

and girls were nudging each other and giggling over the indecencies." His knowledge of child psychology in relation to the adolescent must be scanty. At that self-conscious age when children are just getting world-wise any nude is sufficient to call forth awkward giggles. I tremble to think what these writers would say if the "Origin of the Milky Way" or "The Fall of the Damned"—that compelling production in the watercolour rooms of the National Gallery, London, drawn, I believe, by Bellini, were exhibited in Adelaide. Yet these very pictures are considered as among the gems of the world's collection, and have called forth no comment through all the years of their exposition.—I am, Sir, &c.,  
LESLIE V. ROBERTS.

### UNIVERSITY CONCERT

#### Delightful Evening Promised

At the Elder Hall, North terrace, on August 16, a University concert will take place. The names of several Repertory Theatre players are included in the programme.

The aim of this entertainment is to raise funds to help to defray the heavy personal expenses of the forthcoming inter-varsity contests in debating, baseball, and football.

Varsity girls are making sweets for sale during the evening. The committee comprises Messrs. P. A. Ohlstrom, Basil Harford, and D. Mellish.

The following artists will assist:—Mr. Wilfrid Neill, Misses Stoneham, Kathleen and Alice Meegan, Jean Sinclair, Phyllis Everett, Alice Mallon, and Messrs. Royston Marcus, Beasley Kearney, Jack Davoren, Watson, W. Runge, Williamson, D. Mellish, Jack and Hector Treloar, and Basil Harford.

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### MR. HAROLD WYLDE AS COMPOSER.

#### FAIRY BALLAD FOR WOMEN'S CHOIR.

A musical event of outstanding local interest will be performed on Monday night by the ladies' part-singing class at the Conservatorium in the form of a "Fairy ballad," composed by Mr. Harold Wylde, F.R.C.O., a member of the Conservatorium staff. Mr. Wylde is already known as an organist and pianist, but hitherto none of his writing has been performed in Adelaide. The ballad "The two swans," founded on the fairy poem by Tom Hood, is described by those who have heard it in rehearsal as a work of remarkable originality and beauty, and under the conductorship of Mr. Winsloe Hall, the class has spared no effort to present it adequately. It affords ample evidence of the fact that Mr. Wylde is a musician of wide attainments, highly skilled in the technique of composition necessary to the embodiment of his ideas in realizable form. In the matter of musical style, he inclines to the modern school, but not extravagantly so, and his melodic treatment of the ballad in question is stated to be delightful.

After a short introduction the vocal work begins with a chorus depicting a gloomy lake scene, and takes a sinister turn as the "monstrous snake" guarding the prison tower, and the captive prince is introduced to the story. A quiet, beautiful melody marks the arrival of the swan, and then the music changes again, becoming intensely dramatic as the apparent hopelessness of the prisoner in the tower is indicated. But the singing of the swan charms the guardian snake, and the captive himself changing into the likeness of a swan escapes, and "two fair swans are swimming on the lake." The repetition of the melody which introduced the first swan marks the departure of both; and a soloist, against a vocal background sustained by the chorus, completes the narrative—"and as they sailed into the distance dim, and change anon, a gentle girl and boy." The work includes two main solos and a duet, in addition to much exceptionally picturesque writing for the chorus. The soloists are Miss Valda Harvey and Miss Stella Sobels. Mr. Winsloe Hall will conduct. The accompaniment is written for piano and organ. Mr. Harold Wylde himself will preside at the organ, and one of his pupils, Mr. Herbert Edwards, will play the piano part.

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MISS ELLIE THOMAS, A.L.C.M.,

who is the niece of Mr. and Mrs. Bongard, and pupil of the Dominican Convent, Semaphore, has recently gained the diploma for the practice of music in the London College. Miss Thomas, who is only 16 years of age, has been very successful in her musical career, having obtained certificates in the University of Adelaide, in Grades II., III., and IV., in Practice, and Grade IV. in Theory. In Trinity College she passed Higher Local and Senior Division for Piano and Junior Division in Theory.

