuments like Westminster Abbey, Sainte Chappelle, Tokugawa's castle walls, or the Forbidden City. New York is poor in antiquities and historic scenes. . . . On the corner of Broad and Pearl streets there is the Fraunces Tavern, restored to the form it was supposed to have in 1783, when Washington, with trembling voice and dim eyes, bade farewell to his officers in its great room. In the Jumel Mansion far uptown can be seen a colonial dwelling about which some thin romance clusters. Away out in Van Cortlandt Park is an old manor house, with a complement of furnishings that recall those far-off days when feudal lords ruled the Hudson Valley and George Washington was a boy in Vir-



Fac-simile of Card issued by Victorian Railways Commissioners.

The capital cost of New South Wales railways is set down at £91,792,167, Victoria £65,880,792, Queensland £47,367,439. The total capital cost of all Australian railways is estimated at £263,218,315.

In New South Wales, the number of train miles run was 23,707,000, Victoria 17,079,000, Queensland 11,647,000, South Australia 6,187,000.

In twelve months the capital cost of Victorian railways had increased by £1,265,357. The gross earnings of New South Wales railways were £15,617,000, Victoria £11,909,000, Queensland £5,714,000.

* * *

The Newness of New York

New York is, above all things else, a new city, according to Charles A. Beard in the "Review of Reviews." Mr. Beard declares: "New York is unique among the premier cities

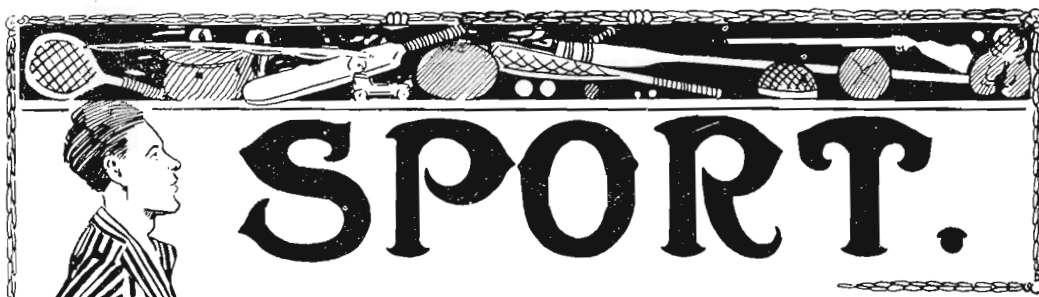
of the world. It is not an old capital, like London, Paris, Rome, Berlin Tokyo or Peking; it is not an ancient city as things go; it has no historic monuments like Westminster Abbey, Sainte Chappelle, Tokugawa's castle walls, or the Forbidden City. New York is poor in antiquities and historic scenes. . . . Here and there a bronze tablet marks the site of some heroic deed or historic scene. And the tale is told. New York is a modern commercial city. It is as young as Athens in Aristotle's day. What will it be when 2000 years have rolled over its peaks and spires?"

* * *

It was his first visit to Melbourne. As he stood on the kerbstone, shaking his sides with laughter, he was accosted by:

"What's the fun, sir?"

"Fun! Can't you see it. Just look how that thing (pointing to a watering cart) leaks; why, the fool won't have a drop of that left when he gets home."



English Test Cricket Team

The sole topic of conversation in cricket circles at the present moment is, of course, the burning question—Who will win the Tests? Everybody who takes the slightest interest in cricket (and who doesn't?) has had a shot at selecting the Australian Eleven, and the only point most are agreed upon is that the Australian selectors have an unenviable task confronting them.

Victoria's dramatic victory over the Englishmen by six wickets half a minute before time suggests that the selectors should give consideration to more members of the Victorian team than has been the case in previous years.

The English team comprises—A. E. R. Gilliban (Capt.), Sussex; A. P. F. Chapman, Berkshire; J. W. H. T. Douglas, Essex; J. L. Bryan, Kent; J. B. Hobbs, Surrey; A. Sandham, Surrey; H. A. Strudwick, Surrey; J. W. Hearne, Middlesex; E. Hendren, Middlesex; H. Sutcliffe, Yorkshire; R. Kilner, Yorkshire; R. Tyldesley, Lancashire; A. P. Freeman, Kent; H. Howell, Warwickshire; F. E. Woolley, Kent; M. W. Tate, Sussex; W. W. Whysall, Notts; Manager: F. C. Toone, Yorkshire.

The dates of the fixtures are:—

- | | | |
|------|-----|--------------------------------------|
| Dec. | 4. | Aust. Eleven, at Brisbane. |
| " | 9. | Toowoomba at Toowoomba. |
| " | 13. | Combined Juniors, Aust., Sydney. |
| " | 19. | First Test Match, at Sydney. |
| " | 26. | Southern Districts, at Albury. |
| Jan. | 1. | Second Test Match, at Melbourne. |
| " | 7. | Bendigo, at Bendigo. |
| " | 10. | Ballarat, at Ballarat |
| " | 16. | Third Test Match, at Adelaide. |
| " | 23. | Geelong, at Geelong. |
| " | 27. | Tasmania, at Launceston. |
| " | 30. | Tasmania, at Hobart. |
| Feb. | 6. | Victoria, at Melbourne. |
| " | 13. | Fourth Test, at Melbourne. |
| " | 20. | N.S.W., at Sydney. |
| " | 27. | Fifth Test Match, at Sydney. |
| Mar. | 6. | Northern District, at West Maitland. |
| " | 18. | South Australia, at Adelaide. |

Victorian Railways Cricket Association

Results of matches:—

20/10/24.—Spencer St., 7 for 166 (Stewart 65 n.o., Rewell 22, Hagg 17; Herman 3 for 23, Carr 1 for 1, Carolan 1 for 15), defeated Melbourne Yard "B," 56 (Wardley 18, O'Dea 11; Stewart 6 for 28, Rewell 1 for 7, Hagg 2 for 20).

27/10/24.—Jolimont Yard, 6 for 123 (Prater 40 retired, Wheelaban 28 n.o., Reitman 20, Johnson 18; Chlachini 3 for 36, Newson 2 for 27), defeated Melbourne Yard "A," 7 for 82 (Calachini 29, Newson 32 n.o.; Watson 5 for 20, Bath 1 for 5, Hugo 1 for 13).

29/10/24.—Newport Workshops, 4 for 118 (Lehman 47, Yawkins 35, Bell 24; Elliott 1 for 10, Hughes 1 for 27), defeated Melbourne Yard "B," 70 (Hughes 22, Paterson 11, Lang 10 n.o.; Bell 4 for 23, Smith 3 for 24, Lehman 2 for 18).

3/11/24.—Jolimont Workshops, 8 for 171 (Burton 56, McLean 30, Cullis 23; Stewart 3 for 27, Ellis 3 for 25, Cleal 1 for 16), defeated Spencer St., 28 (Stewart 10; Connery 6 for 12, Moloney 2 for 15).

5/11/24.—Way and Works, 3 for 118 (Todd 58, Wilson 29 n.o., Proffitt 23; Williams 1 for 7, Treadwell 1 for 19), defeated Shelter Shed, 22 (Tuckey 5 for 10, Thurgood 4 for 12).

10/11/24.—Jolimont Workshops, 78 (Fishler 30, Burke 10; Fletcher 4 for 13, Hower 3 for 17, Kelly 2 for 19), defeated Melbourne Yard "A," 51 (Warren 18, Hogan 17; Tishler 6 for 16, Burke 2 for 13).

