

NEWS OF THE DAY.

Showers and "Red Rain."

Showery weather may be expected to-day, according to Weather Bureau officials. The depression over the Bight was moving eastwards somewhat rapidly yesterday, and some scattered thunder storms are likely, although the showers are expected to contract to the coast and hills, after which improving weather is probable. The Assistant Commonwealth Meteorologist (Mr. Barkley) stated yesterday that it was possible that if the showers to-day fall much ahead of the centre of the depression, there may be some "red rain" caused by the northerly winds blowing the dust off the surface of the central desert. Gusts of northerly winds reached a maximum of 41 miles an hour in Melbourne yesterday morning, but there was no rain. In South Australia, dust storms were reported in the northern areas of that State.

In Parliament.

Proceedings in the Legislative Assembly yesterday opened with a pleasant note, the Premier announcing in reply to a question by Mr. Cain (Lab.) that the salaries of certain temporary female typists in the public service had been increased. Mr. Dunsian then took the opportunity afforded in moving the second reading of the Unemployment Relief Tax Re-enactment Bill of reviewing the unemployment position. He read lengthy comments from the Auditor-General and from the Crown Solicitor in regard to unemployment funds, and stated the position was such that in future legislation fixing the rates of unemployment relief tax should be passed by Parliament early in each financial year, as otherwise the Treasurer could use in his estimate only the amount of the arrears on account of unemployment relief taxation. The debate was adjourned until to-day. The Unemployment Loan Application Bill was also presented and adjourned. The bill providing for the sale of a section of Fisherman's Bend was then brought forward, and an interesting and at times lively debate ensued.

Immigration Act.

The Commonwealth authorities recently communicated with the State Government directing attention to certain phases of the Immigration Act. The first communication requested that the Commonwealth should be promptly notified by the responsible Victorian department of the arrival from overseas of persons suffering from mental and physical disabilities, so that if necessary action could be taken to deal with them. It was pointed out that if notification was not promptly received the persons concerned

pointed out that if notification was not promptly received the persons concerned remained for some time, and it was then difficult, and even painful, to deal with them. The second communication intimated that the Commonwealth was prepared to meet part of the cost of repatriating indigent people who were becoming a charge on the Federal revenues. This will not have very wide application in Victoria. The State authorities have financially assisted a number of people in poor circumstances who desired to return to relatives overseas because they had no prospects here. But that was done in the form of charity and not as a punishment.

Electrical Exhibition.

Among the attractions at the all-electrical exhibition, to be opened in the Exhibition Building on 14th inst., will be a new triple, flashing electric beacon of 1,000,000 candle power, which will replace the existing acetylene light of 13,000 candle power at Gabo Island. The apparatus was manufactured in England and shipped to Australia. After the exhibition it will be taken by the Cape York to the island and assembled in October. Blinding in its intensity, the light will have a far greater penetrating power than the present light, and will be of great assistance to mariners in rounding the eastern corner of the State. Another unusual exhibit at the exhibition will be an "electrical man," or robot, built at a cost of £2000. It is expected here from England on Monday next by R.M.S. Baradine, in the care of its designer. The Baradine crossed the line on Friday last, and as the robot is described as being almost human, it will be interesting to find out what were "his," "her" or "its" reactions to the seaweed-encircled Neptune when he came aboard in the traditional way.

The Turf.

Speaking on humor and curiosities of the turf at the Legacy Club luncheon yesterday, Mr. J. Henry, judge at the metropolitan race-courses, drew a contrast between the different definitions of racing by celebrated authors. Pursuing the theme, he said that, although racing might afford a contrast, the consistency of its followers was very remarkable. No race was ever over until the placed

horses had passed the winning post. There were just as many close finishes in the Grand National Steeplechase as in the Melbourne Cup. The fastest run race he had seen in Victoria was The Hawk's Lloyd Stakes, of one mile, in 1 minute 36¼ seconds, and the slowest, Prince Foote's Champion Stakes, of three miles, in 8 minutes 47 seconds, or two minutes slower than Beiar's Grand National record. Though the average

National record. Though the average racegoer was very superstitious, it would never prevent him from backing No. 13 on the card, and incidentally winners of five Melbourne Cups had carried that number to victory. Mr. Henry told a story of two doubtful characters who collected money from racegoers and tried to pick losers. One was heard to exclaim, "There are 60,000 mugs here who cannot pick winners, and two who cannot pick losers."