Miss Kathleen Johns, also a pupil of the Dominican Convent, Semaphore, obtained a first-class pass in Advanced Senior for piano. (Advt.)

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### FORTHCOMING SCIENCE CONGRESS.

In our advertising columns will be found a statement regarding the forthcoming Adelaide meeting of the Australasian Association for the Advancement of Science, which will commence on August 25. There is a full programme of papers, lectures and addresses by men of distinction from all parts of Australasia, and arrangements have been made for several social entertainments which will provide opportunities for the local members of the association to meet the visitors to Adelaide. All are eligible for membership, and it has been arranged that several of the lectures and addresses will make an appeal to a general audience interested in the progress of scientific work and enquiry.

### AT ATTRACTIVE LECTURE.

On Thursday evening, August 31, a lecture will be given in the Public Library Lecture Room, North terrace, on "Art and life." The lecturer is Professor Coleman Phillipson. From the man who dissected Norman Lindsay's work with so keen a scalpel of thought and written word, who penned "True art implies fervent praise, glorifying the work of God and the noble work of man. True art refreshes, and reinvigorates the observer" should have absorbing material for his lecture.

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"If Professor Phillipson were to come suddenly and unexpectedly upon a lady bathing in a pool," says Mr. Coventry, "it is difficult to prognosticate what he would do." Mr. Coventry is quite right.

Who can say what he would do if, perchance, this should come true? We've not courage to enquire, Risking professorial ire, What he'd do if he should see Some Godiva, 'neath a tree, Bathing in a limpid pool— But we guess he'd feel a fool.

## Leaders of Industry Meet

### EAGER FOR AUSTRALIAN TRADE

(Specially written for "The Mail" by Mr. Keith S. Duncan, B.E.)

This report comes from Detroit (U.S.A.). Mr. Duncan, who is a member of the firm of Duncan Motors, Ltd., left Adelaide in April to visit the principal motor manufacturing countries throughout the world, and was appointed by the South Australian Chamber of Automotive Industries to represent this State at the congress which took place at Detroit in May.

Delegates from all parts of the world were present at the sessions which were held in the ballroom of the Hotel Statler. Many interesting papers were read by leaders of the motor industry, and the fact that these men, who are practically all presidents or vice-presidents of the various large motor companies, indicates the class of men who interested themselves in this congress. The three main topics which all the speakers stressed and developed were:—

(1) The great utility of motor transportation in developing the commercial, agricultural, educational, and social interest of a community.

(2) How best to market the motor car so that it can be and will be purchased by those who need it.

(3) The absolute necessity of providing adequate service facilities for car owners, and the fact that service is now realised as perhaps the most important factor influencing sales.

The following speakers, in my opinion, were the most powerful in the presentation of their papers:—

E. S. Jordan, president of the Jordan Motor Company.—Subject—"Effective Automatic Advertising." F. J. Haynes, president Dodge Bros.—Subject—"Sound Business Promption."

#### Plea for Better Roads

One idea that was stressed during the conference was the necessity for the development of good roads. The men connected with the motor industry in England and America are not content to let the matter of road development take its own course, but are energetically engaging themselves on this matter, and are working on the committee of highway boards, good roads associations, etc. It would be an advantage if the Australian dealer also took an active interest in this sphere, as it vitally concerns his business.

The U.S.A. Government Departments are busy on "good road" matters. The Department of Commerce, in conjunction with the Good Roads Department, has gone so far as to invite a party of six road engineers from South America to come to U.S.A. to inspect and learn road construction. The U.S.A. Government is paying the whole of the expenses of these men, right from the time that they leave their home country, and is affording them every opportunity of learning road construction.