12/11/24.—Way and Works, 3 for 101 (Todd 41, Wilson 23 n.o., Williams 18 n.o.; Caird 1 for 13, Elliott 1 for 14), defeated Melbourne Yard "B," 55 (Gunn 15, Foo 11, Cand 10 n.o.; Thurgood 5 for 29, Heath 4 for 26).

19/11/24.—Spencer St., 59 (Orchard 11, Robertson 10; Bell 4 for 7, Carter 2 for 15, Lehman 2 for 17, Smith 1 for 12), defeated Newport Workshops, 36 (Fisher 10, Ellis 7 for 12, Stewart 3 for 20).

Secretaries of competing Clubs are requested to forward detailed scores of all matches to W. N. Orchard Honorary Secretary, Room 21, Railway Offices, Spencer Street.

New Club at Ballarat

A Cricket Club has been formed at Ballarat, and will take part in the Wednesday afternoon competition. This competition comprises teams representing Hairdressers, Theatrical Employes, Bakers and Pastrycooks, Press, and this year a fifth team, the V.R.I. Cricket team.

At the first meeting the following officers were elected:—President, E. W. Pike (Works Foreman); T. W. J. Cox, M. Enright, T. R. Moss, C. Dunstan, T. A. Williams, P. H. Burke, Vice-Presidents; Hon. Secretary, S. J. Powell.

A scratch game was played against the Press on the 5th ult., which resulted in a win for the Railmen by 28 runs. Good form was shown by several of the team.

Victorian Railways Rifle Club Notes

By "Red and Green."

On November 1st a "Club" shoot was indulged in, and this finalised the Club Championship, which was won by that steady shot "Builder" Sid. Grant. The runner-up was "Consistent" P. Pearce. The top score of the afternoon was notched by the ex-Western Stater, Harry Trembath, who is apparently striking form again.

November 8th saw the Club engaged in a "friendly" with Essendon, who found the rails too greasy. The conditions were 10 shots per man, 12 men per side, best 10 only to count, and the ranges were 5 and 600 yards. The weather was fine, and a steady left wind was blowing (5deg.), but no sensational scores were recorded. This Club scored an easy victory by 32 points.

	500 yds.	600 yds.	Total.
Railways	464	462	926
Essendon	468	426	894

This is the second inter-Club match fired since March, and in respect, the Club seem to have lost their old punch, and are inclined to live on the laurels of their past, but they must be careful that this does not lead to a dry rot of morale. Sid. Grant, representing the Club in the South Australian matches, netted £25; he was 2nd in the 3rd stage of the King's. Six of the Club's representatives attended the New South Wales matches. Here Sid. Grant topped the score of our men, and won £38; 5th in the "Longfield" aggregate represented his best. P. Pearce netted £25, and he tied for 1st place in the 1st stage of their "King's." "Billy" Hilton collected £20, and "Capt." S. Long and P. Thurlow covered their expenses. Four of the above entered as a team in a teams' match, fired at 6, 8 and 900 yards, and having registered the highest score in the match, forgot to put in their scores at the statistical office, with the result they lost their placing and so failed to lift the trophy.

* * *

Victorian Railways Institute

V.R. Technical College Annual Speech Night

The Victorian Railways Technical College held its first Annual Speech Night on Thursday, 30th October, in the Institute Concert Hall. Amongst those present were Mr. Commissioner Molomby, Mr. A. E. Smith, Chief Mechanical Engineer, Mr. H. P. Colwell, Chief Electrical Engineer, Mr. Brennan, Chief Accountant, and Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs; Mr. D. Cameron, Chairman, Staff Board; while apologies were received from the Hon. the Minis-

ter for Railways, the Chairman of Commissioners, Mr. Commissioner Shannon, Mr. Canny, Acting General Superintendent, Mr. E. H. Ballard, Chief Engineer of Way and Works, Mr. E. C. Eyers, Secretary for Railways, and others, who were unavoidably absent.

Mr. J. S. Rees, President of the Institute, introduced Mr. J. Nillson, the Chief Instructor at the College, and read a letter from Mr. H. W. Clapp, in which the Chairman expressed his regret that circumstances precluded his attendance, and tendered his best wishes for the continued success of this year's prize-winners.

Mr. Nillson, who was very cordially received, outlined the aims and aspirations of the Technical College, which had been instituted to afford ambitious railway apprentices an opportunity of acquiring a thorough knowledge of the many technical subjects that it was essential they should be conversant with. Hitherto the apprentices had attended the Working Men's College, and the provision of a railway technical college was undoubtedly a step in the right direction.

The prizes were then distributed by Messrs. A. E. Smith (Mechanical Division) and H. P. Colwell (Electrical Division), both of whom made eulogistic reference to the benefits which both the Department and the apprentices would derive from the institution of this Technical College.

An enjoyable programme, comprising items by Miss Winifred Moverlev, Mr. and Madame Gregor-Wood, and Mr. R. W. Brown, together with interesting cinematograph pictures, completed the night's entertainment.

Victorian Technical School's Old Boys' Association

The Victorian Technical School's Old Boys' Association held their first annual dinner at the Cafe Francais on the evening of the 13th November.

Among the objects of the Association are the provision of a scholarship for Technical School Students, and the rendering of assistance generally in connection with all movements or measures designed to promote the cause of technical education.

Amongst the guests was Mr. A. E. Hyland, Chairman of the Betterment Board, who represented the Railway Department. In responding to the toast of the guests, he referred to the great part which the Victorian Railways are taking in technical education. The needs of this Department in this connection were met until recently by ordinary technical schools, and while at big provincial centres such a course is still necessary, the requirements of the lads around Melbourne are met by the Department's newly-instituted Technical College at Newport, where fine instructors obtained from the Education Department are carrying out an excellent course of education.

Through the Institute, Mr. Hyland added. the Department is conducting classes in many subjects, not only associated with apprentices, but also with many other grades, because nearly all of the 27,000 men, boys and girls of the service require special knowledge and special attention in some direction or the other.

It was fine to reflect that at all times the happiest relations had existed between the Education authorities and the Railway Department, and arising out of this had come a spirit of cordial co-operation which had rendered possible achievements of the highest value.

The Old Boys should be congratulated on the formation of their Association, and everybody would wish them the best of good luck. They were doing in a fine way part of the work which every Victorian should be proud to do for the advancement of the State, and the well-being of those in it. While Victorians are fortunate in living in the finest corner of Australia, it had to be recognised that they had taken advantage of their opportunities in a progressive spirit, which resulted in the initiation and successful establishment of some of the finest ventures in public utilities that any country could show, as, for example, the great scheme of the Electricity Commission, the wonderful work of the State Rivers and Water Supply Commission, the formation of a Good Roads policy, a liberal education scheme, and a splendid railway service, including one of the most notable Electrification Systems in any part of the world.

Dramatic Society

Miss Winifred Moverley, Manageress of the Institute Dramatic Society, and Instructor of the class in Public Speaking and Dramatic Art, reports as follows on the year's work:—

"In regard to the progress of the Institute Class in Elocution and Dramatic Art during the year, I can speak in the very highest terms of the enthusiastic efforts of the students. Their careful preparation, from week to week, has made my work a pleasure, and the appended list of successes gained by Institute competitors in the recent V.R.I. competitions is convincing proof of the gratifying progress that has been made:—

- Class i.—Humorous—2nd.
- Class ii.—Under 16—1st and 2nd.
- Class iii.—Non-prize-winners—1st, 2nd, and 3rd.
- Class iv.—Champion (All-comers' event) — 1st and 3rd.
- Class v.—Australian—2nd and 3rd.
- Class vi.—Shakespearian—2nd and 3rd.
- Class vii.—Character—3rd.
- Class ix.—Humorous Duologue—2nd.
- Class x.—Humorous Duologue (under 18) — 2nd.