Transport Board's Expenditure

An amount of £3696 in the estimates for salaries, contingencies and miscellaneous expenses for the Transport Regulation Board in the months of September and October gave rise to a short, sharp discussion in the Legislative Council last night. The amount was nearly £800 in excess of the board's expenditure in the corresponding period of last year, and Mr. Tyner wanted to know why. The Minister of Health and Education (Mr. Harris) replied that the increased expenditure represented the cost of office furniture, and payment of inspectors appointed by the board to police its regulations. Generally the attitude of the board in aggrandising itself was responsible for a considerable amount of the expenditure. "That is saying it plain and straight," the Minister added. "What does the Transport Board pay in rent?" asked the unofficial leader (Mr. H. I. Cohen). The Minister confessed he did not know, so Mr. Cohen answered his own question—for the information of the House. The board, he said, paid no rent. Neither did the other two Government bodies which were accommodated in the western annexe of the Exhibition Building—the Country Roads Board and the motor registration branch. Since Parliament had vacated that building not a penny in rental had been received for it by the Exhibition Trustees, though the Country Roads Board was willing to pay if the Government would allow it to do so. A gentlemen's agreement had been entered into by a former Minister of Public Works, whereby the trustees should be credited with at least £1000 a year by way of rental, but that agreement had not been carried out, and the trustees had to pay interest on more than £7000 which had been advanced by the Government for renovating the building for the Duke of Gloucester's visit. He suggested that the whole debt should be wiped out by the Government.

Metropolitan Traffic.

No action to advance the cause of metropolitan transport co-ordination will be taken until after Parliament goes into recess in December, and in the meantime it is probable that the Tramways Board will be given yet another annual reprieve. For eleven years successive Governments have refused to appoint the board for a longer term than one year on the ground that "co-ordina-

tion of the board for a longer term than one year on the ground that "co-ordination would be considered next session." Yesterday the Minister of Transport (Mr. Bussan) said he was anxious to convene a conference of all interested bodies, but no action was possible until the House went into recess. The matter would be investigated thoroughly, and brought before Parliament early in the first session next year. It may well be that the first serious attempt to grapple with the problem will be made by a Country party Minister, whose electorate is some hundreds of miles from the city.

Twenty Years After.

It was in the year 1915. The day was 2nd September. Church parade was over and the routine work of 1482 officers and men of the Australian and New Zealand Army Corps (commonly known as Anzacs) on board the troopship *Southland*, proceeding to Gallipoli, proceeded in normal fashion until the hour of 9.43 a.m. At that time alert officers on the bridge observed a whisper of foam moving quickly over the shimmering surface of the Aegean Sea, and a moment later H.M.T. B.11 heeled over almost to her beam ends as a torpedo from a German submarine ploughed its way through her plates. In manner typical of the men who later made such a name for themselves and their country on the slopes of Gallipoli and the battlefields of France, not a man on board the liner moved from his post, and save for the unfortunate loss of thirty-five lives the vessel was beached safely on the beach of Mudros Island some six hours later. That epic of history is known to most Australians, and a goodly number of the men who made that day famous gathered at dinner at the Victoria Palace last evening to commemorate the twentieth anniversary of that nerve-racking occasion. It was the first official reunion of the *Southlanders*, and although twenty years have elapsed since they faced death together the men, consisting mainly of the troops of the 21st and 23rd Battalions, recalled memories in the light of events of yesterday. Included in those who made it their business to be present was Colonel J. F. Hutchinson, O.C. Troopship; Lieutenant-Colonel N. F. Wellington, ship's adjutant; and Captain A. G. Brown, president 21st Battalion Association, but the most striking reference to the torpedoing came from the guest, Major-General Sir C. C. B. White, who expressed the opinion that the officers and men who stood to their posts on the *Southland* "had the honor of placing the most distinctive laurel in the A.I.F."

Art and the Cave Man.

Some interesting observations upon art were made yesterday by Dr. Felix Meyer when opening, at the Athenæum Hall, the exhibition of paintings by twenty Melbourne painters. Dr. Meyer said that doctors differed and artists

many Melbourne painters. Dr. Meyer said that doctors differed and artists differed, and it was a good thing for art that these differences existed. Conceptions of beauty and truth had varied since the advent of man, and it would be very strange indeed if artists did not react in some way to these different conceptions. They should meet every new movement in art with a spirit free from bias, with an inquiring mind. At present there was a distinctly backward movement in art, and some of the works to-day were more primitive than the primitive; the cave man had come into his own again in certain ways.

Historic Schooner Sold.

Out of commission for over five years, the three-masted schooner *Clamin*, from which the rockets in the recent Williamstown tragedy were stolen, has been purchased for the coastal trade by a new company, Auxiliary Vessels Pty. Ltd., and will go into service in about three weeks' time. The *Clamin* is one of the oldest and most historic little vessels in the port. She was built at Williamstown in 1888 as a screw-steamer, *Vulcan*, by the Melbourne Coal, Shipping and Engineering Co., and was used as a Government ship under the control of the Mines department for defence purposes, being employed principally by the garrison at Queenscliff. On many occasions she took members of the old Boys' Naval Brigade to the "Cliff" on holidays. Later she was sold to J. S. Lee and Sons, who converted her to a schooner about ten years ago. After a period in the Bass Strait trade, the *Clamin* joined the obsolete craft at Williamstown and everybody thought the little vessel's sea-going days were done. Officials of the company refused to disclose details of the service which the *Clamin* will enter, but it is almost certain to start in the small-ports trade, and possibly run across Bass Strait.