Had there been any road engineers from Australia at Detroit they could have accompanied the party. I am pointing this out to show to what extent the Department of Commerce is willing to render assistance to foreign countries, where they believe that by so doing they will increase American trade. I believe that if the Good Roads Associations of Australia, drew up a plan whereby they sent a student of road construction from each State to America, together in one party, that the U.S.A. Government, through the Department of Commerce, would take charge of the party on its arrival, and without expense to the Good Roads Associations, educate them on road construction.

The Australian societies would, of course, probably have to finance the party to and from U.S.A., but the U.S.A. Government would no doubt agree to assist, both financially and by arrangement for a course of training, while in U.S.A. I have arranged to get detailed information of the course that is being provided for the South American men as soon as it is over, and will send out further details to Adelaide.

#### Eye on Australia Market

According to the programme there were a number of discussions set down to be lead by delegates from overseas. As these speakers were not previously informed of the fact that they would be required to speak, their remarks were for the most part, general, and of short duration. Delegates were, however, interested in the fact that the remarks gave an insight into the motor business in other countries, and usually provided an entertaining interlude between the more serious papers presented by the

The discussions at the luncheons were of little importance as the time usually did not allow lengthy speeches. However, the talks around the tables were always highly interesting, as one always got a variety of viewpoints on whatever was discussed.

I found that the Americans were very eager to talk about Australia, and they were usually firing questions at me whenever possible. They look upon Australia as their best customer for automobiles. I met men connected with all the leading motor companies in the vestibule or at lunch, and they were all anxious that I should visit their factories.

#### Motor Excursions

There were two motor excursions. The object of the first trip was to show the various uses to which cars and trucks were put. We saw the garages and part of equipment of business houses, which were operating 20, 50, or some over 80 units. We saw a number of six-wheel truck and trailer outfits. The trucks made for this work have a particularly short wheel base, and the trailer is designed for the particular work for which it is required.

The motor body companies use vehicles with long light trailers, each trailer carries 10 to 12 bodies placed side by side, and trailers are 40 ft. or more long. An inter-city trucking company used heavy trailers, equipped with high wooden sides. Some of the trailers were just like the railroad box car, although not so big, of course.

We saw some glass-lined milk trucks, very similar to the petrol tank trucks operated in Australia. The milk tanks were glass lined in some way, and were lagged with cork sheeting on the outside. The reason for this was that the milk is chilled before it is put into the tank truck, and will keep cold in these for six or seven hours. These trucks are used for bringing in the milk from the country to the city.

The city police have a fleet of Ford Lincoln touring cars which they use for chasing auto bandits. These cars must reach 80 m.p.h. on their trial run, before the Police Department will accept delivery. The retail stores operate large fleets of trucks usually of the fast 30-cwt, or 2-ton type, with pneumatic tyres. These trucks are driven practically as fast as the ordinary touring car.

#### Inspection of Roads

In order to show delegates the extent to which the concrete road had been developed in Wayne county, this tour was arranged. Closed cars were provided, and sufficient cars were ready so that only three passengers need travel in one car. We toured for 60 miles in a loop circuit into the country.

The roads were concrete without any bituminous surface. In some cases the centre line of the road was marked with white paint. This was done by a car with an attachment similar to a tennis court marker. At the intersections of the roads was placed a concrete pillar about 10 ft. high, on which a red light showing along all four directions flashed incessantly day and night. This applied even in the open country districts.

On all these roads, expansion joints were placed all along. These were filled with some bituminous material, as were any cracks that showed up. On the tour I was one of the three passengers in a Ford Lincoln Sedan, and although we travelled 60 miles in less than three hours, including all stops and delays in traffic, and very often travelled 35 and 38 m.p.h., I felt no more fatigued at the end of the journey than if I had merely gone a few miles. This was due partly to the wonderful road surface, which was better than Rundle street, for the whole trip, and to the superb riding qualities and smooth and silent running of the engine.

Although it was a cold, wet day, we travelled in perfect comfort, without hats or top coats. Travelling in such a car over such roads is the most luxurious form of travel I have ever experienced. I compared the trip to a