Class xi.—Duologue (open)—1st and 2nd.

Class xii.—Open Scene—1st and 3rd.

Class xiv.—1st.

"It will be noted that Institute competitors carried off 6 firsts, 8 seconds, and 6 thirds—a most remarkable record. In addition to these successes, the Victorian Railways Institute Dramatic Society gained 1st prize in the Bendigo Competitions for Open Scene, and 2nd place in the A.N.A. competitions, while some of its members were also associated with the First and Second Prize-winners in the big event at Ballarat.

"Readers of the 'Magazine' are well aware of the success that has attended the several recent productions of the Dramatic Society, and nothing but praise from everyone, including other Dramatic Societies, was showered upon the performance of 'Passers-By.'

"Regarding the performance of 'The Strategist,' it is not perhaps generally known that the whole cast, with the exception of Mr. George Ebbsmith, who kindly filled a gap at the last moment, were members of the Elocution Class. Some of the boys had only received a few months' tuition, yet they acquitted themselves admirably.

"If space permitted, I could continue enumerating the individual successes of various members of the Class at competitions at Geelong, Bendigo, Maryborough, and Ballarat.

"Looking back, it has been for me a year of hard work, although crowned with success and happiness, for each student has helped to make my task a congenial and pleasant one."

Musical Society

Social Evening.

The activities of the Musical Society were concluded for this year by a social, which was held in the Concert Hall on Tuesday, 18th November. There was an attendance of over 100 members and friends, and, as usual, the Annual Social was a great success.

The hall was very prettily decorated with flags and beautiful flowers. With a happy throng of dancers making merry, the whole scene formed a festive picture.

Just after supper, Mr. T. Collins (Chairman of the Musical Society Committee) made a presentation to Mr. Gregor-Wood, and referred in eulogistic terms to the splendid work of Mr. Wood, the Conductor of the Musical Society. Replying, Mr. Gregor-Wood said that he valued very highly the gift of the members of the Musical Society, and those present were delighted when Mr. and Madame Gregor-Wood rendered vocal duets.

After a very enjoyable evening, the social was reluctantly brought to a close shortly after 11 o'clock.

Orchestral Society

The following lines, we regret, were crowded out of our last issue:—

"LIGHTS OUT!"

By the Conductor.

We are now in the embers of the year,
and with Nov-ember, the Orchestral recess is
in sight.

No music now—no walk—
No Concert-Hall—no talk—
No tram—no train—no Orck at 8:
No book—no music-score—
No desk—no playing more—
No Flinders-street—no home return so late:
No journeys to and fro,
No meeting friends, you know,
No Railway tower—no City steeple,
No recognitions of familiar people:
No Tuesday travel now—no locomotion,
No inkling where to go—no notion—
No Tom upon the lift—no chatter—
No walk in corridor—no patter—
No fiddling—no: one's "doooid idle,"
No tooting—no: it's suic'idal:
No warmth—no cheerfulness—no healthful
ease,
No labouring at the score—no busv bees—
No baton-brandishing—no random joke—
No vams at interval—no lively folk—
No Tuesday smiles—no parting "au revoir"
No hurrying feet—no Railway Concert floor:
And why these NO-es to feelings tender
Of every member?
NO-venber!

J.J.

Rehearsals resumed early in February.

Competent players in every section required;
no beginners

Only steady attenders and genuine grafters
need apply.

Opening studies: Rosamunde, Masaniello,
Schubert's Unfinished Symphony.

JAS. JAMIESON.

Country Centres

Ballarat is noted for its Floriculture, and during the early Spring there is no more attractive display than that provided by Mr. Andrew Shaw, the railway curator, within the station reserve.

Only a few years ago this place was a rubbish tip, and an eyecore, but Mr. Shaw has transformed it, and the wealth of daffodil blooms bear striking testimony to his hard work, skill and enthusiasm. The spot is close to the busy Lydiard-street thoroughfare, and hundreds of passers-by stop to admire the thousands of beautiful flowers which are so admirably arranged on the terraced slopes of the railway embankment.

Ambulance Competitions

The staff are very gratified that the Ambulance challenge shield presented by the Commissioners has been won by the Ballarat District. The winning team—Messrs. F. E. Overall (Supt.), E. Campi, J. F. Hammill, J. O'Connor and W. H. Hollioak, are all esteemed members of the Ballarat staff, and their success is as popular as they themselves are personally.

The team is now qualified to represent Victoria in the Interstate competition for the Challenge Shield of the Commonwealth, which is now held by Queensland, and the best wishes of their comrades will follow Messrs. Overall and company in their endeavours to regain the shield for Victoria.

Mr. Hammill also secured the Novice Individual Test and the Senior Individual Test, and is congratulated on his fine work generally. Mr. Overall's team also won the Improved Stretcher Event.

Successful Competitor

Mr. M. J. Taffe, A.S.M., Parwan, and son of Head Porter Taffe, well known at Ballarat, has had further success in the musical section at the recent V.R.I. competitions.



Mr. M. J. Taffe.

At the Institute competitions, just finished, he gained first prize in the Instrumental Division by obtaining 82 points.

At the South Street Competitions, held in October, 1920, he won the Champion Bugle Solo, and also the Champion Cornet Solo, and New Year's Day, 1921, he won the Cornet Solo at the Geelong Commune Na Feinne Competitions.

He was Sergeant of the Drum and Bugle Band, 1919, when the band won the Championship, and since then he has been a playing member of the City of Ballarat Band.

His instructor Mr. Percy Code, predicts a future for Mr. Taffe, and at present he is playing solo cornet for the same band. He also obtained third place in the Toowoomba Open Cornet Solo, 1922, when the band competed at these competitions, and won the B. grade contest.

It is Mr. Taffe's ambition to win the Champion Cornet Solo of Australia, when he will have won the three championships. He has already won the Junior Championship, but was defeated by a few points in the Amateur Championship held in Ballarat last month.

Bendigo.—The reserve on which the Institute here has been erected is at present being restored to order. A footpath around the rooms and a direct entrance to Mitchell-street is in course of construction, and, when completed, the gardeners will apply the finishing touches in beautifying the surroundings.

The Inter-Branch Carpet Bowls Competition, after a series of close and exciting games, has just been concluded. The final match was played between teams from the District Engineer's Office and the Worksmaster's Depot, and resulted in a victory for the Works' team 15 balls, District Engineer's team 14 balls. The Telegraph Office team was third in the competition.

In connection with the annual election of the Committee, 24 members (independent of the 8 recommended for appointment as Council

nominees) were nominated, and it is expected that, with few exceptions, there will be a close contest. The result of the elections will be announced at the Annual Meeting in December by Mr. J. Bishop, who was appointed returning officer. The number of members willing and anxious to assist in conducting the work at this centre is evidence of the members' interest in Institute activities.

Mr. Commissioner Molomby, whilst passing through Bendigo on a tour of inspection of the Northern lines, attended, and was given a cordial reception to the regular monthly meeting. He congratulated the Committee on the splendid attendance, which clearly proved their interest in assisting to provide the younger members opportunities of advancing to the highest positions in the Department.

* * *

New Orchestra

BENALLA.—About six months back an orchestra was formed in connection with the new Institute, the head thereof being Professor Hautzinger, who, as most people already know, is one of the foremost violinists in the State, he having passed through some of the old German masters prior to coming to Australia.

Actuated by feelings of good fellowship and in order to show their appreciation for the services of so valuable a tutor, the heads of the Institute (with Mr. Calagari as their secretary) made up their minds to promote an



Fancy Dress Competitors at recent Institute Ball, Bendigo

Reading from left to right—Misses L. Kelly ("Irish Colleen"), E. Rogers ("Good Luck"), R. Menaglio ("Night"), E. Cox ("Raisin Bread"—Winner), E. Cooper, N. Hogan ("Chinese Lantern"), N. Williams ("Kodak Girl")

orchestral concert, and the same took place in the newly-constructed Institute on Wednesday evening last. The prices for admission to the entertainment were so popular that the building was filled to overflowing, several of those in attendance—members of the press, in particular—being present by invitation.

Mr. W. Homes, a genial and familiar figure among railway men, acted as chairman.

With this fine array of talent before it, the audience anticipated a pleasant evening. Nor was it disappointed in its anticipation. In fact, it had good reason for amazement as the concert progressed.

The concert programme of the evening was not a long one, but was recherche. Mr. Homes, after introducing the orchestra, announced that its opening effort would be a selection—"Der Freyschutz." Although these two words do not mean much, they proved to be a veritable multum in parvo—much in little—because of the beautiful classical music underlying them, and which was played in a style far above the standard of mediocrity. Deafening applause was the reward that was paid to the orchestra for this magnificent opening contribution, and which was only a foretaste of the other delectable things in store for the audience.

* * *

Questions and Answers

Explain the cause of a blow at the Triple Valve exhaust port, and how remedied?

Joint leaking at leather gasket between triple and auxiliary in combination brake set. To remedy, tighten up the bolts on same. May also be due to Auxiliary reservoir tube leaking or to slide valve leaking. Apply brake suddenly to try and dislodge any dirt from seat of slide valve. If blow continues, attach brake defect card, and if heavy enough to interfere with carrying proper train pipe pressure, cut brake out. Hand duplicate Card to examiner.

When double heading, how could the position of the Isolating Cock on the second engine be ascertained by the leading driver, without being told?

Make a service application of about 5 lbs. If the discharge from secondary exhaust continues for an exceptionally long time, allowing for the number of vehicles on the train, it may be assumed that main reservoir on second engine has not been "cut out" by closing the Isolating Cock. This will nearly always be accompanied by the non-application of the brakes.

What is the duty of the Triple Valve?

To charge, apply, and release the brake.

How many types of signals are there, and what are their uses?

Three, viz:—"Semaphore," "Light," "disc." These types are subdivided into nine classes, as follows:—

Distant signals, to indicate position of home signal and to protect the line up to the home.

Home signals, to protect stations, sidings, junctions, signal boxes, or level crossings.

Starting and Advanced Starting Signals, to control the entrance of trains into the section ahead.

Automatic Signals, to automatically maintain the proper space interval between trains by means of track circuits operated by the passage of trains.

Repeating Signals, to indicate the position and aspect of the signals in advance.

Calling on Signals, to allow a train to proceed cautiously into a section already occupied.

Disc and Dwarf Signals, to control train movements from siding to running lines or from a running line to another.

* * *

Improved Valve Gear

The "Railway Engineer," October, 1924, describes a method of increasing the M.E.P. in locomotives.

It consists of the adoption of a modified form of "Walschaert" Valve Gear, designed and patented by Mr. J. Riekie.

The short arm of the Combination Lever is—in effect—caused to vary in length, giving the valve a long dwelling action when at half stroke. This results in the valve giving a full port opening to steam and exhaust at any point of cut off.

This not only increases the M.E.P. by better admission and reduction in back pressure, but makes it possible to introduce a variable lead (increasing as the cut off is shortened) without incurring excessive back pressure at high speeds.

Some of the advantages of this Valve Gear may be obtained by adaptations to existing valve gears of the Walschaert or Stephenson types.

* * *

Christmas—Far and Near

In England, in the olden days,
They sang a song in Christmas praise,
Of all its pleasures fond they sang,
And how the church bells gladly rang—
For Christmas.

'Twas told in prose, 'twas told in rhyme,
The story of that happy time
When men were closer drawn to men,
And love and kindness reigned within—
Through Christmas.

Here in this Austral land of ours,
It also reigns, with lesser powers,
Though with each returning year
We own the presence ever dear—
Of Christmas.

What though we've no tradition long
To hand its story down in song,
And instead of snow and bitter sleet
We celebrate 'mid radiant heat—
Our Christmas.

We feel its power and own its worth
In bringing "Peace, goodwill on earth,"
To worn and weary sons of men,
For each one gladly welcomes then—
Our Christmas.



Personal.



The Commonwealth Railways Chief Engineer, Mr. G. A. Hobler, who has been abroad for some time, left recently from England for Bombay, where he will commence an inspection of the Indian railway systems. He will later visit Singapore and Batavia, and is expected to arrive at Darwin during December, where he will inspect the Commonwealth lines.

Mr. A. E. Cole, secretary of the Queensland Railways Suggestion Board, recently passed through Melbourne on his way home from the Land of Many Elections, where he viewed the Wembley Exhibition. We are very pleased to learn that Mr. Cole had an enjoyable time while away, and hope that both he and the Queensland Railways will profit as a result of his visit.



Mr. P. Murphy.

Mr. Patrick Murphy, Mayor of the Municipality of Port Melbourne, 1924-25, here shown in his Mayoral robes, is a popular Victorian railwayman, occupying the position of Metropolitan Lamp-foreman. Mr. Murphy is well known for the keen interest he takes in public affairs, and during the two years he has been a member of the Port Melbourne Council has actively helped to evolve every progressive scheme that has been brought into use for the

benefit of the citizens of Port Melbourne. We congratulate Mr. Murphy upon his having attained to the position of first citizen of an important seaside city.

Telegraphist's Re-union

A very pleasing and happy function recently took place, when senior officers of the Department, who were associated with Mr. T. M. Burke as telegraphists when that gentleman was a Departmental Officer, were invited to dinner and a smoking concert at Phair's Hotel.

The host was in a particularly reminiscent mood and the atmosphere became electrical.

He related good stories having reference to many of his old associates, and his humour was infectious. Mr. Burke called on many of his guests to relate incidents that lost none of their humour through the passage of time, and a very pleasant evening closed with a hearty vote of thanks to the host for his happy thought in bringing old friends together.

A fine musical programme was contributed to by Alex. Wotherspoon, A. Davey, Eric Fox, F. Champion, and J. Phillips. Among the guests we noticed Messrs. W. A. Brennan, A. W. David, A. Little, J. C. Boyce, Alwyn Valentine, P. Meares, S. Cuddigan, E. Davis, H. V. Cox, M. Chamberlain, J. Cahill, T. A. Williams, A. W. Rolfe, T. A. Harris, W. Reid, T. J. McGlade, Jas. Lynch, J. Collings, John Lynch, J. Halpin, Jim Johnstone, Ed. Lardner, W. B. Johnson, and F. Lilley.



Reminiscences

A little informal chat with Mr. H. T. Robertson, formerly District Superintendent, Dandenong, who retired from the service last month, would convince anyone that the most entertaining way to spend an odd half-hour or so is to corner an old railway officer and induce him to divulge some of his reminiscences.

Mr. Robertson remembers when stationmasters were first stationed at Hawksburn, Toorak, Armadale, and Malvern; when the Working Time-table for all lines could be folded up and slipped into a waistcoat pocket; when he, as travelling booking clerk, had to assist passengers to entrain and detrain at Caulfield by means of step-ladders, there being no platform in existence at that time; when the narrow "dog-box" compartments lit by kerosene were considered the last thing in comfort; when Prince's Bridge was served by the Main Line Gippsland trains only; and when the Traffic Superintendent's office at Flinders Street was located in an insignificant brick building opposite Hosie's Hotel, at the corner of Elizabeth and Flinders Streets.



Mr. and Mrs. Amonton
and Staff, Refreshment
Rooms, Seymour.

Mr. Robertson is justly proud of the fact that he was associated for some time at Oakleigh with the late Mr. E. B. Jones, who subsequently became Commissioner. As Chief Clerk to Mr. Moore, District Supt., he lodged the telegram which opened operations over the present high level at Richmond, in 1885, prior to which date all trains passed over a level crossing at Swan Street. He was appointed stationmaster at Rosedale in June, 1889, with subsequent experience at Pyramid, Riddell, Longwood, Charlton, Drouin, Werribee, and Wodonga, from which latter station he was transferred to the relieving staff. He was detailed to accompany Sir Wm. Birdwood when the General visited Victoria in 1920, and had charge of the pilot train which carried H.R.H. the Prince of Wales on his tour of the State the same year.

On 28th May, 1919, Mr. Robertson, with Mr. W. R. McCormick, was in charge at Flinders Street when the special electric train that officially inaugurated the suburban electric traction system left for Essendon.

With the retirement of Mr. Robertson, therefore, the Department loses one of those pioneers who have faithfully served it during its growth from the insignificant Hobson's Bay Company of the early days to the vast, smooth-working organisation that it is to-day.

Retirements

Mr. Henry T. Robertson, District Superintendent, Dandenong District, having reached the statutory age, retired from the railways on the 31st October, after 45 years' service. The staff connected with his own office, together with the staff of the District Rolling Stock Superintendent, met on 1st November, 1924, for the purpose of saying good-bye to Mr. Robertson.

Mr. Stride, Chief Clerk, who, on behalf of the staff, presented Mr. Robertson with a token of their esteem, spoke in no uncertain

terms of the high regard in which Mr. Robertson was held by the staff.

His capable management of the district and strong personality had made it hard to say good-bye, and it was with the greatest regret that they were losing his service and guidance.



Mr. H. T. Robertson



Mr. W. R. McCormick

Messrs. Carter, D.R.S.S., Kenny, Acting District, White, T.R.O., Proctor, Traffic Inspector, McCart, S.I.O., and James also spoke, expressing their regret at the retirement of Mr. Robertson, and referred to the happy relations that had always existed between them and their staffs.

Mr. Robertson, in responding, said that he had tried to be a friend to all, and that gift proclaimed that he had succeeded in no small measure.

There was much which he should have liked to have said; they would, however, understand that he felt very deeply that the time for retirement had come, but he should never pass through Dandenong without calling to see them.

Mr. W. R. McCormick, whose pleasing personality has graced the Flinders Street station platform for a number of years, severed his connection with the railways on the 8th ult., after 43 years' service, 40 of which were spent in charge of various stations. Mr. McCor-

mick was well known for his wide experience, embracing the whole of the Victorian Railway System, and as an officer who has shown faithfulness and loyalty in his service, and regard for his staff. The esteem in which he was held has been borne out by the many expressions of goodwill from every quarter showered upon him by the staff and the public alike. We are pleased to pay our tribute to such an officer, and join in wishing Mr. McCormick, his wife and family, many years of happiness and prosperity in his garden of sunshine and roses at Heidelberg.

Mr. R. Gatehouse, foreman of the brake shop at Newport Workshops, retired from the railways on 7th ult., after 44 years' service. Messrs. Blight, Singleton, James and Harrigan, Leading Hands, and others, spoke of the great esteem in which Mr. Gatehouse was held. Mr. J. J. Turner, on behalf of management and shopmen, then presented Mr. Gatehouse with an inscribed marble clock, pipe and tobacco pouch, also a gold wristlet watch for Mrs. Gatehouse. Mr. Gatehouse suitably responded. The function terminated with the singing of "For he's a jolly good fellow."

Mr. E. J. B. O'Keefe, Stationmaster at Birregurra, since 1920, severed his connection with the Department on 25th November. Mr. O'Keefe entered the service as a porter in August, 1883, at the age of 19, and was appointed Stationmaster in 1899. He was located at Merrigum for more than seven years, and was afterwards stationed at Riddell, Ultima, Koroit, Bairnsdale, and Birregurra.

We wish Mr. O'Keefe every happiness in his retirement.

Mr. J. Quinlivan, Stationmaster, Maryborough, retired on 20th October, after 41 years in the service. It was evident from the large number that assembled that he was very popular in Maryborough. The staff presented him with a travelling rug and set of brushes. The presentation was made by Mr. R. Williamson, R.S.M., who conveyed to Mr. Quinlivan the good wishes of all concerned.

Mr. D. McColl, who has been signalman at Clifton Hill for many years, recently retired from the service. Mr. McColl's connection with the Department dates back to March, 1883, when he entered the service at the age of twenty as a labourer. Subsequently, after two years' experience as a porter, he attained the position of signalman in 1888, being appointed to Class 1 in 1919.

Mr. McColl was deservedly popular with his fellow-employees, and we wish him every happiness in his retirement.

Mr. A. W. Howells, R.S.M., who obtained 12 months' leave to try his fortune in other avenues, has resigned, and his friends will be glad to learn that he is on the wave of prosperity in business at Camperdown.

Mr. A. E. Brook, Clerk, Wangaratta, resigned from the Department on 6th September, 1924. Mr. Brook was a popular officer, and we wish him success in the undertaking he has entered into in the commercial world.

Mr. A. L. Gallagher, A.S.M., Victoria Park group, resigned from the Department on 4th September, 1924, and has entered into business in the commercial world. He was a popular officer, and his friends in farewelling him wished him success in his new calling.

Mr. Dennis Kirby, Porter., at Prince's Bridge and other stations in the Metropolitan District for the last 27 years, retired from the service the other day. His comrades at Prince's Bridge presented him with some useful gifts, as a mark of their esteem. Mr. G. Dando, in handing over the presents, said the recipient had always been a most popular member of the staff, and well known to the travelling public as a courteous official.



Mr. G. G. Tookey

Mr. G. G. Tookey, labourer at the Melbourne Goods, having reached the retiring age, resigned from the railways on 26th November. Mr. Tookey's connection with the Department dates back to April, 1889, when he entered the Service at the age of 29. He has been stationed at the Goods Sheds since 1910, and was most

popular with his fellow-mates. It is to be hoped that Mr. Tookey will for a long time to come enjoy health and happiness.

Presentations and Send-offs

A very pleasing function was performed on Saturday morning, 8th November, in the presence of a representative gathering, assembled in the Metropolitan Superintendent's office, Flinders Street, when **Mr. F. P. J. Moloney**, late retired Metropolitan Superintendent, was presented with a handsome gold watch, suitably inscribed, on the occasion of his retirement from the Railway Department, after 45 years' service, and further presented with a crystal fruit bowl for Mrs. Moloney.

The presentation was made by **Mr. J. G. Lee**, Relieving Metropolitan Superintendent, who eulogised Mr. Moloney's good qualities, and appropriate speeches were delivered by Messrs. Plummer and Sullivan on behalf of the administrative staff, **Mr. W. H. Jones** for the Rolling Stock, **Mr. Patrick** for the Block and Signal Inspectors and staff, **Mr. Bobsien** for the

station staffs, and Mr. Uphil on behalf of the "rank and file."

Mr. Moloney suitably replied.

At a recent Officers' Conference, handsome presentations were made to Messrs. T. J. Lane and F. P. J. Moloney, who, as announced in our November issue, have lately retired from the service. Mr. Lane's presentation took the form of a cabinet phonograph, with the latest records; and Mr. Moloney received a complete silver coffee service.

The Acting General Superintendent, Mr. M. J. Canny, who made the presentations, referred to the loyal service both officers had given the Department. He regretted their departure, but hoped that they would live long and happily during the rest of their lives.

Mr. Canny's remarks were endorsed by Mr. W. Thomas, Assistant General Superintendent, Mr. Olsson, Assistant General Passenger and Freight Agent, Mr. R. McClelland, Chief Staff Officer, Mr. H. Cooke, Chief Time-Tables Officer, and other officers present.

Mr. Lane and Mr. Moloney suitably responded.

Mr. G. R. Critten, Fitter in Charge, Dimboola, who has recently been transferred to North Melbourne Loco. Sheds, received a most enthusiastic send-off, as well as suitable presents, from his fellow railwaymen on the eve of his departure from Dimboola. Messrs. Cox, District Superintendent, Groves, Depot Foreman in Charge of the District, McTaggart, Chairman of the Dimboola Branch, A.F.U.L.E., Robinson, Road Foreman, spoke at length regarding the great popularity of the guest, extending their best wishes for his future happiness and prosperity. Mr. Critten, in reply, said he had had all the wind knocked out of his sails. He was proud of the fine remarks of Mr. Cox, Mr. Groves, the A.F.U.L.E., and others. It was with considerable regret that he was leaving Dimboola. He had had his ups and downs, but the men had pulled well with him. He was pleased with the expressions of goodwill, but he had only done his duty.

Wedding Bells



Mr. H. T. Richardson

(only now the livelihood is to embrace two). Whilst he was away, his fellows

In our last issue we reported the marriage of Mr. H. T. Richardson, of the Accountancy Branch, and Miss M. Wilson, which took place at Ascot Vale on the 6th September last. The honeymoon is now history, and the groom, like the knights of old, is again buckled into his war harness to gain a livelihood

in the branch were busy collecting the wherewithal to do honour to the bride and groom in a suitable wedding present. Apparently the task was an easy one, if one may judge by the splendid array of articles seen in the Bookkeepers' Office on Wednesday, October 29th. Mr. Brennan, the Chief Accountant, as usual, made the presentation, and in a most appropriate speech referred to the esteem in which Mr. Richardson was held. Mr. Williams, Assistant Chief Accountant, and others also spoke their felicitations and good wishes for the happiness of the young couple.

Mr. Richardson, in returning thanks, referred to the happy relations existing among the members of the Accountancy Staff, from the chief downwards.

A very pleasing function was carried out in the District Superintendent's office, Bendigo, on September 23rd, when a presentation was made to Mr. W. J. Crowl, L.S.W. (Vic.), to mark the occasion of his wedding.



Mr. and Mrs. W. J. Crowl

In a charming and appropriate speech, Mr. Tredinnick, Dist. Supt., made the presentation, which took the form of an elaborate eight-day clock. Representative speakers supported the remarks of the chairman, and eulogised Mr. Crowl for his many good qualities, and wished him every happiness in the sphere to which he was about to enter.

In a few well-chosen words, Mr. Crowl made a suitable response.

Recent additions to the ranks of benedicts are Mr. A. E. Arnold, Clerk, Kyneton, who was married on 8th November, and Mr. J. Lieper, Porter, of Birchip, on the 11th November.

Mr. A. E. Bromilow, District Road Officer at Wangaratta, was married recently to the daughter of Canon Vanston, of Castlemaine. The young couple were the recipients of many beautiful presents from officers of the Construction Branch and friends. We join in wishing the happy couple many years of sunshine and joy.

The Last Mile Post

Mr. L. G. Fleming, S.M., Yarra Glen, was called to the great beyond with startling suddenness on the 11th October. An attack of bronchitis confined him to bed for a few days, but care and attention soon restored the stout heart. Without warning a relapse overtook him, and he quickly passed away. He was well and popularly known throughout the service, and we offer our sympathy with his many friends to his widow, three sons, and two daughters.

The many friends of Mr. Leyden, S.M., Dunolly, for many years, will be sorry to hear of his sudden death, which occurred on 11th October. The late officer was stricken down whilst on duty, and was found in his office in an unconscious condition at 2 p.m. Without regaining consciousness he passed away at 3 p.m. The cause of death was a clot of blood on the brain. We extend our deepest sympathy to the widow, two sons and daughter.

Deep regret was expressed in railway circles at the news of the sudden death, on Sunday, 2nd November, of Mr. W. A. Milne, chief clerk, Time-Tables Office, Room 2.

Mr Milne, who entered the service on 18/8/86, had long practical experience throughout the State. He was located on various occasions at Bendigo, Echuca, Maryborough, and the Metropolitan Supt.'s office.



Mr. W. A. Milne



Mr. R. Ward

and, before being transferred to the Time-Tables Office, was engaged on special duty in Room "10," and the Accountancy Branch, Head Office. He was associated with the Time-Tables Office for more than twenty years, and his initials, "W.A.M.," which have appeared under tens of thousands of special train circulars, are probably familiar to every railwayman.

We extend our deepest sympathy to his widow and family.

Among his many friends, both in the Department and elsewhere, keen regret was felt at the death on October 27 of Mr. R. Ward, engine-driver, of Wodonga. The unfortunate man had only just signed on for duty, and

after making inquiries as to his work for the day, he had only proceeded a short distance on his way to duty when he was run down by a special division of the Sydney express, which left Albury at 7.18 a.m. He was very seriously hurt, and soon succumbed to his injuries. Bobby, a name he was well known by, was very popular in railway and other circles, entered the service as a lad porter at Benalla on the 3rd of December, 1907. Soon after that his ambition was to become associated with enginemen and engines, so that when his opportunity came he was transferred to Seymour to start engine-cleaning.

The funeral, which took place at Wodonga, where he resided, was largely attended. Headed by the local stationmaster, Mr. W. Deacon, and the loco. officer in charge, Mr. W. George, there were 80 members of the various branches, who marched, besides many members of the Wodonga Rifle Club, of which deceased was an enthusiastic member. Many beautiful floral wreaths were presented; among which were four beautiful ones sent by his late comrades. One each from staff at Wodonga, Benalla, Loco. Depot, Tallangatta, Wodonga Rifle Club. Mr. Ward was born 10/8/90. We extend our sincere sympathy to his widow and bereaved family.

* * *

Your Best Asset

When a customer complains, do not classify him as being a grouch. He is really trying to be friendly. And the chances are just about even that his complaint is justified. Treat him accordingly, and find out what the real trouble is. Do it promptly and graciously. Then apply a remedy that will satisfy the customer and retain his friendship.

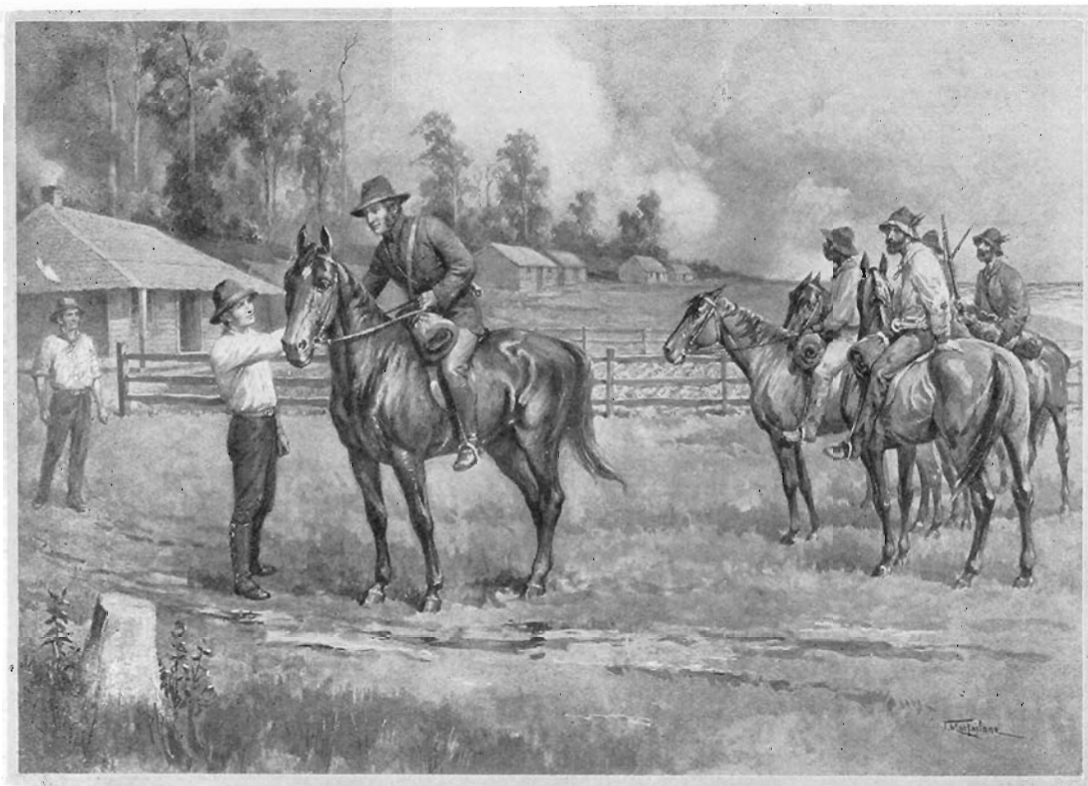
NO MAN complains merely for the fun of complaining. Men are usually too big, and always too busy, to indulge in fault-finding without a reason. Ignore complaints, or treat them ungraciously or indifferently, and you make the biggest business mistake that can be made.

Remember always, there is something in business that cannot be bought at any price, but it can be destroyed almost instantly by indifference or neglect.

That one thing is Goodwill and Confidence. Confidence is a plant of slow growth, and once obtained by any business concern they have a priceless asset. —Ex.

* * *

In wisdom, steadiness and judgment the people have greatly the advantage of princes. —Machiavelli.



Meeting of Major Mitchell and Edward Henty, Portland Bay, 1836

Victoria's Ninetieth Birthday

On November 19th, we celebrated the official 90th birthday of Victoria. On the early morning of November 19th, 1834, Edward Henty, in his little schooner, "The Thistle," dropped anchor in Portland Bay, and, despite the hostile attitude of a number of blacks who lined the foreshore, landed on the beach, hoisted the Union Jack, and began the colonisation of Victoria.

Henty had four manservants, some cows, bullocks, pigs, fowls, dogs, implements, trees, seeds, etc., and pitched his camp on a pleasant green flat. He procured water by digging, and by November 28th had laid out a garden and planted vines and trees.

Early in December he turned the first furrow on the virgin soil of Victoria, using a plough made by himself, and drawn by a bullock.

In August, 1836, Major Mitchell made his memorable visit, and told the settlers of the rich pastoral land lying to the north, which enabled Henty to find suitable pastures for sheep grazing.

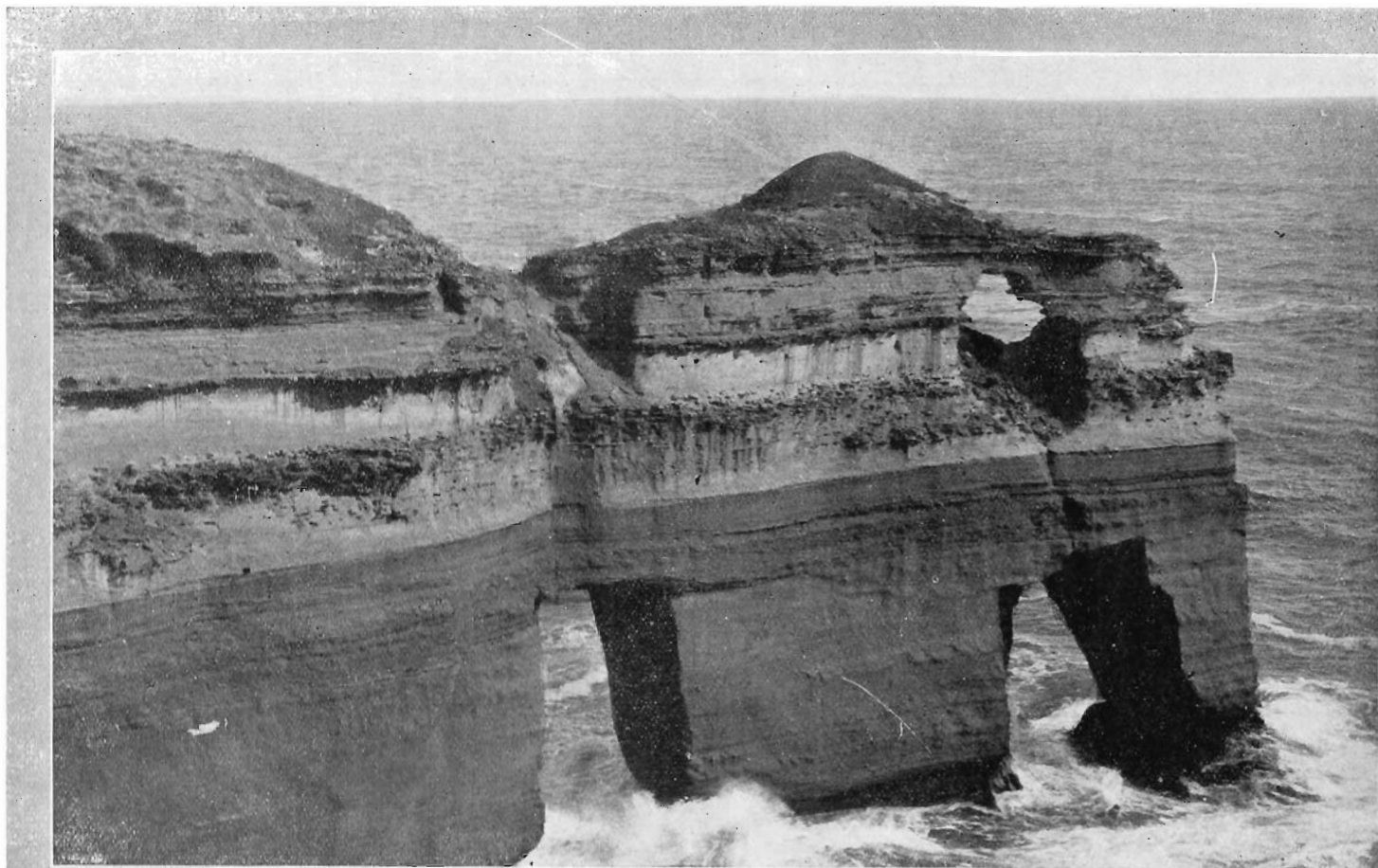
Henty's old home, "Burswood," on the Nelson Road, is now owned by a Mr. E. S. Baillere. The home of Stephen Henty (who accompanied his brother, Edward) is now the Richmond Hotel, owned by a Mrs. S. Housen, and is in a remarkably good state of preservation.

The Hume-Hovell Centenary

In 1824, just 100 years ago, the Hume and Hovell expedition completed the first overland journey through Victoria. On 20th November, 1824, the two intrepid pioneers crossed the Murray (which they named the Hume), and set out on their long tramp through unknown country to the southern coast, which was reached on 16th December. Never has such a poorly equipped party left on exploration, but despite great hardships and disappointments, the expedition was successful, and the explorers' glowing accounts of the country they had passed through led to other exploration parties (notably, Major Mitchell's) so that gradually the settlement of Victoria was begun.

To celebrate the centenary, a committee, consisting of representatives of the Education and Lands Departments, Historical Society, National Parks Association, Tourists' Resorts' Committee, and the Automobile Club, in conjunction with local organisations, has arranged for a series of memorials to be placed at various points along the route taken by the early explorers.

The centenary celebration has revived the old discussion as to the advisability of changing the name of the Murray to its old name, the Hume.



Elephant Rock, Port Campbell.

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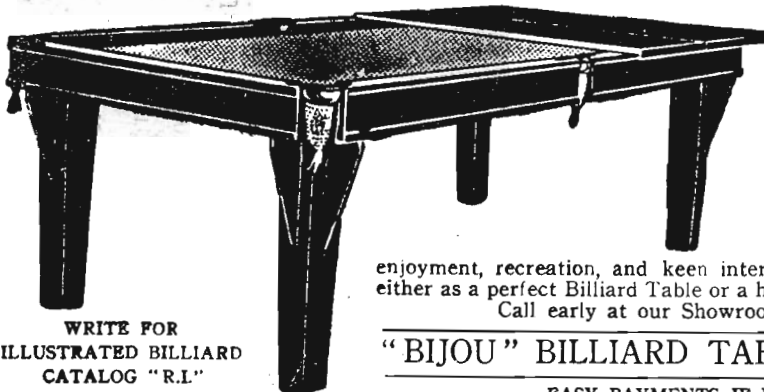
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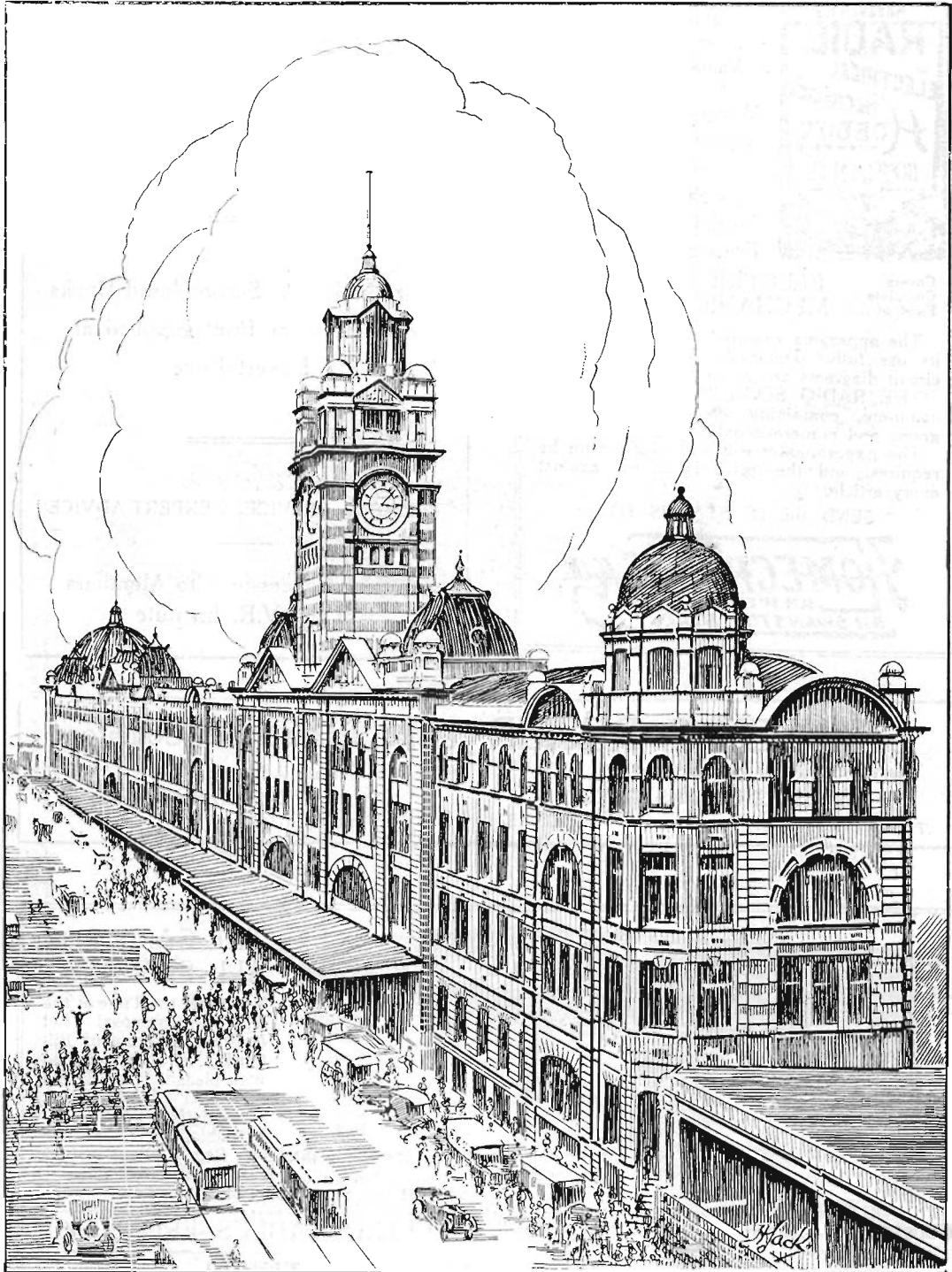
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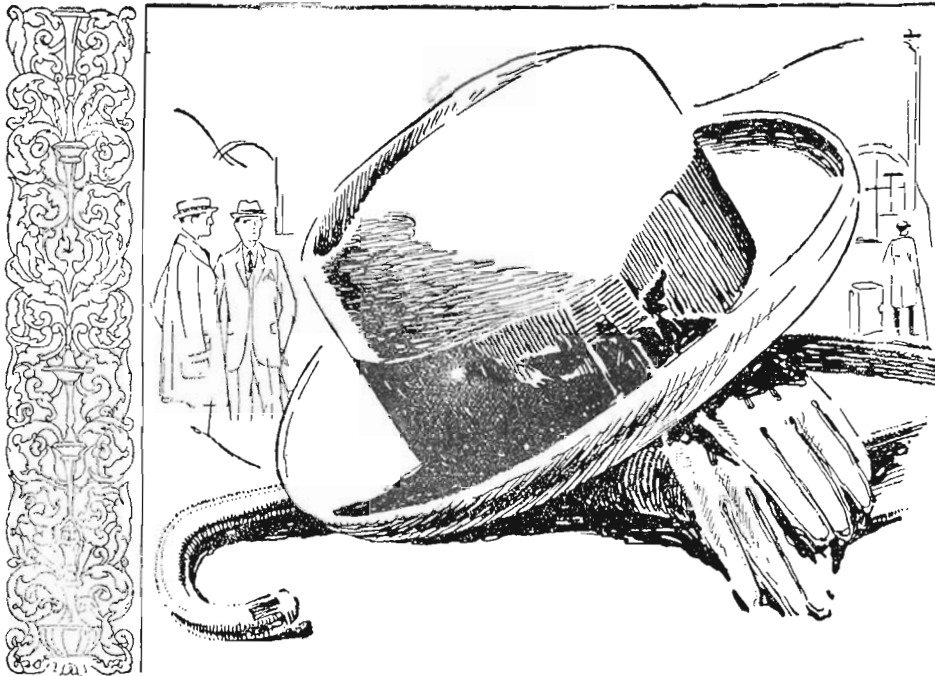
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